

'50-50' BILL PASSES —SIU WINS 7-YEAR FIGHT FOR CARGOES

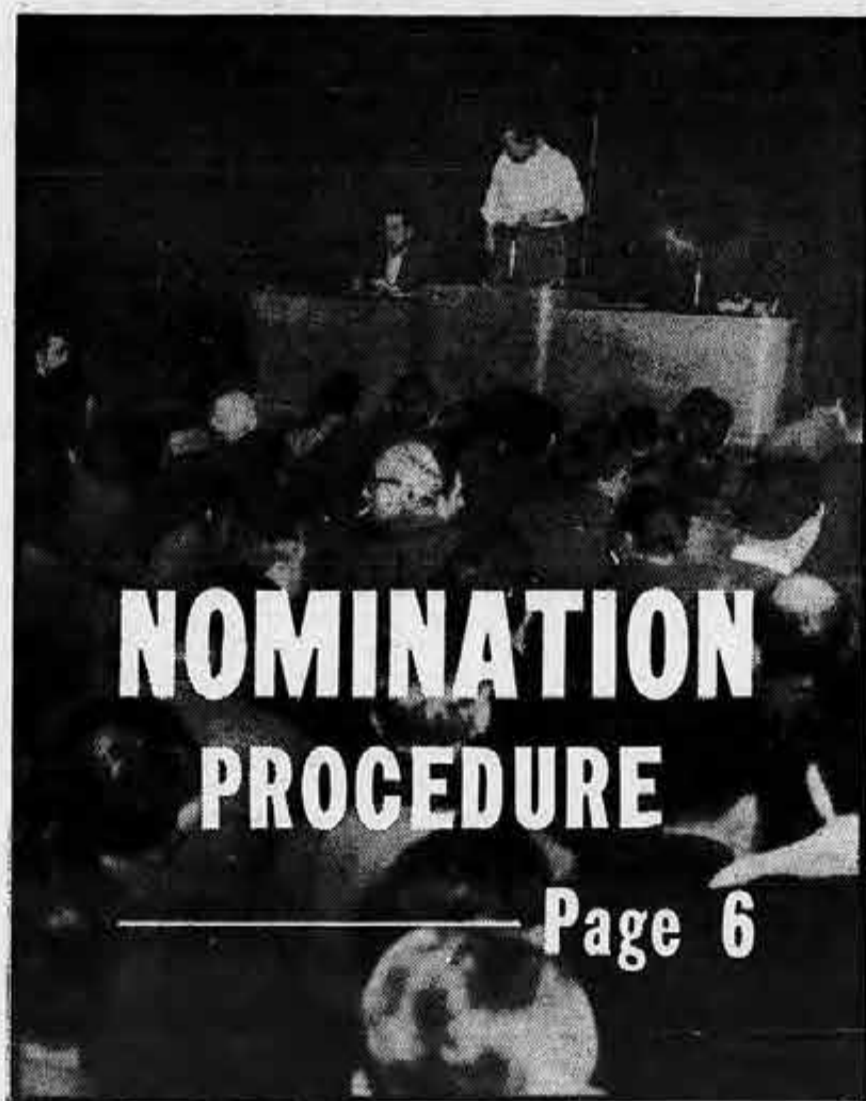
—————Story on Page 2

Nominations Open For 49 Elective Offices In Union

—————Story on Page 3

Union To Probe Georgia Tax Levies On Seafarers

—————Story on Page 2



SIU-AFFILIATED SHRIMP FISHERMEN IN BILOXI SHRIMP FESTIVAL



SIU Hails Victory As '50-50' Passes

WASHINGTON — The SIU and other maritime groups have scored a surprise upset victory to end a seven year fight for a permanent "50-50" law. The bill now awaits President Eisenhower's signature.

Passage of the bill by the House of Representatives came after strong pleas from union and shipowner groups succeeded in shaking the bill loose from the House Rules Committee, where it appeared doomed to die.

The action of the Rules Committee came after a direct appeal to the White House by maritime spokesmen. It was a major triumph for US-flag shipping and the SIU over the stiff objections of the State Department, the Defense Department and other administration representatives.

Ends Yearly Battle

The success of the permanent "50-50" bill climaxes a seven year fight by the SIU for the principle that American flag shipping is entitled to at least half of cargoes bought and paid for by the US taxpayer. Each year since the Marshall Plan began, followed by other economic and military aid programs, the SIU and other maritime groups have had to battle fierce opposition in Washington to get a "50-50" provision attached to foreign aid bills.

From now on, once this new bill is signed into law, the principle of "50-50" will be firmly fixed in future maritime dealings. Its importance to the well-being of maritime is indicated by the fact that US-flag shipping for the past year has been carrying less than 30 percent of all commercial cargoes entering and leaving this country. That includes oil cargoes.

As one maritime spokesman said in effect in testifying for the bill, "Subsidies are fine but subsidies in themselves don't provide cargo. This legislation goes a long way toward assuring US merchant ships of cargo for their operations."

International Lobby

Through the years, the most vigorous opposition to "50-50" legislation has not come from any domestic source but from foreign shipowners who have utilized their diplomatic services in this country to lobby extensively against the bill. The State Department has carried the ball for them on the grounds that it is to the Department's interest to maintain friendly relations with foreign nations.

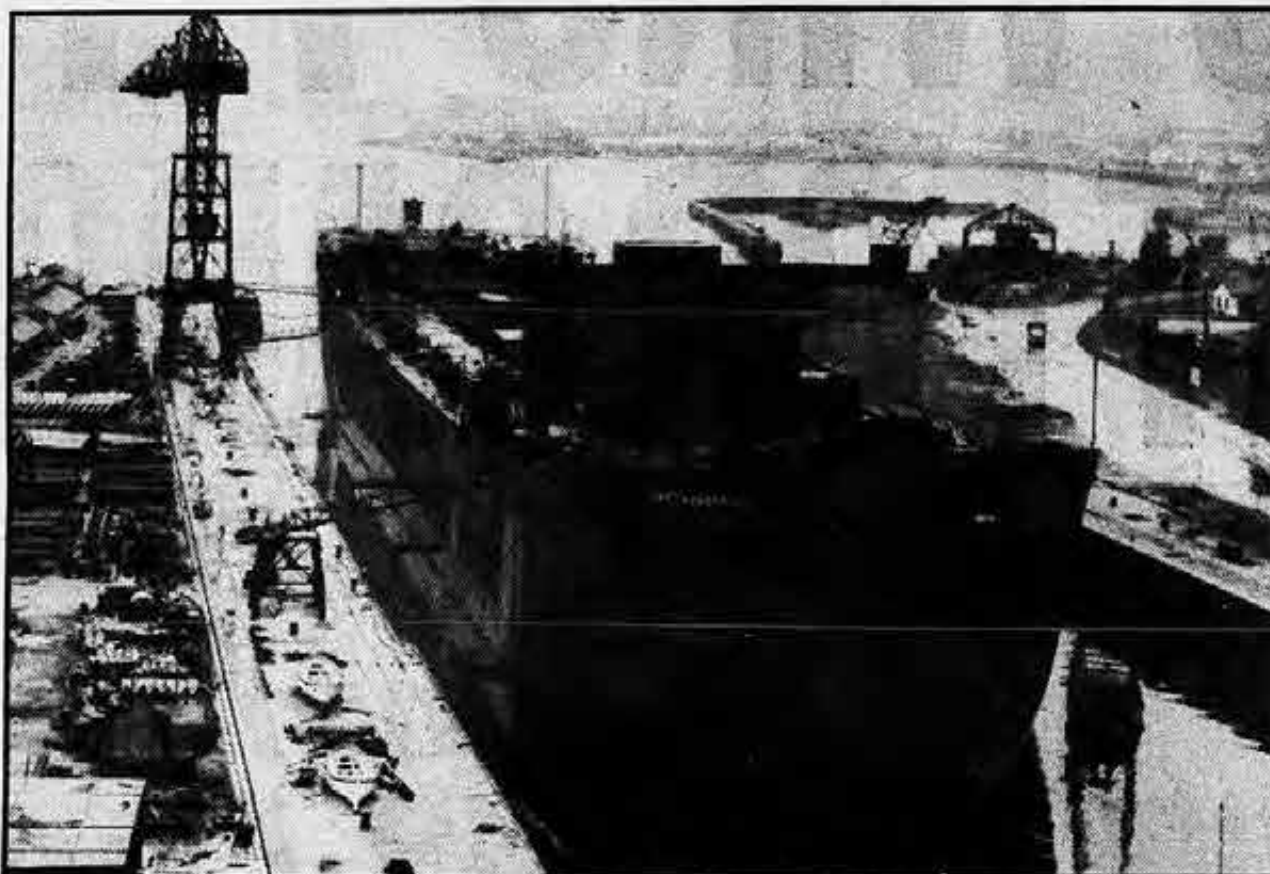
However, the State Department's arguments were overcome by two major considerations: The obvious need of US-flag ships for a "50-50" law to prop their operations and the existence of similar legislation in other maritime countries. As witnesses pointed out to Con-

gress, some countries require 100 percent of Government cargoes to be carried on their own ships.

The permanent "50-50" law is in some respects more far-reaching than the temporary bills that have

been passed year by year, because it also applies to overseas purchases by the Armed Forces. Up until now, such purchases had been free to move on the ships of any nation.

More Runaway Competition For US Ships



Another 60,000-ton runaway ore ship presently a-building for US Steel is the Ore Transport. She's shown here under construction in a Kure, Japan, shipyard. Like her sister ship, the Ore Chief, she will be registered by the company under the Liberian flag.

OK Near On Bill To End Long Quarantine Delays

WASHINGTON—The often cursed overnight waits by crews arriving in US ports before clearing Quarantine appear to be at an end. The Senate has completed action on a bill permitting shipping companies to pay overtime for inspections between 5 PM and 8 AM. The bill was supported by all shipping companies and port interests as a means of eliminating expensive delays in port.

Up until now, any freighter or tanker that failed to make port by 5 PM had to anchor out and wait overnight for Quarantine inspection the next morning. Even more affected were ships that came into port on a Saturday night since they had to hold over until Monday morning. Then gangs of longshoremen hired to handle the ship's cargo would be idle until the ship docked. It's been estimated that 40 percent of the shipping entering New York harbor is affected by the delays.

Passage Long Sought

Consequently shipping interests for the last four years have urged passage of this kind of a bill which would do away with these expensive delays and permit more flexible scheduling. The cost of paying the overtime is considered slight in comparison to the savings involved in having the ship cleared and at the dock the same evening it arrives.

Customs and Immigration offi-

cers requested by shipping companies in off hours are already paid by the companies under similar bills passed several years back.

The latest bill has already been passed by the House and is expected to get speedy Presidential approval.

\$520,000 Paid Kin Of 45 Lost On Pennsylvania

SAN FRANCISCO—Beneficiaries of the 45 lost crewmembers of the ill-fated Pennsylvania have received \$520,000 in settlement of their suit against the States Steamship Company. The Pennsylvania, a Victory ship, went down in the Pacific on January 9, 1952, with loss of all hands.

As a result of lawsuits filed on behalf of beneficiaries, the company took legal action in the courts to limit its liability. This action led to the lump sum settlement which will be allocated among the beneficiaries.

The Pennsylvania was caught in a severe winter storm 700 miles northwest of Seattle. The last ra-

dio reports from the ship were that it was out of control and had suffered a cracked hull. It was believed that crewmembers abandoned ship as the Coast Guard later found two overturned lifeboats in the area.

The Pennsylvania was manned in the deck department by the Sailors Union of the Pacific and below decks by the Marine Firemen, Oilers and Watertenders, both affiliates of the SIU.

Union Probes Georgia Income Tax Garnishees

Action by the State of Georgia in slapping tax garnishees on Seafarers sailing South Atlantic ships is now under study by the Union counsel to see if any redress can be obtained for the membership. Four Seafarers sailing with the Savannah-based steamship company were the victims of the garnishee procedure instituted by the local Georgia tax collector.

What happened was that the state tax collector put a lien on the company for state income tax claims. The lien was to compel the company to deduct back taxes plus penalties and interest before

the men were paid off. The company had no choice but to comply for otherwise the men would not be able to get their pay.

The case was called to the attention of the Savannah port agent and was referred to Welfare Services in headquarters to see if anything could be done about it. Since it was a legal matter, Welfare Services has turned it over to the attorney for study.

Federal Law Question

Federal laws governing the payoffs of seamen list certain headings under which money can be deducted from seamen's wages, such as for family allotments and other items. The law says that the money can be deducted only for the specific purposes listed in the statute.

The purpose of the law is to protect seamen from all kinds of shady deductions from their pay; a practice which flourished for many years in the old days.

While the law on deductions from seamen's wages is quite stringent there is at least one Federal Court ruling, issued by a Court of Appeals, which holds that the law was never intended to deprive a state government of its right to collect taxes. Other rulings by lower Federal courts have held the opposite. Of course, the Court of Appeals ruling would tend to take precedent over the lower courts.

Up until now though, the number of such court cases is limited so it would be hard to draw a conclusion one way or the other.

Residence Question

Another factor at issue is the question of the seamen's residence. The Seafarers involved dispute the claims of the State of Georgia that they are residents of Georgia. If they are not, the state has no legal right to collect state income taxes from them.

Since this kind of case can affect a considerable number of Seafarers sailing out of the port of Savannah, for the time being Seafarers in that port who reside in Georgia should make sure that their state taxes are taken care of. Otherwise they can be socked with the same kind of penalty proceedings.

SEAFARERS LOG

Aug. 20, 1954 Vol. XVI, No. 17

| | |
|------------------------------|--------------|
| As I See It..... | Page 4 |
| Burly | Page 16 |
| Crossword Puzzle | Page 8 |
| Editorials | Page 9 |
| Galley Gleanings | Page 15 |
| Inquiring Seafarer | Page 8 |
| Labor Round-Up | Page 8 |
| Letter of The Week..... | Page 9 |
| Letters | Page 16 |
| Maritime | Page 8 |
| Meet The Seafarer..... | Page 8 |
| Notices, Personals | Page 17 |
| Off Watch | Page 14 |
| Port Reports | Pages 12, 13 |
| Quiz | Page 14 |
| Ships' Minutes | Page 17 |
| SIU History Cartoon | Page 6 |
| Sports Line | Page 15 |
| Top of The News | Page 6 |
| Vote of Thanks | Page 9 |
| Washington News Letter | Page 7 |
| Welfare Benefits | Pages 18, 19 |
| Welfare Report | Page 18 |
| Your Dollar's Worth | Page 5 |

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'Ellis Island' Going Ashore?

Ellis Island, a familiar New York harbor landmark for Seafarers and for over 60 years the chief immigration station for the US, may become a municipal version of the Federal Government's Alcatraz Prison in San Francisco Bay if present plans go through. The Immigration and Naturalization Service, an agency of the Justice Department, has asked permission to transfer its operations inland to its offices in upper Manhattan.

Follow the Flag!

By Professor Frabjous R. Entwhistle

(The following interview never took place, and, fortunately, Professor Entwhistle doesn't exist, but the line of thinking followed in the story could conceivably arise if we were to take seriously the suggestions recently offered by the former head of the Maritime Commission and apply them to the entire nation. We hope no one will take "Professor Entwhistle" seriously...)

A proposal by Vice-Admiral Emory S. Land (retired) that US merchant ships ought to transfer to foreign flags because it costs less to run them that way has inspired a super-duper plan to revamp the entire American economy. Dr. Frabjous R. Entwhistle, professor of economics at Secaucus University, has submitted a draft of the plan to the SEAFARERS LOG. In short, it involves transferring all of American industry to the Panamanian, Honduran and Liberian flag, abolishing all subsidies, tariffs, throwing out union contracts and getting rid of all the high costs that plague our country.

"The possibilities are terrific," Dr. Entwhistle said at a press conference called to reveal the plan. "By cutting costs to the bone we can assure the most profitable era in the history of our flourishing American economy."



The economist admitted that one prospect that was troubling him was the fact that our productive resources might not be readily available to us in time of war and might even fall into the hands of the Communists. But he said, "in the words of Admiral Land this is a 'calculated risk' we have to take to assure higher profits for our industry." Admiral Land has stated that we might not get our ships back in a national emergency, but that's a "calculated risk."

When queried by one reporter as to how this would affect the Government's tax income, the doctor snorted that he had that problem licked too.

"Everybody realizes," he continued, "that the bulk of our Government expense is for defense purposes. All we have to do is transfer our Army and Navy too. In other words we will set up a big foreign legion and be able to hire soldiers, sailors and airmen for a few cents a week. The savings will be immense."



Entwhistle gives fullest credit to Admiral Land for his proposals. The Admiral will be remembered by Seafarers as the war-time head of US shipping and the old Maritime Commission. He is best known for his famous statement that he would like to shoot union leaders before sunrise for calling strikes.

Admiral Land said in brief, "The high costs of operation (of US ships) are brought about by American wage standards, repair costs, taxes and stricter inspection laws." Hence the need for transfers. A strong merchant marine, the Admiral said, was impossible without Government subsidy—and subsidies cost money.

Carrying Land's ideas a few steps forward, Dr. Entwhistle called for abolition of all subsidies, minimum wage laws, tariffs, restrictions on foreign labor, safety laws and other regulations that might hinder low-cost operations.

"Look at the airlines," he said. "The Government spends millions each year to keep American planes running. Foreign-flag planes can do just as well, and we're sure that they would be available in times of defense—at least we hope we're sure."

Then, he went on to explain, there were people in the Government spending thousands each year to catch Mexican "wobacks" and send them back to Mexico. "It's ridiculous," he exploded. "Here we have people who will work for 15 or 20 cents an hour and we're chasing 'em away! We should invite them in with open arms."



Enlarging on his subject, the doctor declared: "Let's take US Steel for an example. There's a good sized company that really could operate if it wasn't subject to all sorts of foolish red tape and restrictions like union contracts, minimum wage laws, taxes and all kinds of expenses. These eat up all but a part of the profits and the shareholders aren't getting anywhere near the amount of money they should."

"But I have high hopes for the company," he added. "They're finally beginning to wake up to the economic facts of life. For example they are putting all their brand new ore ships under the Liberian flag. The savings are tremendous! Now if the company could only transfer all its rolling mills, blast furnaces and blooming mills to Liberian registry can't you imagine the profits that would roll in! I'm sure we could get workers to man the mills for 40 or 50 cents an hour. It would be a boon to the economy."

"But Dr. Entwhistle," called one reporter from the back of the room, "if all that you say is true and we follow your suggestion, what will happen to the nation's purchasing power and our American standard of living and the millions and millions who will be out of work?"

"No comment," he said. "Conference closed. No further questions, gentlemen."



New Orleans port membership meeting of August 11 votes overwhelmingly by show of books to approve secretary-treasurer's report and recommendations for number and posts of elective offices in the Union. Similar votes in all ports paved way for opening of nominations on August 12.

Nominations Open In SIU Elections

Nominations are now open for all qualified SIU members who desire to run for Union office in the SIU's biennial election. The action by membership meetings in all ports Wednesday night approving a total of 49 elective posts cleared the way for nominating to begin the morning of August 12. The nominating period will end at midnight, September 11.

In accordance with the Union's constitution, the nominating procedure is simple. All a Seafarer has to do to nominate himself is to write to headquarters stating the office for which he wishes to run. With this letter he is required to submit proof of

The membership-adopted resolution opening the elections for SIU officials and the qualifications necessary for nomination are on Page 5.

three years' seetime as an unlicensed man, proof of citizenship and of two year's continuous membership in the Union.

Four months of the seetime must be in the current year except in cases where the candidate has already been serving as a Union official.

100-Word Statement

In addition, each candidate is requested to send in a passport photo of himself and a statement of 100 words or less summarizing his Union record. The photograph and the statement will be published in the SEAFARERS LOG before the election gets underway.

Candidates' qualifications will be examined by a credentials committee that will be elected at a later date. Voting will begin on November 15 and run for two months through January 15, 1955. The newly-elected officials will take office on midnight, March 31, 1955, for a two-year term.

The number and distribution of elective posts in this year's voting will be the same as it was two years ago with but one change. Instead of electing six joint assistant secretary-treasurers three will be elected representing the shipboard departments and three will be joint. This step has been taken to assure that every shipboard department is represented at the headquarters level.

Consequently the roster of posts open is as follows:

Headquarters: One secretary-treasurer; one deck assistant secre-



Reading clerk Buck Stephens reads report and recommendations on SIU election procedure to attentive New Orleans membership.

tary-treasurer, one engine assistant secretary-treasurer and one steward assistant secretary-treasurer; three joint assistant secretary-treasurers.

Boston: One port agent, one joint patrolman.

New York: Three deck patrolmen; three engine patrolmen; three steward patrolmen; six joint patrolmen.

Philadelphia: One agent, one joint patrolman.

Baltimore: One agent, four patrolmen (one deck, one engine, one steward, one joint patrolman).

Norfolk: One agent, one joint patrolman.

Savannah: One agent, one joint patrolman.

Tampa: One agent, one joint patrolman.

Mobile: One agent, four patrolmen (one deck, one engine, one steward, one joint patrolman).

New Orleans: One agent and four patrolmen distributed as in Mobile.

Galveston: One agent, one joint patrolman.

West Coast officers will continue to be appointive as has been traditional in the Union due to the fluctuating nature of SIU shipping on that coast.

In urging qualified members to nominate themselves, SIU Secretary-Treasurer Paul Hall declared, "Large scale participation by the membership in the activities of the SIU has been one of the pillars of our Union's strength. To maintain the vigorous activities of our Union, every qualified Seafarer is urged to participate in the election of officials, just as these members have been elected to serve as delegates aboard ship and as Union committee members ashore."

"All Seafarers who want to contest for office are urged to get their nominations in so that their names can appear on the official A&G election ballot."

In 1952 there were 75 candidates running for the 49 offices open. This was the largest number of candidates ever to file for an election in the SIU.

Hope Fades For Hospital Reopening

MOBILE—Any possibility that the old marine hospital here, now operated as a USPHS out-patient clinic, ever will be reopened as a full-fledged hospital will be a dead issue provided plans now under consideration are put into effect.

The Sixth District Tuberculosis Sanatorium Assn., representing six South Alabama counties, has been seeking the hospital building for use as a district sanatorium, a proposal which would require relocation of the out-patient clinic.

Frank S. Keeler, Mobile, president of the Association, said the General Services Administration, which administers public buildings, had approved transfer of the building to the association as soon as it can be vacated by the USPHS

clinic. Tentative plans call for relocating the out-patient clinic in the old US Court and Customs Building at St. Francis and N. Royal Streets in downtown Mobile.

Closed For 2 Years

The Marine Hospital was closed two years ago after more than 100 years of continuous operation. Since then, limited space in the building has been utilized by the USPHS as an out-patient clinic staffed by four medical officers, including the director of the clinic,

two dentists, a dental hygienist, two nurses, a pharmacist, X-ray technician, physical therapist, administrative personnel and a four-man maintenance staff.

Mobile Seafarers requiring hospital attention must go to New Orleans, site of the nearest USPHS hospital. Emergency cases are admitted to local hospitals.

The out-patient clinic has performed a worthy service for Seafarers living in Mobile. It enables them to obtain adequate medical care while living among family and friends once they have been placed on out-patient status. Otherwise they would be required to remain in New Orleans or commute the 154-mile distance between the two port cities.

Building Is Old

The proposed relocation plan would require other governmental offices in the old Customs Building to vacate to provide adequate space for the clinic. The clinic staff would prefer to be located in some other building, preferably a new one designed for efficient clinical use.

Services provided by the clinic will not be curtailed by the shift, provided adequate space is provided to house all present facilities, staff members said.

New Orleans Shuffles Offices, Ups Services



At new patrolman's office behind dispatch counter in NO SIU hall, Seafarers Thomas "Whitey" Plunkett (left) and Andy "Schnoz" McCloskey get interpretation of clause in new SIU freight contract supplement from Patrolman C. M. Tannehill.

NEW ORLEANS—In a move designed to improve service to the membership, several departments have been shifted to new quarters in the New Orleans SIU hall.

The patrolman's office was moved from the third down to the second deck and installed behind the dispatcher's counter for the greater convenience of the membership.

All vacation applications and other welfare services are now being handled over the dispatcher's counter on the second floor, which is the shipping floor, instead of from the third floor as was the former practice.

Service Consolidated

Forms which the membership may use to apply for retroactive pay due them from various companies under the new freight contract supplement are available at the new patrolman's counter.

The biggest advantage to the membership resulting from the move is that members now will be able to attend to welfare applications and all other Union business at one place without the necessity of climbing the stairs to the third floor. The compact arrangement also will add to efficiency in the operation of the New Orleans branch.

An office for stenographic personnel was established in the office previously occupied by patrolmen on the third floor. The port agent's office remains on the third deck, but was moved into the space formerly used as stenographer's office. The Gulf Area LOG office was set up in the office space formerly occupied by the agent.

It's been a long roundabout trail to a college diploma for Seafarer Ed Larkin but after detouring via several years at sea, Larkin is now assured of his goal. One of the four winners of the SIU's \$6,000

scholarship award, the 28-year-old Seafarer intends to return to his studies this fall at Cornell University's School of Industrial and Labor Relations after completing a summer's shipping as chief electrician on the SIU-manned Wacosta.

In the years since 1941 when he left high school in mid-stream, Larkin has been knocking around as sawmill hand, ranchhand, oil field worker, construction worker, seaman and shipboard organizer, always with the idea of completing his education somehow. He

This is the fourth and last in a series of feature articles on the four 1954 award winners under the SIU Scholarship Plan.

took a big step in that direction when he won a labor scholarship to Coleg Harlech, Wales, in 1952, and now this second scholarship award will fulfill the long-held ambition.

Larkin was born in the Great Lakes port of Milwaukee, on November, 11, 1925, and it was on

the Lakes that he had his first taste of sailing. By the time he graduated grammar school in 1939 his father had passed on and two years later, while he was a student at a trade high school his mother died, leaving him on his own.

Variety of Jobs

For the next year and a half he drifted in and out of a variety of tough, low-paying jobs. They included a six-month stint on an Iowa farm just for room and board. He worked for a while on Civilian Conservation Corps projects and served as a woodworker and ranch hand in the northern Middle West.

In September, 1942, he took what he described as "the most important step in my life" when he shipped as coalpasser on the J. E. Upson, an ore-carrier out of Duluth, Minnesota. He returned to the Lakes for a while the following summer, later in the year going to Baltimore and starting on deep sea ships. "The following year," he said, "I joined what was then a small union after making a trip to the Far East. That union, the SIU, was my turning point. Larkin shipped through the ware-

As I See It . . .

Paul Hall



FOR SEVEN YEARS NOW THE SIU HAS BEEN FIGHTING, YEAR by year, to make sure that US ships would receive at least half the cargoes Uncle Sam sends to his allies overseas. After seven years the fight has come to an end because Congress has passed a law which says that "50-50" will be permanent from now on.

This fight is as good an illustration as any of the value of seeing a good beef through to the bitter end. If at any time during the past seven years the SIU and supporters of "50-50" had backed away from a fight, the issue would be dead and buried for all time.

As it is right now, "50-50" appears far more important to the jobs of seamen and the well-being of US shipping than it did when the beef first started. That was when the Marshall Plan administrator threatened to throw "50-50" out the window because the rates offered by US operators were not to his liking.

At that time, nobody expected foreign aid programs to last as long as they have. It was figured all around that two or three years would do the trick and put wartime allies back on their feet again. Now though, it looks like the foreign aid programs will continue indefinitely.

For that matter, the carriage of Government cargoes wasn't as vital to US ships then as it is now, because then US-flag operators were carrying a respectable share of foreign commerce. Today it's another story. The foreign flag operator has taken over the great bulk of commercial cargoes, over 70 percent of them.

So looking back at the situation from today's point of view, the fight the SIU put up on the issue from the very beginning has paid off year after year for Seafarers and will continue to pay off for an indefinite number of years to come.

The membership will agree that seven years is a long time to fight a beef through. It goes without saying that your Union could not have been successful in this issue if the Seafarers in the first instance seven years ago had not taken this up as a personal beef of every member of the Union. The result was that your Congress and your Government was thoroughly impressed by the fact that this issue is of vital concern to the well being of a large number of Americans.



IT'S A GOOD THING EVERY ONCE IN A WHILE FOR THE Union brothers to remind themselves of the valuable services performed by the shipboard delegates. The job of a ship's delegate is not an easy one, but it is a key cog in the functioning of the Union and the successful settlement of shipboard beefs.

Since the shipboard delegate is elected by the membership on board the ship to represent them, he can do the very best kind of a job for his shipmates when they back him up all the way. That way the skipper and the other officers know that he represents the entire crew and will be less likely to try to pull any fast ones. And of course, the companies know that the Union will back up the delegate on every legitimate beef.

With an efficiently-functioning system of shipboard delegates, crewmembers tend to get along much better and are a lot more satisfied on the job. That helps the membership in many ways because smooth-running, clean ships mean more jobs for the entire membership.

It's been the Union's experience that where a delegate has the confidence and support of his shipmates that the ships come in for payoffs a lot cleaner than otherwise. That's why with the Union's delegate system well established on board ship, most SIU ships have only minor problems to dispose of when they reach that payoff port.

SIU His Reason For College Aims



Ed Larkin

years of high school to make up, not to mention college and the cost was terrific." However, he managed through correspondence courses to win a New York State high school equivalency diploma in 1948, only to find that the admission jam caused by veterans and shoreside high school graduates made it next to impossible to get into school.

Disgusted, he signed a two-year contract as electrical foreman for an oil company in Venezuela. He returned to New York in 1950 and made a round the world trip on the Steel Age. A brief interlude working on a US Air Force Base in Casablanca followed.

Finally in 1952, Larkin got his first major break when he was accepted by the Institute of International Education as a labor scholarship winner for a one year course in Coleg Harlech, Wales. The good news came to him while he was aboard the Robin Sherwood in Mombassa.

"I'm studying labor relations now at Cornell," he concluded, "but it was ten years ago in the SIU that the meaning of unionism dawned on me. When I complete my schooling I hope to be able to assist the cause that's done so much for me."

without incident, and when the fighting was over he answered the SIU's call for volunteer organizers in the Isthmian Steamship Company drive. All the while though, he still hung onto the idea of returning to school.

"The worst post-war shock I received" he says, "was that all merchant seamen were to be excluded from the GI Bill of Rights and its educational programs. I had a few

Crew Finds 33-Day Stay In PR 'Okay'

MOBILE—The SIU crew aboard the Claiborne (Waterman) returned to Mobile August 6 after a 33 day tie-up in the Puerto Rican long-shore strike with a clean ship and in good spirits.

"Sure, some of the guys were inconvenienced by the long stay in San Juan," said Chief Steward Charles "Red" Turner. "But everybody was in good spirits, morale was high and the crew took the tie-up in typical SIU style! Everybody knew the Puerto Rican long-shoremen had a good beef and we knew it was for a good cause."

The Claiborne and the Azalea City, also a Waterman ship, were caught at dockside when the strike began.

Although the ships had stores for only a normal 14-day trip, feeding was not too great a problem, Turner said.

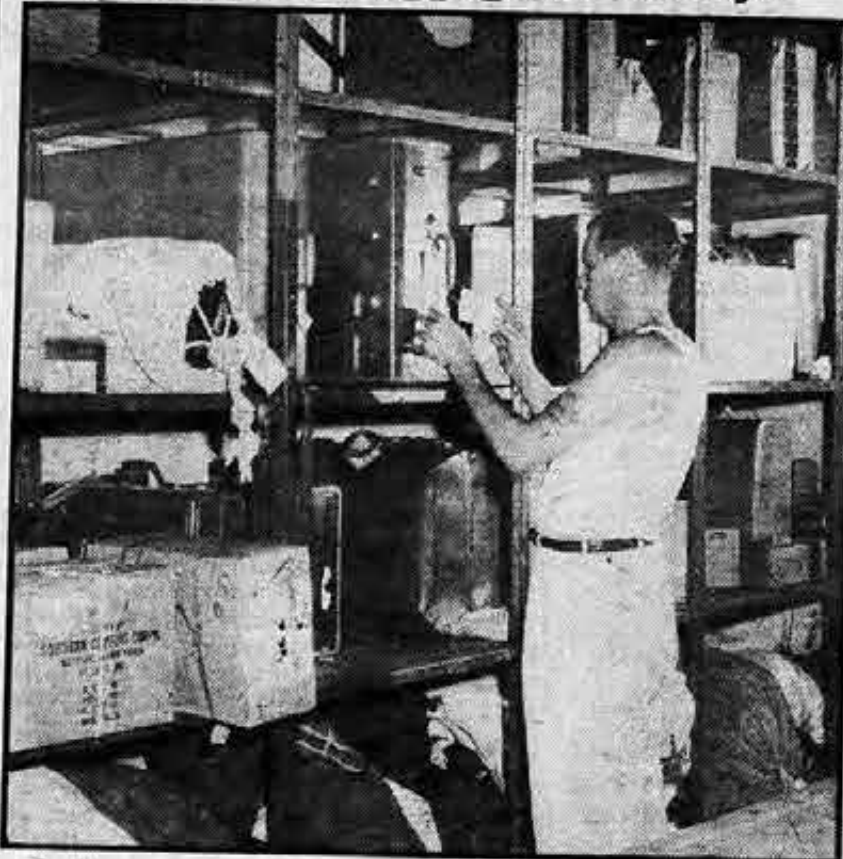
No Food Problem

The Claiborne had plenty of meat, chickens, canned goods, rice and a quantity of fresh fruit in her reefer cargo, part of which was used to supplement the stores on both ships. The fresh fruit and vegetable cargo on the Claiborne included lettuce, tomatoes, carrots, peaches, plums, watermelons and cantaloupe.

"We got plenty of work done and came back with the cleanest ship we have had in many a trip," said Andrews, AB, who wasn't too concerned with the length of the tie-up since his wife resides in Puerto Rico.



Claim Your Baggage In 90 Days



Checking unclaimed luggage is Frank Bose, in charge of headquarters baggage room. Under Union rule of long standing, baggage not claimed in 90 days is forwarded COD to Seafarer's last address. Seafarers should make sure to fill out luggage tickets fully and retain their half of stub so that they will have no difficulty in claiming their property.

Magazine Features Rescue By Claiborne

The skillful and dramatic rescue of 26 crewmembers of a Liberian-flag tanker by the SIU-manned Claiborne last year has been retold in the October issue of the magazine "For Men Only." It was in March, 1953, that the Claiborne came upon the stern half of the tanker Angy and successfully took off the remaining crewmembers. The Angy had broken in two in the course of a severe North Atlantic storm with the loss of ten lives.

Appeared In LOG

The story of the rescue first appeared in the SEAFARERS LOG of March 20, 1953. In a subsequent issue of the LOG Seafarer Augie Lazzaro, who was on lookout at the time, submitted photographs of the rescue operations.

The magazine story is told by a Greek AB aboard the Angy who, as it turned out, was an old friend of Lazzaro's, having known him from previous shoreside meetings in Germany.

Took Photos

One of Lazzaro's photographs was used to illustrate the story of the rescue. Crewmembers of the Liberian ship had been drifting helplessly for three days without power or radio when the stricken vessel was sighted by the Claiborne.

Ask US Probe Of Onassis Oil Grab

A US Government investigation of the agreement between Greek shipowner Aristotle Onassis and the Saudi Arabian government has been proposed as a means of blocking a potential monopoly of Saudi Arabian oil shipments. Other maritime nations are actively protesting the agreement which in the long run would freeze all SIU-manned tankers from the Saudi Arabian trade.

The terms of the agreement would give Onassis the right to transport all oil not handled by the Arabian-American Oil Company. Aramco has been transporting about 40 percent of the Saudi Arabian oil with the rest carried by independent tankers from all nations.

In recent years, a good number of SIU-manned tankers have been utilized in the Saudi-Arabian trade, and have provided a considerable amount of employment for Seafarers accordingly.

See Law Violated

The initiative for a Government investigation came from Representative Emanuel Celler, Brooklyn Democrat, who charged that the Onassis agreement was a violation of US anti-trust and shipping laws. Celler pointed out that the Onassis agreement, in his view, was a conspiracy in restraint of trade by persons or corporations engaged in importing articles into the United States.

A very large percentage of Saudi Arabian oil is hauled to the US and consequently its importation falls under US laws and regulations. At present the rate for such haulage is \$4.90 a ton. The Congressman estimated that the Onassis agreement will nearly double the haulage rate, to \$9.26 a ton, thus increasing oil prices to consumers in this country.

The US State Department has already announced that it has protested the Onassis agreement to the Saudi Arabian Government. Similar protests have been made by Great Britain, Finland, Norway and Denmark.

Onassis already is under indict-

ment on charges of illegally disposing of Government surplus tankers, but there is some question as to when he would be brought to trial as he has not been in the United States for several months.

The wealthy shipping magnate has claimed that he only made the deal with Saudi Arabia to beat his competitors to it. He was last reported to be in Monte Carlo where he owns the famed Monte Carlo gambling casino.

Build New W'house For Mobile Port

MOBILE—A shipside import cargo storage warehouse to accommodate an increasing volume of imported goods is being constructed as part of a half-million dollar expansion and modernization program at the Alabama State Docks here.

The warehouse will be used for storage of such imports as crude rubber, copper ingots, peat moss, canned goods and jute bagging, said J. P. Turner, general manager of the docks. It will provide 1,100,000 cubic feet of storage space and will have rail sidings and truck platforms for handling freight.

Other improvements will include roundhouse expansion and modernization of the docks terminal railway, a machine and repair shop for the bulk material handling plant and a new crane for moving general cargo.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Women Worst Fed in Family

This is a column about wives, but addressed to the husbands too. Judging from pictures of Seafarers after a trip, and letters to the LOG, Seafarers are fairly well-nourished, at least while aboard ship. But if the wives are like those of wage-earners' wives in general, the story is quite different.

In most families, nutritional surveys have found, the babies are best fed, then the small children and the father, with the older children and mother getting the least adequate meals.

One reason seems to be that when food costs are high, especially protein foods like meat, women tend to cut down on their own needs first. A survey by New York State health authorities found only 40 per cent of the housewives eating enough protein, compared to 83 per cent of the men. Furthermore, only 33 per cent of the housewives drank enough milk, and 20 per cent of the pregnant women (who especially need calcium), as compared to about half the men.

Wrong Foods No Help

But keeping down expenses is not the only reason for the poor eating habits of many women. Lack of nutritional knowledge is another, and so is plain indifference. Among adolescent girls and some women too, the desire to keep slender is a big factor.

(Actually, however, fat is no sign you're well-nourished either. Stout people too often suffer from malnourishment, nutritionists point out.)

The most urgent nutritional lesson women have to learn is the importance of protein food like meat, cheese, eggs and fish. For one thing, protein foods help you better utilize the iron you get from your food. Pregnant women

and adolescent girls particularly need iron, but all women require it because they lose a certain amount of iron during menstruation. A high-protein diet helps the body better utilize the iron it gets from other foods too. In fact, a well-balanced diet in general is necessary, because the calcium in milk and the vitamin C in fruits and vegetables also help your system utilize iron.

Much of the malnutrition found among women is traceable to insufficient breakfasts, nutritionists report. Many women eat only toast and coffee, and some just coffee, when actually breakfast should supply one-quarter to one-third of the day's food intake, and besides should include liberal portions of the protein foods.

As a matter of fact, breakfast is an inexpensive meal at which to get a good ration of protein. A combination of a whole cereal with milk gives you a good helping of protein at low cost. Cereals themselves only supply what are called "incomplete" proteins, as compared to the complete proteins from animal sources, but the milk rounds out the cereal nutritionally.

More Milk Necessary

Most women urgently need to drink more milk, and older women most of all. In general, older women eat even more poorly than the younger ones.

The average-sized, moderate-active woman needs about 60 grams of protein daily (the average man needs about 70, more if he has to do much manual work). A third of this requirement should be supplied by your breakfast. When you consider an egg has about six grams of protein, a slice of bread two grams, three-quarter of a cup of cereal with half a cup of milk six to eight, you see how hearty a breakfast you need.

Teen-age children need even more protein than their parents; about 75 to 90 grams a day.

If you're concerned about high costs of meat at this time, as you should be, use more eggs and cheese to supplement the protein in meat in dinner dishes. Eggs have been comparatively reasonable in price this year. US Agriculture Dept. nutritionists recommend families try combinations of eggs or cheese with meat for main dishes. You'll also do better if you use other meat than bacon at breakfast.

Other foods that are excellent sources of protein at comparatively low prices are canned pink salmon, canned corned beef hash, smoked beef tongue, dried skim milk in powdered or fluid form. In cheese, cottage cheese and cheddar give you the most nutrition for your money.

Suffer 'Hidden' Hunger

How is it people can be undernourished without feeling hungry? The reason is that most of us satisfy the hunger pangs with high-calory snacks like coke and candy. But such snacks do not give us the vitamins and minerals we need for best health. Rather than an open hunger for food as is often found in countries where food is scarce, we in this country often have a hidden hunger because we eat sugar products so abundantly. Men too often do themselves injustice in this manner. A recent survey in New Jersey of 600 industrial workers found the men tended to skimp on their regular meals, especially breakfast, when they were likely to eat only a sweet bun and a cup of coffee. Then they would ease their mid-morning hunger with candy bars. While most men do drink more milk than women, the survey found about a third don't get the pint of milk or its equivalent in milk products which is recommended for an adult man. About one-fourth of the men surveyed were found to be low in calcium, which they needed for sound bones and teeth, and proper functioning of muscles and nerves.

Resolution On SIU Elections

WHEREAS, under the constitution of the Seafarers International Union of North America, Atlantic and Gulf District, Article X, Section 1 d, the Secretary-Treasurer shall submit a pre-balloting report; and

WHEREAS, the office of the Secretary-Treasurer has carefully appraised the needs of the Organization in all ports and in Headquarters, therefore,

BE IT RESOLVED that the following offices be placed on the next referendum ballot of the Union for the election of the Officers of the Seafarers International Union of North America, Atlantic and Gulf District, as per the Constitution:

HEADQUARTERS

- 1 Secretary-Treasurer
- 1 Assistant Secretary-Treasurer (Deck)
- 1 Assistant Secretary-Treasurer (Engine)
- 1 Assistant Secretary-Treasurer (Steward)
- 3 Assistant Secretary-Treasurers (Joint)

NEW YORK

- 3 Deck Department Patrolmen
- 3 Engine Department Patrolmen
- 3 Steward Department Patrolmen
- 6 Joint Patrolmen

BOSTON

- 1 Agent
- 1 Joint Patrolman

PHILADELPHIA

- 1 Agent
- 1 Joint Patrolman

BALTIMORE

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Steward Department Patrolman
- 1 Joint Patrolman

NORFOLK

- 1 Agent
- 1 Joint Patrolman

SAVANNAH

- 1 Agent
- 1 Joint Patrolman

TAMPA

- 1 Agent
- 1 Joint Patrolman

MOBILE

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Steward Department Patrolman
- 1 Joint Patrolman

NEW ORLEANS

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Steward Department Patrolman
- 1 Joint Patrolman

GALVESTON

- 1 Agent
- 1 Joint Patrolman

BE IT FINALLY RESOLVED, that in addition to the regular constitutional requirement, each candidate for office be requested to furnish with his acceptance for office a regulation passport picture of recent taking as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to the commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

PAUL HALL
Secretary-Treasurer

Qualifications For Nomination In A&G Election

Qualifications for candidates for A&G elective offices are as follows:

1. The candidate must be a citizen of the United States;
2. The candidate must have held an SIU membership book for a minimum of two years prior to the election;
3. He must have served a minimum of three years' actual sea time in any unlicensed capacity aboard ship;
4. Four months of that sea time must be in the current year, except that service as a Union official in the current year is considered the equivalent of this requirement;
5. The candidate must submit a recent regulation-size passport photo of himself, plus a statement of 100 words or less summarizing his record since joining the Union.

Top of the News

IRAN OIL TO FLOW AGAIN—Agreement has been reached between Iran and eight major oil companies providing for production, shipping and refining of Iranian oil. The big terminal at Abadan will go back into business within three months. British, American and Dutch oil companies participated in the agreement. Iranian oil production and distribution was cut off in 1951 when Iran seized the properties of the Anglo-Iranian Oil Company.

ONE OF DIONNE SISTERS DIES—The famed Dionne quintuplets were reduced to four with the death of Emille Dionne at 20 years of age. The cause of her death was listed after an autopsy as epilepsy complicated by lung congestion. It was revealed that she was suffering from the disease for a great many years.

NEW COMMITTEE TO INVESTIGATE McCARTHY—The McCarthy issue remained very much alive as the Senate adopted a proposal calling for a new six-man body, three Republicans and three Democrats, to investigate charges made against the Wisconsin Senator. The charges were an outgrowth of a censure resolution submitted by Senator Flanders, Vermont Republican, who asked the Senate to rebuke Senator McCarthy for his past conduct.

RED NATIONS ACCEPT FOOD OFFER—An offer by President Eisenhower to supply free food to victims of Danube River floods has been accepted by the East German government and Czechoslovakia. Similar offers made to other Iron Curtain countries have met with no response to date. The offer was made after disastrous floods all along the course of the Danube destroyed homes, communications and crops.

JAPAN'S PLIGHT WORRIES US—A severe drop in Japanese trade since the end of the Korean War has US officials worried that the Japanese will be forced to turn to Communist nations to sell their products. Japan is buying far more abroad than the country can sell and may be forced into bankruptcy unless drastic steps are taken.

KEFAUVER VICTORY HEARTENS DEMOCRATS—An overwhelming primary election victory for Senator Estes Kefauver has heartened Democratic Party regulars. The Tennessee Senator defeated Representative Pat Sutton by better than two to one in his race for reelection. The nomination of Senators Kefauver, Sparkman of Alabama, Kerr in North Carolina and the failure of Governor Shivers of Texas to win a clear-majority for reelection are viewed as rebuffs to Southern backers of Eisenhower in 1952.

ITALIAN TEAM CLIMBS K-2—An Italian mountain climbing expedition has reached the summit of Mt. Godwin Austin or K-2 as it is known, in the Himalayas. The 28,500-foot mountain was one of the two major Himalayan peaks that had not been climbed before. Its conquest, following the successful Everest climb, leaves 28,000-foot Kanchenjunga as the last major Himalayan peak not climbed by man.

BALKAN DEFENSE PACT SIGNED—Turkey, Greece and Yugoslavia have signed a 20-year agreement pledging mutual assistance in the event of an attack by a foreign power. Signing of the treaty is considered another victory for the West and assurance of Yugoslavia's permanent break with the Soviet Union.

CHICAGO GANGSTER FREED, JAILED—Roger "Terrible" Touhy, leader of a prohibition-era mob and rival of Al Capone, was freed briefly, after 20 years in prison. A Federal judge threw out a total of 298 years in sentences on the grounds that Touhy was "framed" by the Capone mob in a kidnaping and wrongly sentenced to 199 years after an escape attempt. Two days later, legal action by Illinois jailed him again.

Cartoon History Of The SIU

Fishermen For SIU

No. 70



Early in 1949, the SIU of North America had chartered two new affiliates, the Marine Allied Workers and Brotherhood of Marine Engineers. Then, in December, the SIU of NA gave a strong push to the AFL drive for "One Million Members in '50" when 4,000 Gulf Coast fishermen voted to go SIU.



Allied now with thousands of other SIU fishery craft workers, the 4,000 new members of the "Brotherhood of the Sea" had belonged to the Gulf Coast Shrimpers and Oystermen's Ass'n. The organizing success was paced by the leading role played by SIU-A&G District officials in the merger talks.



In the spring of 1950, the AFL drive got another big boost, when 4,000 Mississippi fishermen voted unanimously for a link with the SIU of NA. Also aided by SIU-A&G officials, the affiliation of the Independent Oyster Shuckers Ass'n meant a total of 8,000 new SIU members in less than six months.

SIU NEWSLETTER from WASHINGTON

THE OUTLOOK IN THE PAST FEW WEEKS FOR THE SHIP-building industry in this country has completely changed. Whereas just a couple of months ago the future for American shipbuilding and repair yards was bleak indeed, recent Congressional appropriations of more than \$160,000,000 for the repair and building of vessels promises to produce a boom in that industry, the likes of which the nation has never known in peacetime.

Under the emergency ship repair program, Congress is earmarking money for the repair of many ships now in our laid-up fleets—an emergency security move to put these vessels in shape for any future emergency. The repair contracts will be entered into within 24 months, and spread among the yards on the Atlantic, Gulf and Pacific Coasts. It's estimated the whole job will cost upwards of \$45 million, so that more money for this purpose will be requested of Congress next year.

Two tanker programs approved by Congress call (1) for the trade in by industry of tankers 10 years of age or older, and construction by private operators of about 10 new tankers, with the traded in tankers to go into the Government's reserve fleet, and (2) construction of 20 new, high-speed tankers, 5 by the Government and the remaining 15 by private operators, with the latter to be chartered by the Navy.

Commenting on these two new tanker Acts, President Eisenhower said that they will help to modernize our tanker fleet, reduce our serious mobilization deficit in such tonnage and create a Government-owned and maintained tanker reserve for defense purposes.

In another program, involving construction of combination passenger-cargo ships by two American lines, the Government will advance its share of \$44.6 million dollars in construction subsidies.

Additionally, Congress has approved an appropriation of \$11 million for the experimental modernization of four Liberty ships now in the reserve fleets, with the idea of increasing their speed to determine their suitability in event of any future emergency.

American shipyards also can look forward to substantial Naval construction as well as construction by the Military Sea Transportation Service in private yards of about 4 special-purpose type cargo vessels.

IT WAS A COMPLETELY UNEXPECTED MOVE WHEN BOTH Senate and House recently passed the permanent 50-50 bill, under which at least 50 percent of US Government cargoes moving abroad must be carried in American-flag vessels.

This bill had been held up in Congress chiefly by the US State Department. Foreign lobbyists, principally Great Britain had forcefully attempted to have our own State Department block passage of this major maritime law. For a while, as reported earlier in this column, it looked as though the foreign lobbyists would be successful in their efforts.

Due to last-minute pressure by American maritime unions and steamship lines, the permanent 50-50 shipping law was approved by both Houses of Congress on August 12, 1954 and sent to President Eisenhower for approval.

The legislation has met with White House objection in the past so that it remains to be seen whether the President will approve the 50-50 bill.

SINCE 1939, SOME 13 NATIONS WHICH DID NOT EVEN HAVE merchant fleets have since entered the maritime scene.

Even land-locked Switzerland now has a 30-ship merchant marine.

MOVING TO PROTECT THE RIGHTS OF US CITIZENS, CONGRESS has approved a bill under which the Secretary of State, in cases where our vessels are seized by foreign countries, will take action to attend to the welfare of the vessels and crews while so held by the foreign nations, and to secure release of the vessels and crews.

The new law will apply to any private US vessel documented or certificated under our laws, but does not apply to a seizure made by a country at war with the US or a seizure under the provisions of any fishery convention or treaty to which this country is a party.

While thus far seizures of vessels upon assertion of territorial claims not recognized by the US have been limited to fishing vessels, the danger of expansion of such assertions of right to other US-flag ships must be recognized.

STATE DEPARTMENT SOURCES INDICATE THAT MOSCOW IS planning to pool the whole shipping of the East Block nations, as well as the shipbuilding industry of those countries. According to State, the plan is to standardize all shipbuilding in the East Bloc nations to the point where repairs and equipment of the whole East Bloc fleet can be carried on without loss of time in the ports. In the Soviet Zone of Germany alone, there are some 17 large yards employing over 50,000 personnel.

WITHIN THE NEXT 24-MONTH PERIOD, AND PRESUMABLY IN the fairly near future, this country will again open up the 1,946 Ship Sales law, covering war-built ships (long since expired) in order to sell 8 C-I's to the Republic of Korea.

This liberal move, adopted by Congress recently as an amendment to the Mutual Security Act, eventually will be a blow to US ship lines. The ships probably will be sold, or chartered, to Korea without any trading restrictions, meaning that they will be free to compete with American-flag ships in the Pacific, and not be confined to Korean coastal waters.

In the past Korea has purchased some C-I's from private US operators and these ships, under Korean flag, have competed in the Pacific.

Under the new law, although President Eisenhower has authority to impose conditions on the sale of the 8 C-I's to Korea, it is not expected that he will confine their use to the domestic waters of that country.

Your SIU Washington Reporter



Art editors E. P. Eckhardt, USCG, and J. L. Abston, tugboatman (l-r, standing) discuss new publication of patients at USPHS Hospital in New Orleans with SIU member Spider Korolia, acting editor.

PHS Patients Begin Own Monthly Paper

NEW ORLEANS—Beginning with an eight-page mimeographed edition distributed in August, patients at the USPHS hospital here have published the first of what is intended to be a series of monthly publications.

The inaugural issue was named simply "First Edition" and launched with a cover page drawing by E. P. Eckhardt, a patient, of a ship in full sail. The publication is conducting a contest among the patients for selection of a name for future editions.

Packed With News

The first issue, edited by SIU member Duska P. "Spider" Korolia with Mrs. Miriam Phillips, hospital recreation director, serving as staff advisor, was packed with personal

notes of interest about various patients and contained news about members of the hospital staff.

The successful fight, in which the SIU took a leading part, to preserve the Federal budget for USPHS hospitals, was referred to in an editorial comment that "the unions and all seafaring men put up a terrific fight to keep the hospitals operating."

"This same fight will come to us next year, so keep in touch with your Senators and Congressmen urging them to keep all USPHS hospitals open," the editorial said.

Your SIU Meeting Rights

In order to constantly remind all SIU members of their constitutional rights in SIU membership meetings, the following statement is read at the opening of all SIU meetings throughout the nation.

These are the democratic principles which guide all SIU meetings:

Any member present at this meeting and in good standing, who so desires, has a right to nominate himself to any official meeting job in this meeting. This also applies to a place on any committee that may be elected at this meeting.

Any member present in good standing has the right at any time, if he so desires, to challenge the decision of the chair or ask for a division of the house on any such question. Any member may also request a show of books of each man present who may vote on any question.

Copies of the minutes of tonight's meeting will be available in advance of the next regular meeting in the business office for the benefit of any member in good standing who wishes to read or study same before the next regular meeting commences.

In addition to tonight's minutes being made available, the membership is advised that in each SIU business office where a Port is maintained in the continental United States, minutes of all SIU meetings, regular, special, financial, or otherwise are always available to any member in good standing who desires and so requests to read and study same.

The officials and committeemen who will be elected at our meeting here tonight as well as all of our other members present will be guided in the conduct of this meeting by the following.

1. The Union constitution.
2. Majority vote of the membership.
3. Robert's rules for order.

If, in the opinion of any member in good standing present, he is denied by this meeting any of the above-mentioned rights, he is requested to call this to the attention of the secretary-treasurer, by registered mail, special delivery, return receipt requested, before the next regular meeting so that the secretary-treasurer will have sufficient time to submit copies of any such protest and a report on same to the membership at the following regular membership meeting for action thereon.

In order to establish whether or not there is a quorum present, all of those members in good standing please hold their books up so that they can be counted.

The membership count shows that there is a quorum present. Therefore, this meeting will now come to order.

The first point on the agenda tonight will be the election of officials for this meeting.

Rule Eases Absentee Fed. Voting

New federal regulations on voting provide that the Maritime Administration will supply merchant seamen with the necessary information and forms to apply for absentee ballots in their home states. Designed to make voting easier for merchant seamen and members of the Armed Forces, the regulation makes it possible to vote on a State ballot only.

As part of the procedure, the SIU is being supplied with the necessary application cards, which require no postage, and a voting information bulletin.

Seafarers interested in qualifying to vote in the fall Congressional and State elections should write to Mr. Louis S. Rothschild, Maritime Administration, Washington 25, DC, for their ballot application forms. Or they can get them through the SIU headquarters office, which has received a limited number of these applications from the Maritime Administration.

Name NY Lawyer To M'time Bd.

President Eisenhower has appointed a Brooklyn attorney, G. Joseph Minetti, to fill a vacancy on the Federal Maritime Board. Minetti succeeds Robert W. Williams, as the lone Democratic member of the three-man board following Williams' resignation.

The law provides that no more than two members of the board come from any one political party, requiring the appointment of another Democrat to take William's place.

Minetti was formerly Commissioner of Marine and Aviation in New York City and also served on the city's Board of Transportation. He is a resident of Brooklyn and is considered a strong supporter of US flag shipping.

Approve \$ For Mobile Ship Depot

MOBILE — Congress has approved an appropriation of \$6,152,000 for start of construction of a new ammunition depot and ship loading facilities at Point Aux Pins, in South Mobile County near Grand Bay.

The new installation, expected to serve many SIU-manned ships, will replace similar facilities at Theodore which the Defense Department considers inadequate.

The appropriation will be for the acquirement of land and the dredging of a ship channel during 1954-55, the US District Engineer's office here said. When completed, the depot is expected to cost \$26,951,000 and will occupy 15,380 acres of land.

MARITIME

The Port of New York Authority has under consideration a \$14 million project for construction of a 50-acre terminal at Point Breeze, Jersey City. The projected terminal would provide eight vessel berths, railroad sidings and other cargo-handling facilities. The Federal Maritime Board has approved two new passenger-combination vessels for the Grace Line. The ships will replace the existing passenger vessels Santa Paula and Santa Rosa. They would carry 300 passenger berths and cruise at 20 knots. The government of Israel has placed orders in German shipyards for construction of seven vessels, two of them passenger cargo ships, at a cost of \$17 million. The ships will be built as part of German reparations to Israel. Most of the present Israeli fleet consists of vessels built in the 1930's.

School children in Gladwin, Michigan, have "adopted" the American President Lines freighter Lightning as part of a program to acquaint the nation with the work of the merchant marine. The children will write monthly letters to the ship and will receive regular answers as to developments on its transpacific run. The Kings Point Merchant Marine Academy graduated just 60 cadets, its smallest class in 12 years. Yugoslavia has completed five 4,200 to 4,700 ton freightships as part of a ten year building program to revive that nation's merchant fleet. The last Mariner cargo vessel, the Silver Mariner, has been delivered and will be operated by Moore-McCormack for six months before being put into the mothball fleet.

Passenger cruises to Spitzbergen and North Cape will be offered for the first time in 15 years when the new Norwegian motorship Meteor goes into service next summer. Testimony has resumed in the 3rd month of Arnold Bernstein's suit against the Holland-America Line. Bernstein charges he was forced to sign over his Red Star Line to Holland-America while a prisoner of the Nazis in 1937. Vacation trips on the installment plan (no down payment, two years to pay) are being offered by American Express to prospective cruise travelers. A fire wrecked the Japanese freighter Asahisara Maru in the port of Karachi, Pakistan. The ship was carrying a cargo of rubber, cotton and rice.

The first cargo of iron ore from Labrador was unloaded at Buffalo from the Canadian freighter, John H. Price. It followed shortly after unloading of a cargo of ore at Philadelphia from the same source, the newly-developed Ungava range on the Quebec-Labrador border. The Norton-Lilly company has added the 3,250 deadweight ton freighter Valencia to its South American run out of New York. Salvage experts are examining the wreckage of the 1,177 ton British freighter Spanker off the Netherlands coast to see if the ship can be saved. The Spanker went aground off Hook Of Holland, Netherlands, and was abandoned by its 18-man crew. The Anglo Iranian Oil Company reports that 10,000 tankers have taken on cargoes at Kuwait, Persian Gulf, in the last ten years.

The Navy has asked all ships in the Pacific to keep watch for a 35-foot balsawood sailing raft, the Siete Hermanitas. The raft is manned by William Willis, 60-year old New Yorker, who is attempting a transpacific drift from Peru to Polynesia in the path of the famed Kon-Tiki expedition. MSTs has ordered 100 lifeboat radios for lifeboats on its troop transports. The radios can automatically send distress signals on two wave lengths. A \$500,000 modernization program is under way at the Alabama State Docks in Mobile. A new storage warehouse for import cargo is included in the program. A 10,000-ton Norwegian tanker, the Austanger, went aground on the Elbe River while headed for Hamburg. Test runs are planned in the near future for the Iberia, a new 30,000 gross ton liner under construction in Belfast for the Feninsular and Oriental Line. The new ship is 718 feet long and will carry 1,400 passengers on a run from England to Australia. Montevideo harbor operations were halted briefly last week by a 24-hour stoppage of longshoremen seeking higher wages.

The Seafarers Puzzle

| | | | |
|-------------------------------|--------------------------------|-----------------------------------|-----------------------------------|
| ACROSS | DOWN | 11. Idle talk | 34. Where the Liffey flows |
| 1. Dame | 1. Go to right | 16. A European country | 36. Painting stand |
| 4. A shipping line | 2. New England cape | 17. Fruit drink | 39. Dress |
| 9. Navigation hazard | 3. Paris of a sailing race | 20. Where Abadan is | 42. Eggs |
| 12. Compass bearing | 4. The Yokum boy | 21. Sufficient | 44. Drive forward |
| 13. Loop rope around pin | 5. Sheltered spot | 22. White bear | 47. What the tropics have lots of |
| 14. Old Danish coin | 6. Swabs | 24. Helps | 48. The Fleet |
| 15. Member of crew | 7. Rowers | 26. Curved | 50. Greek island |
| 17. God of war | 8. An exclamation | 27. Bright signs | 51. Wartime agency |
| 18. Sault — Marie | 9. It carries the fore-skysail | 29. Another name for the Marianas | 53. Regulation; Abbr. |
| 19. Away from center | 10. Cargo from Duluth | 31. He killed Hamilton | 54. Born |
| 21. A news agency | | | 55. Greek letter |
| 23. Island off Donegal | | | |
| 25. Put new crew aboard | | | |
| 28. Girl | | | |
| 30. Log house in Russia | | | |
| 32. Part of "to be" | | | |
| 33. Frolicked | | | |
| 35. A UN agency | | | |
| 37. Boy | | | |
| 38. River flowing into Danube | | | |
| 40. Egyptian solar disk | | | |
| 41. Mistake | | | |
| 43. Mr. Speaker of baseball | | | |
| 45. Doctor of Science; Abbr. | | | |
| 46. Open to view | | | |
| 48. Crew members | | | |
| 50. Navy depot in Hudson | | | |
| 52. Flying machine | | | |
| 56. Be in debt | | | |
| 57. Funeral music | | | |
| 58. Ex-G.I. | | | |
| 59. Girl's nickname | | | |
| 60. Part of fish-hook | | | |
| 62. Yes vote | | | |

(Puzzle Answer On Page 17)

THE INQUIRING SEAFARER

Question: Do Americans who visit foreign countries help or hurt the US?

Anthony Maniere, OS: Most people in foreign countries are glad to see us because it means money for them from selling food, liquor, souvenirs and other things. But when we go overseas it also hurts us, because the American money we spend winds up in the black market and is used for Commie purposes.

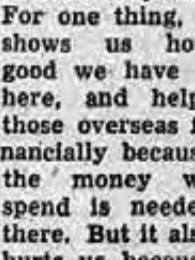
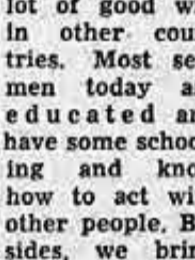
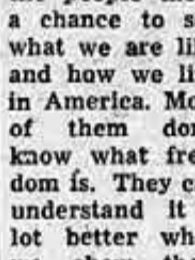
J. Cruz, 2nd cook: I think it helps a great deal because it gives the people there a chance to see what we are like and how we live in America. Most of them don't know what freedom is. They can understand it a lot better when we show them the things we have and can enjoy in the US.

Tom Driscoll, AB: One thing the people in foreign countries don't understand is what Americans are like. They only know about us from some old movies and what their papers tell them. When Americans go to other countries, they build a lot of good will and help explain our way of life to others.

Charles Stambull, chief electrician: It seems to me we build a lot of good will in other countries. Most seamen today are educated and have some schooling and know how to act with other people. Besides, we bring in everything to them: food, equipment and even our own dough that we spend there.

G. Wade, 2nd cook: When we go visiting other countries it helps people in those places to get a better understanding of America. They only know what they read about us and that's not really enough. I think we improve relations rather than hurt them by showing others what Americans are like.

Louis H. Goldberg, OS: It helps in some ways and hurts in others. For one thing, it shows us how good we have it here, and helps those overseas financially because the money we spend is needed there. But it also hurts us because foreigners make a profit on us and get the dough that we'd be spending here.



MEET THE SEAFARER



HARALD WESTPHAL, Steward.

It may be only for public consumption, but most seamen who have been sailing ships will be heard loudly proclaiming the virtues of canvas as against steam. Not so with Seafarer Harald Westphal. Although he started going to sea on sailing vessels and spent a couple of years on them, he's all for progress, particularly when it means more seaworthiness, better equipment and supplies and particularly good chow for the steward department to work with.

Westphal concedes that his last trip on a sailing vessel had more than a little to do with his change of heart. It was an American ship going out of the Gulf for a trip to Fremantle, Australia, carrying a cargo of oil in small drums. What started out as a long voyage to the other side of the world came to a swift end four or five days out when the ship ran into a hurricane. Among the casualties were two masts and all the captain's chickens. "The old man tried very hard to save his chickens but they got washed overboard."

After that Westphal says, he decided to go modern and sail under steam. He's never run into much sailing trouble since.

Potato Diet

The bill of fare on that last sailing ship was enough to discourage him both as a professional cook and as a man who likes his food. "The menu was the same each day," he said. "There were two potatoes for breakfast, two potatoes for dinner, and if there was anything left over, the crew could have it for supper."

Westphal, who was born in Denmark 56 years ago, started going to sea in 1917. His first ship was a Norwegian three-masted barquentine in the coal and ore trade. He recalls it took 59 days from Denmark to the Delaware breakwater. From there they went to Norfolk, picked up a load of coal for Rio and then from Rio a cargo of ore for home.

Westphal was one of a two-man steward department on the ship. He had to bring his own tools of the trade, knife and a fork, blankets, soap and other necessities of life with him.

By 1919, Westphal was sailing regularly on American ships, and consequently, he joined the old International Seamen's Union. He still has his old book home, although shortly afterwards the union disintegrated under a combined Government-shipowner attack. He sailed on a variety of ships until he went to work for Moore-McCormack in 1927 and stayed with them for nine years as cook and steward.

Hog-Island Conversion

Most of the time he was on the Scanmull, a Hog Islander that had been converted into a combination passenger-freight ship. It went to Baltic Sea ports like Copenhagen and Leningrad, carrying up to 130 passengers and taking wood pulp on the return trip. "Those Hog Islanders looked like cigar boxes but they were good sailors, and this one had been pepped up so it could do 15 1/2 to 16 knots."

In 1938 the SIU was formed and Westphal was one of the first to join, getting his book in Mobile on November 23 of that year. For a while he sailed pretty steadily out of the Gulf but in the last couple of years has shifted to New York runs, coming off the Mankato Victory his last trip out.

Has Four Acres

Westphal has a home and about four acres of land in Satsuma, Alabama, roughly halfway between Mobile and Birmingham. There he grows enough vegetables for home use and keeps a few chickens. His wife is quite proud of her huge flower garden which is an absorbing hobby.

"Usually," he said, "I stay home about 2 1/2 or 3 months a year at a time, which is easy enough to do because I can make a good living on SIU ships. So I have a real vacation and don't have to do anything."

"I tried working ashore a few times in hotels, restaurants, bakeries and different places, but it never worked out and I always gave it up. This way I have much more time off, I enjoy my work and travel all over the world."

LABOR ROUND-UP

New York trucking interests and AFL Teamster Union locals are attempting to negotiate an area-wide agreement covering 30,000 drivers. The agreement would set up uniform contract terms throughout New York City, Long Island, Northern New Jersey and the Hudson valley. Fourteen local unions and 18 employer associations are meeting regularly on the problem.

All American Airlines planes have been grounded by a strike of pilots in a dispute over working hours. The dispute revolved about the length of time of certain transcontinental flights which run 8 1/2 hours. The striking pilots are members of the AFL Airline Pilots Association.

Lumber workers in the Northwest US have been out on strike for nearly two months in a dispute over wages. Some settlements have been made on the basis of increases ranging from five to 12 1/2 cents an hour, but most employers have refused to sign new contracts.

Pensions of \$40 a month have been negotiated for 35,000 workers employed in New York City hotels.

The agreement between the Hotel Trades Council, AFL, and the Hotel Association of New York City calls for 25 years of service and age 65 as the minimum qualifications for the pension.

Merger talks are underway between two CIO affiliates with a view toward strengthening their organizations and coordinating operations. Leaders of the CIO Oil Workers International Union and the Gas, Coke and Chemical Workers Union are in favor of the step which would eliminate overlapping jurisdiction and give them a combined membership estimated at 180,000.

Studebaker auto plant workers have approved a company request for a wage cut on premium pay to bring rates closer to levels at "Big Three" auto plants. Plant employees, members of the United Automobile Workers (CIO) voted down the cut but the plan was accepted later when the company said it would cancel its contract with the union. A similar cut was approved some months ago at the Kaiser-Willys plant in Toledo, Ohio.

SEAFARERS LOG

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Nominations Open

This coming November 15 Seafarers will begin voting on 49 Union elective posts for the next two-year term. But before the voting starts, there is a one-month period of nominations, now open, in which those Seafarers who want to run for any Union office can do so simply by submitting their own names in writing to headquarters.

The SIU nominating procedure, is unique in that it is one of the few arrangements anywhere in which a man can nominate himself. This is done purposely to make it as easy as possible for a Seafarer to run for office. There are no complicated slates and no involved nominating systems whereby a candidate has to get somebody else to put up his name at a shoreside meeting.

As a result of this procedure, SIU elections have always attracted a sizable number of candidates, and in past years there have been a number of new faces in the official family; year by year, as rank and file Seafarers get chosen by their brothers for elective office.

Now is the time then for those Seafarers who want to run to put in their bid. The simple qualifications for the candidates and the posts that will be up for election are listed in the pages of this issue. The rest is up to the membership.

'50-50' Victory

It would be hard to exaggerate the importance of the permanent "50-50" bill that has been passed by both Houses of Congress. While by itself no cure-all for the ills that beset the maritime industry, it should form part of a solid foundation for sustaining US-flag shipping on the high seas for years to come.

There's no doubt that had there been no "50-50" legislation tacked on to foreign aid bills in recent years, US-flag shipping would be far worse off than it is now. As it is, Government-owned cargoes have been the bread and butter for a good segment of the industry.

From the very beginning of the "50-50" issue, back in the days of 1948-49 when it was hotly fought over in Congress, the SIU and its membership has been active up front on behalf of US-flag shipping. Membership action time and again in letting individual Congressmen know the feelings of Seafarers and their families undoubtedly had a great deal to do with the outcome. The words "well done" certainly apply to Seafarers who took part in this fight.

Flag Of Surrender

A strangely fatalistic attitude toward the US merchant marine which almost seems to welcome foreign-flag transfers was expressed recently by Vice-Admiral Emory S. Land (retired) who was head of the World War II shipping program. The gist of Admiral Land's statement was that foreign-flag registration by American shipowners is the only way out of the present maritime situation. Otherwise, he says, US flag shipping will disappear.

The Admiral admits that there is a certain "calculated risk" in all this because crewmembers of ships under Panamanian, Liberian or Honduran flags might not be very friendly to the US and could be members of a Communist-dominated union. Along these lines, the Admiral could take note of the fact that right now a Panamanian freighter, the Amaryliss, is under a 24-hour Coast Guard security watch in the port of Charleston, South Carolina.

The "calculated risk" in Admiral Land's outlook seems to be mostly risk and very little calculation. A few moments calculation should convince anybody that such a course would be potentially disastrous to this nation.

There is an answer to US shipping problems but it does not lie in abandoning the US-flag. That is an admission of defeat. The answer lies in more programs like the permanent "50-50" law and other legislative assists to US shipping, as well as a halt to reckless and self-defeating transfers to runaway flags.

LETTER of the WEEK

Wants US Flag For US Ships

To the Editor:

The recent visit to New York harbor of the new \$4½ million tanker, the W. Alton Jones, thrilled the people of this great port—particularly the seafaring people. Soon the Alton Jones' sister ship, the Statue of Liberty, will make her maiden voyage here and the public will again be told by expensive newspaper advertisements and fanfare what a marvelous feat of American ingenuity this vessel represents.

Yet, I wonder if the thrills and excitement of seeing these two new ladies of the sea would not turn to bitterness if the public knew that these vessels, with their Cities Service stacks, fly the Liberian flag and are manned by foreign crews.

Also I wonder if the lavish expenditures on the advertisements which appeared in the metropolitan newspapers, extolling the wonders of the Alton Jones, could not have been put to better use in equalizing the difference in wages between an American and a foreign crew.

I wonder if Cities Service would not have found it far more advantageous to be able to say in its advertisements that "this vessel flies the American flag and carries an American crew." I wonder if the goodwill thus gained would not have offset by far the wages saved by using a foreign crew.

Asks Public To Awaken

I wonder when the American public will finally awaken to the fact that greedy companies are registering their ships under foreign flags and stop patronizing them. And I wonder if such an action will make these companies change their greedy policies.

I wonder when the stockholders of this great company, Cities Service, will rise up in protest and shout, "Stop this foreign registration of our ships!" I wonder when these stockholders will realize that American prosperity depends on American employment, that their petroleum sales depend on American labor, on American buying power, on America's ability to consume. I wonder when they will realize that their dividends come from a prosperous American labor front.

Finally, I wonder when all of these people will realize that a strong American merchant marine is one of the surest safeguards of our liberties, and that the transfers of ships to foreign flags could deal our national defense a stunning blow.

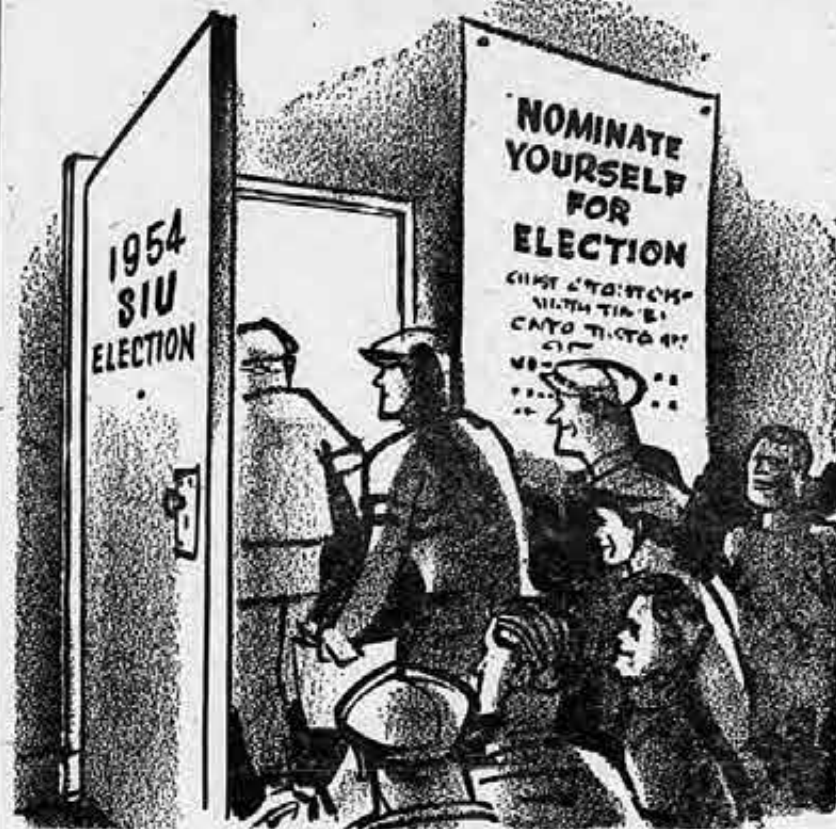
Yes, I wonder about all these things. But at the same time I hope—hope that the future will see the changes made that are necessary. For I still have faith in America.

Edwin T. Rushton



Rushton

The Open Door!



Vote Thanks

WHEN SUMMER'S HEAT really strikes on the Atlantic and Gulf coasts, all the fans in the world don't seem to be of too much use. That's why Seafarers Stanley Johnson and Allan W. McArthur are out hunting for an air-conditioning unit for the mess-room of the Seatrain Savannah.

Johnson and McArthur were elected a committee of two by their shipmates after a thorough discussion at a shipboard meeting on the pros and cons of air-conditioning the crew mess. It was agreed that after the two Seafarers look into the matter the crew would decide what, if anything, would be done. Generally speaking though, the consensus of opinion was that each crewmember would make a sizable donation at the payoff to cover all or part of the cost of a machine.

Johnson, who sails in the steward department, has been an SIU member for two years, getting his book in New York on July 24, 1952. He's 27 years old and comes originally from Georgetown, British Guiana.

McArthur is a native of far-off Wellington, New Zealand, a distant port that sees few American-flag ships. He joined the SIU in New York in May, 1947, and recently celebrated his 27th birthday.

A TRIP TO KOREA IS QUITE a different experience than most voyages because it means entering a country that's still technically at war and under military control. "Briefing sessions" to acquaint new men with what to expect ashore are certainly in order under those circumstances, and that was what crewmembers of the Seamonitor received from Seafarer Carl Lawson on the outbound leg of the last voyage.

Union Procedures

While he was at it, Lawson discussed some of the procedures of the Union, the way the delegate system works and other matters for the benefit of men who hadn't sailed much with the SIU before. Lawson, of course, was well acquainted with his subject-matter since he at one time had served as Union patrolman in San Francisco and in other ports before returning to sailing. The 40-year-old Sea-

farer comes from Australia and joined the SIU in New York back on April 4, 1943. He sails in the deck department.

IT LOOKS AS IF THE MAKE-up of the crew of the Yorkmar on its next voyage is going to depend a great deal on whether chief cook Antonio Lalli stays on board. If the crew's "aves about the cooking are any indication, it appears that a number of men are likely to pile off and follow him wherever he goes.

To put it briefly, the crew recorded in the ship's minutes that Lalli should be "especially commended for fine food preparation. The crew indicated unanimous desire for him to be reshipped as chief cook."

Lalli has been pleasing Seafarer's appetites for three years, since he first started shipping out of Philadelphia in May, 1951. He's 48 years old and a native of the Keystone State.

PORT MOBILE HAD A SMALL problem in membership discipline which was settled to the satisfaction of all concerned through the action of a five-man membership trial committee. The difficulties arose because of the actions of an oiler on one of the Alcoa ships, who, it was charged, was repeatedly getting gassed up on the job and by his actions causing considerable unhappiness aboard ship.

Left His Post

The specific violation with which the man was charged by all four shipboard delegates dealt with one occasion when he left his post in mid-watch ostensibly to get some cigarettes and never returned. He was later found sleeping in the mess-hall and one of the wipers had to take over for him for the remainder of the watch.

As is the regular procedure, the Mobile membership elected a five-man trial committee consisting of H. B. Bette, Johnny Johnston, Wille A. Young, Johnny Ward and H. Hurstone to hear the case. The committee took evidence and then decided that it would recommend a \$50 fine plus six months' probation on good behavior. The accused agreed that the findings had been more than fair.

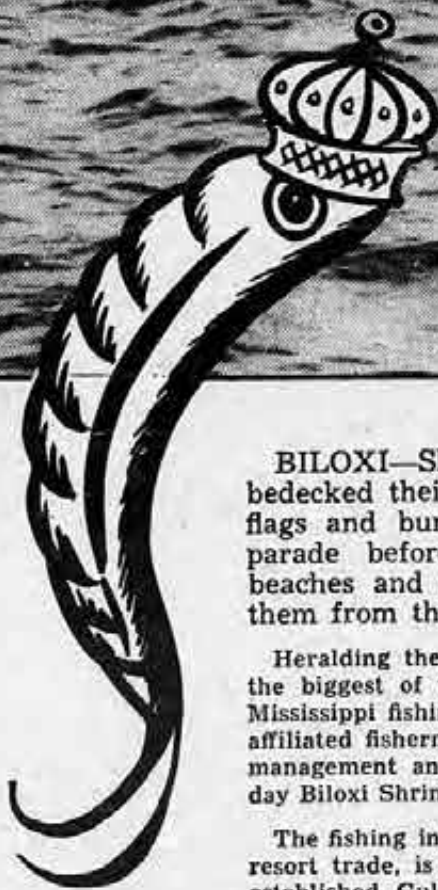
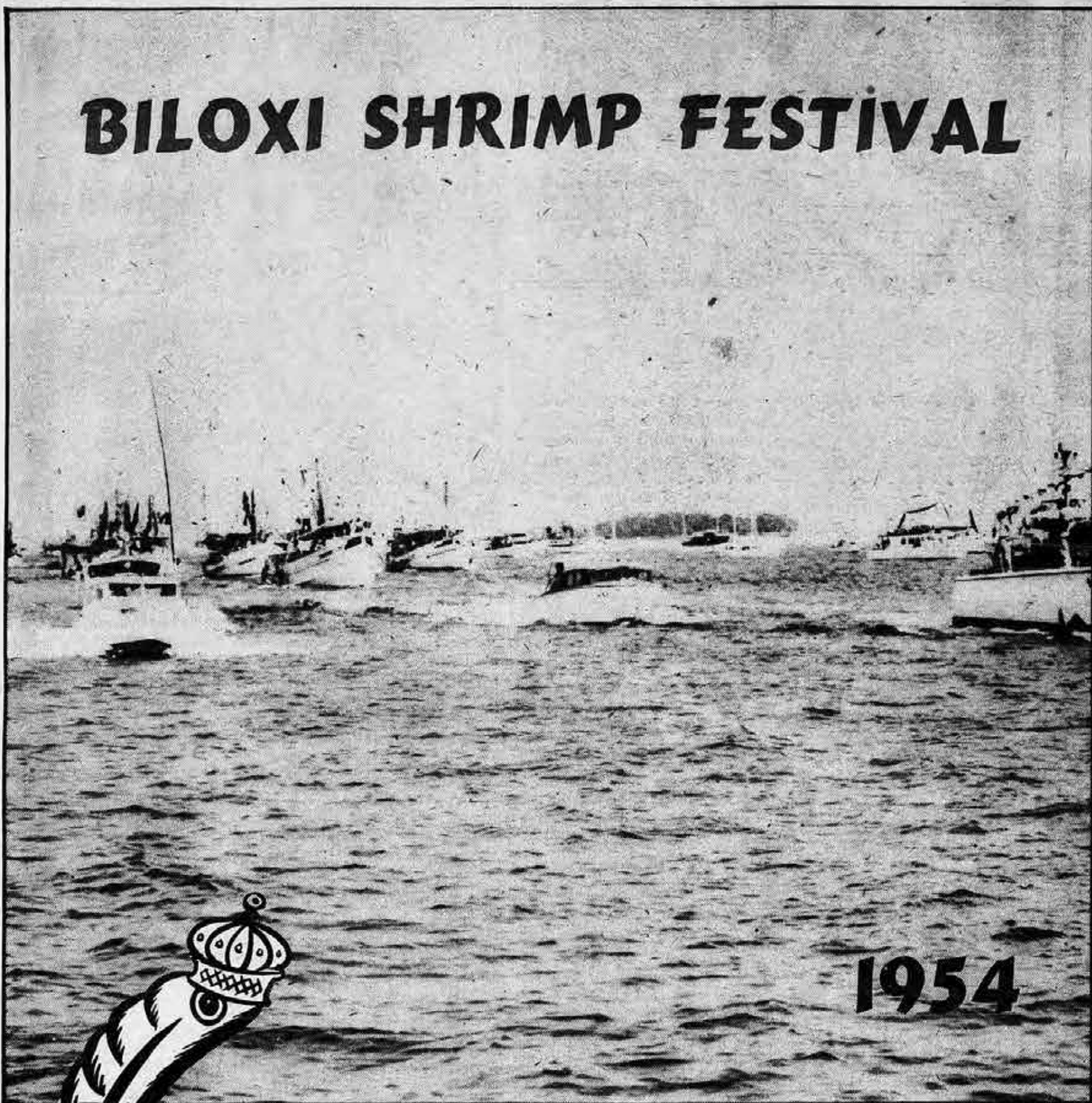


Johnson



Young

BILOXI SHRIMP FESTIVAL



1954

BILOXI—Shrimp fishermen along the Gulf Coast bedecked their trawlers in multi-colored streamers, flags and bunting the first Sunday in August to parade before throngs lining bayous and Gulf beaches and receive religious blessings to protect them from the hazards of the sea.

Heralding the start of the 1954-55 shrimp fishing season, the biggest of the celebrations has just concluded in this Mississippi fishing and resort center. Several thousand SIU-affiliated fishermen along with cannery workers joined with management and Biloxi civic groups to present the three-day Biloxi Shrimp Festival and Blessing of the Fishing Fleet.

The fishing industry, amply supported by a thriving beach resort trade, is the backbone of the economy of this long-established Gulf Coast community.

Both fishing and resort industries put forth their best efforts to contribute to a joyful three-day festival that included a street parade, coronation of the 1954 Shrimp Queen, shrimp boat races, public merrymaking and the annual shrimp boat parade and blessing of the fleet.

Thousands of visitors were on hand to take part in the festival, sponsored jointly by the Chamber of Commerce and the Slavonian Benevolent Association of St. Nicoll, an organization of descendants of Slavic forebearers who were attracted to this region by its excellent fishing resources.

Thousands On Parade

The big day for the fishermen was Sunday, closing day of the festival. Then they put out into the Gulf—the families and friends aboard their gaily decorated trawlers to parade for hours close to the beach, jammed with an estimated 20,000 spectators, and then pass in single file to receive the blessing of the priest.

The funmaking was not noticeably dampened by a depressed market that saw the season open with prices on the

best grade of shrimp down from \$67.50 for a 210-pound barrel a year ago to \$45. Prices of all grades were off about one-third, said Joe Murray, president of the SIU-affiliated Shrimpers and Oystermen's Association.

Shrimp fishermen have been beset by difficulties since the Federal anti-trust division in April, 1952, charged the union with operating in violation of anti-trust laws. One trial of the case ended in a mistrial. A second trial is expected to be held this fall.

Meanwhile, said Howard A. McDonnell, attorney for the fishermen, the union is "pursuing the same policy it has pursued since it was organized.

"The union always has complied with state and Federal laws," he said. "There has been no violation of Federal anti-trust laws. The action of the fishermen's union and its position is, and always has been, that of a labor union which has the right to bargain collectively for a fair return for the labor of its members."

Some Feel Market Pinch

As for the fishermen, who often are at sea as long as 15 days on trips of up to 120 miles into the Gulf in search of shrimp, the declining market has resulted in hardship for some.

All, however, are hopeful that the beginning of the new season, which is expected to produce a catch of nearly 16 million pounds, will bring prosperity to skippers and crews who operate about 900 trawlers on a basis of shares of the yield of each boat.

The fleet supplies about 30 processing plants which can freeze and prepare the crustaceans for the fresh shrimp market. The fishing and cannery work is done by the local habitants of mixed French, Spanish and Slavic descent who have been engaged in fishing enterprises on this coast for generations.



Traditional blessing of Father Herbert J. Mulligan Church, while standing on shrimp boat is spr



No fiesta or other celebration floats like the one ab



Gulf Beauty, skipper decorated in the a



the shrimp fleet is offered by a pastor of Biloxi's St. Michael's on anchored trawler. Each pass- nked with holy water.



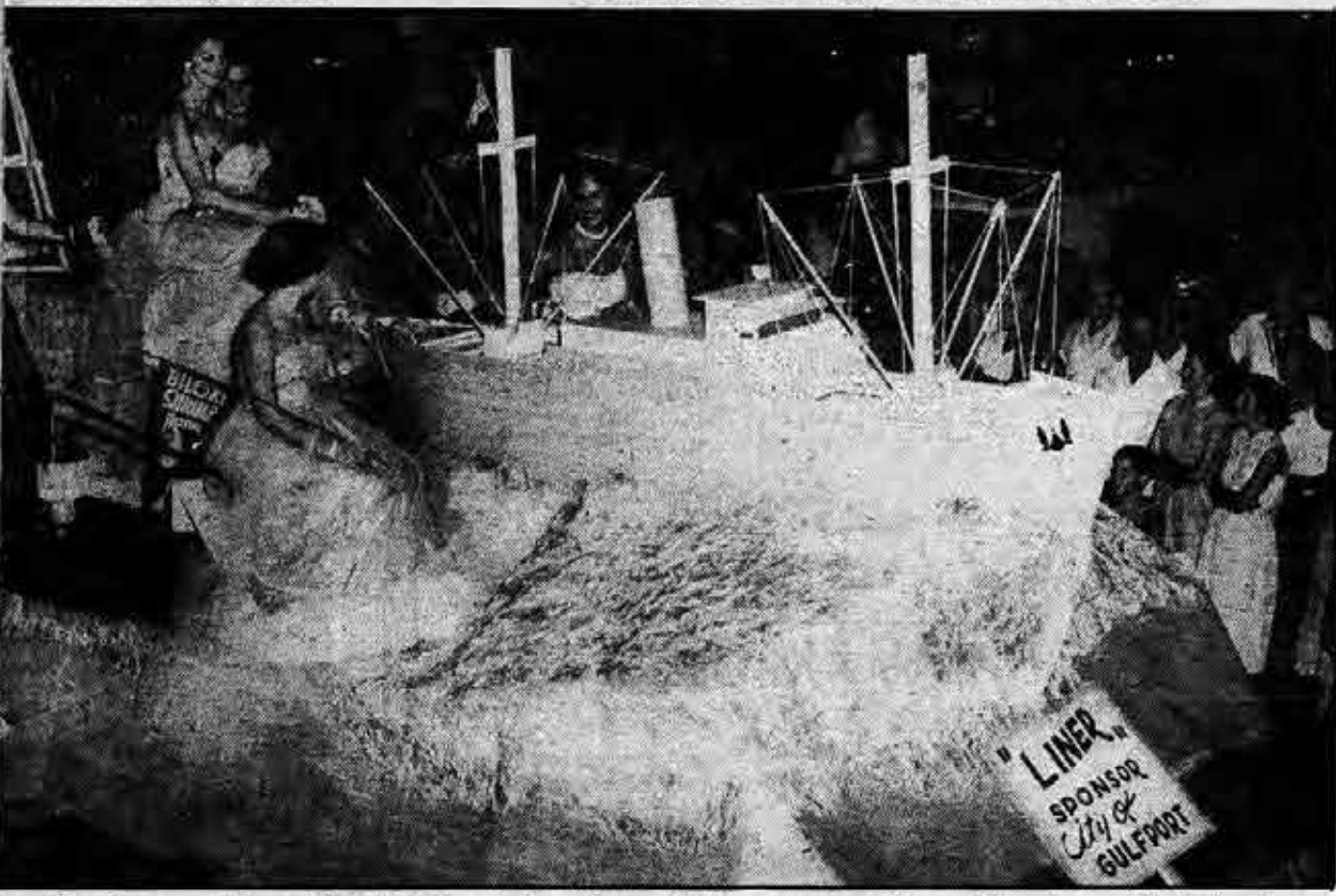
Visitors examine elaborate apparatus for de-veining shrimp. Newly-developed machine which featured exhibit at Biloxi Community Center removes back veins of shrimp before they are put in deep freeze.



Small part of crowd of 20,000 visitors and local residents.



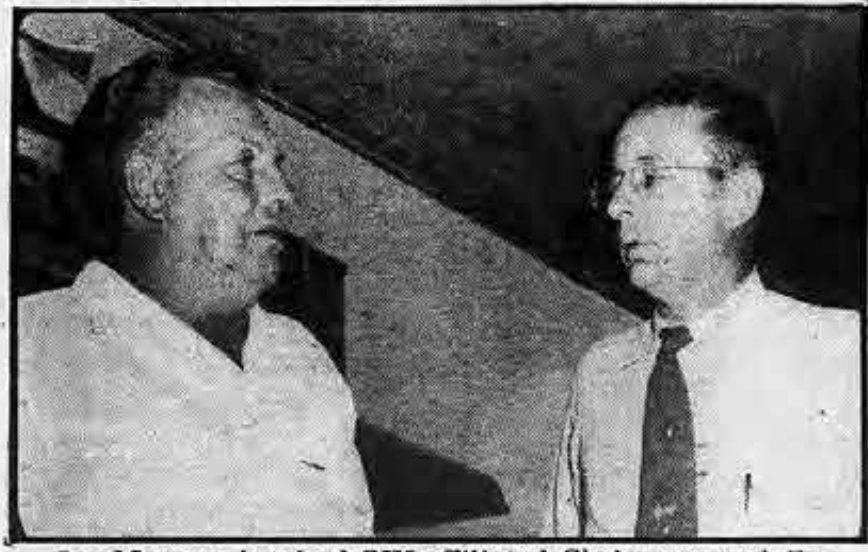
1954 Biloxi Shrimp Queen, Miss Kay Freeman, left, lends a hand at preparing shrimp barbecue.



celebration is complete without floats and a few pretty young maidens. Street parade featuring float took place on the opening night of the three-day Biloxi Shrimp Festival.



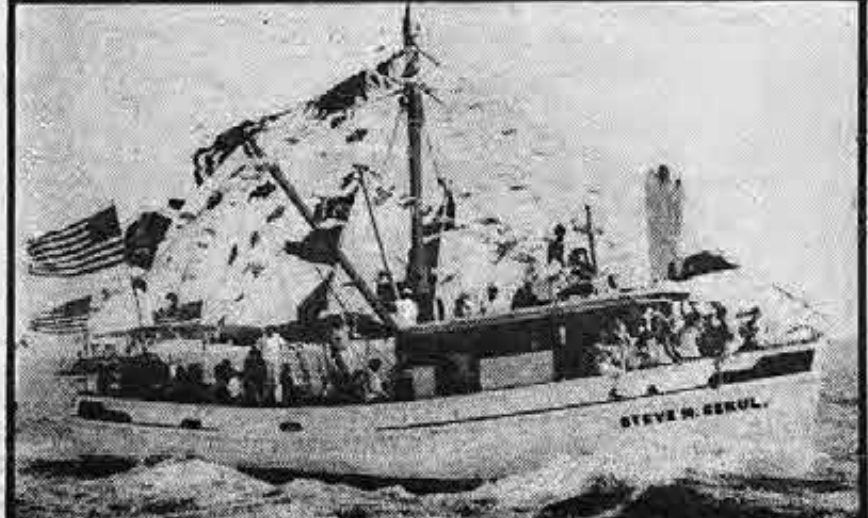
Judges in huddle smile in agreement on prize-winning shrimp boats. Rear, right, is R. Matthews, SIU.



Joe Murray, head of SIU-affiliated Shrimpers and Oystermen, chats with SIU Asst.-Sec.-Treas. Bob Matthews.



ed by John Bourgeois, won the judges' nod as the trawler most attractively and appropriately decorated for annual shrimp boat parade. Judges had tough job picking prizewinners.



Elaborately-decorated with pennants flying gaily in the wind, the trawler Steve M. Sekul passes the judges.

PORT REPORTS

Mobile:

Union's On The Ball In Puerto Rico Strike

One of the ships we paid off during the past two weeks was the Clalborne (Waterman). This ship was one of the seven that were laid up in San Juan during the recent longshoremen's strike in Puerto Rico, and the crew report that during the month they were down there everything went fine with them, due to the on-the-spot representation the Union gave them. Judging by the small number of replacements on the ship, the crew must have had quite a field day as most of them had very little dough coming at the payoff and stayed on for another trip.

All in all, shipping in this port hasn't been too bad during the past two weeks, with 154 men shipped to regular jobs and 93 men sent to various relief jobs in and around the harbor.

Paying off and signing on were the Pennant, Corsair, Pilgrim, Cavalier, Patriot and Ranger (Alcoa) and the Clalborne and Wild Ranger (Waterman).



Lynch

In transit were the Steel Advocate (Isthmian), De Soto and Iberville (Waterman), Del Viento and Del Rio (Mississippi) and Southwind (South Atlantic).

Prospects for the coming two weeks do not look too bright as many of the offshore ships scheduled to hit this port are in the laid-up status awaiting cargo. These include the Alawai, Morning Light, Arizpa, Golden City and City of Alma (Waterman) and the Alcoa Pegasus (Alcoa).

In addition, the following ships are due to hit the port and go back out again: Chickasaw, Monarch of the Sea and Fairisle (Waterman) and Polarix, Clipper, Pennant and Corsair (Alcoa).

Del Rio Shorthanded

When the Del Rio was in transit here we found out there were two men missing—a bosun and a messman. None of the delegates or the ship's delegate reported this to the Union and the ship was scheduled to go to New Orleans for payoff, so we told all the delegates it was a part of their job to report all shortages to the hall and see that the company ordered all necessary replacements before sailing.

The Ore Chief, US Steel's phony flagship, called at this port last week with a partial cargo, being unable to bring in her full cargo of 83,000 tons as the harbor here is not deep enough. The newspapers gave her quite a write-up but what they failed to play up was the fact that she was sailing under a foreign flag, paying coolie wages and beating American seamen and the American public in general out of their jobs.

Both Waterman and Alcoa are now paying their retroactive wages. Alcoa has paid most of its back pay and has mailed the balance to the last known addresses of the recipients, while Waterman is currently paying off either in person or by mail.

For our Seafarer of the Week we nominate Eugene J. Lynch who joined the Union in 1942 and has shipped steadily out of the Gulf since then. He is qualified in engine room ratings but lately he has switched to the steward department and sails in various passenger ship ratings out of this port. He is married and makes his home

in Mobile, and recently he worked for the Sea Chest here, but is now planning on going back to sea. His favorite sport is boxing and he attends all the boxing shows in and around here. Although he has never cashed in on the maternity benefit, he thinks it is one of the greatest gains made by the Union.

In the hospital here are Willie Reynolds and W. G. Moore. On the beach are H. S. Wilson, W. Matthews, D. McCorvey, M. D. Hibbs, E. Aedoin, F. H. Haynes, J. O'Sullivan, L. Jackson, W. L. Kitchens, J. R. Bradley, J. Hicks and H. Pizatowski.

Cal Tanner
Mobile Port Agent



Seattle:

Lumber Strike Slows West Coast Shipping

Shipping has been slow in this port during the past two weeks, due mostly to the lumber strike here and the fact that wheat has stopped moving to the Far East. We have several ships laid up and the future does not look hopeful.

During this last report period we paid off the Kyska (Waterman);

Liberty Flag (Gulf Cargo); Seacorai (Coral), Seawind (Seatraders); Alcoa Pioneer (Alcoa); Trojan (Trojan); Western Trader (Western Navigation); Seamonitor (Excelsior), and John C. (Atlantic Carriers).

Signing on were the Kyska (Waterman); George A. Lawson (Pan-Oceanic), and Alcoa Pioneer (Alcoa).

In transit were the Young America and Fairland (Waterman), and the Portmar (Calmar).

Our man of the week is Seafarer J. (Nick) Nicholson, who is 31 years old, single, and plans to stay that way. He has been shipping out the West Coast for the past two years, but says he prefers the European ports for shore leave. He says his vacation money is the feature of the SIU that appeals most to him.

On the beach here are W. E. Weddle, R. L. Welch, G. Sims, H. C. Wirtz and C. Aycock.

Men in the hospital are G. W. Flint, H. Harvey, S. Johannessen, J. Kackur, V. K. Ming, I. Pedersen and G. Rason.

Jeff Gillette
Seattle Port Agent

Lake Charles:

Crew On The Excello Is A Happy SIU Gang

Things have been running along smoothly down here in the bayous of Louisiana, but there has been no shipping to speak of during the past two weeks.

Calling into this area but only taking a few men were the Cities Service tankers Salem Maritime, Chiwawa, Bents Fort, Winter Hill, Lone Jack, Bradford Island and Cantigny.

We also had the Excello of the Excello Corporation in here. There sure was a happy crew on the ship except for a couple of diehards who still think the company can do more for them than the Union. How stupid can you get?



Pritchett

The outlook for the next two weeks is just fair as we expect only about eight ships to call here. However, three of these are coming in from offshore and may pay off here, so that could give a few men jobs.

All is quiet on both the labor and political fronts. We have no men in the hospital here at present.

For our Seafarer of the Week we nominate Brother A. T. (Ted) Weaver, who joined the Union in 1948 during the Cities Service organizing drive. He rode those tubs through to the successful conclusion of the drive and is now riding them under the best conditions in the maritime industry. Ted suffered a bad accident last year when his car left the road and is just now able to ship again. As he puts it, there is only one place to go, and that is to sea on an SIU ship. He sails as pumpman but figures to take an oiling job until he gets the feel of a ship under his feet again. But whenever and wherever he goes there will be a good man on board. He says it is a real pleasure to be able to tell the same men who used to order him to do work that wasn't his that "this is an SIU ship now, and we get paid for that."

Moore Is Chairman

At the last meeting, Brother T. J. Moore, Jr., was chairman, and Brother Walter (Whitey) Pritchett was recording secretary, and both men did a fine job. Brother Moore, who sails on deck as AB, hails from Massachusetts but now is a dyed-in-the-wool rebel from Texas. Brother Pritchett comes from Montana and sails as pumpman.

All the boys around the hall

here are figuring out how much back pay they have coming under the new contract and are sending in for it as fast as the lists come out. And the smiles are plenty big on their faces.

The fishing continues to be good here and big catches are reported every day. However, our luck is best in the fish markets.

Leroy Clarke
Lake Charles Port Agent



Boston:

Evangeline Crew Aids Widow Of SIU Brother

The crew of the Evangeline (Evangeline) donated \$30 for a wreath for the funeral of Brother Frank Burns, and also donated \$34.50 to his widow, Brother Burns, who had been sailing as quartermaster on the Evangeline, left the ship July 30 to see a doctor because he wasn't feeling well. On August 1 he was taken to the Brighton Marine Hospital and died 30 minutes later of heart failure.



Burns

Shipping has been fair in this port during the past two weeks. We paid off and signed on the Cities Service tanker Lone Jack and in transit were the Afoundria, Wacosta and De Soto (Waterman); the Robin Kirk and Robin Trent (Seas Shipping); the Steel Age and Steel Architect (Isthmian); the Ann Marie (Bull), and the Western Ranger (Western Navigation).

James Sheehan
Boston Port Agent



Wilmington:

11 Ships In Transit Take On 14 Crewmen

Shipping was very slow in this port during the past two weeks, with no pay-offs or sign-ons. However, we had 11 ships in transit and were able to put 14 men on these as replacements. The outlook for the coming two weeks is poor.

In transit were the Portmar, Pennmar and Alamar (Calmar); Steel Chemist and Steel Scientist (Isthmian); Alcoa Planter (Alcoa), and Fairland, Bienville, Topa Topa, John B. Waterman and Kyska (Waterman).

Ernest Tilley
Wilmington Port Agent

Baltimore:

Men Await Opening Of New Baltimore Hall

Our new hall has shaped up to the extent that the members can now see what the fellows coming into this port will have. I have talked to a lot of the brothers on the beach here, who have been keeping an eye on the progress of the hall, and all of them are anxiously awaiting the day when they'll be using it. As things look now, this should be around October 15.

Shipping here cooled off considerably during the past two weeks, and there are no signs that it will improve during the next two weeks.

During the last two weeks the following ships paid off: Massmar and Bethcoaster (Calmar); Catharine (Drytrans); Yaka (Waterman); Edith (Bull); Steel Age (Isthmian), and Feltore, Venore, Chlore, Marore, Baltore and Oremar (Ore).

Signing on were the Steel Vendor (Isthmian), Yaka (Waterman) and Feltore, Venore, Chlore, Marore, Baltore and Oremar (Ore).

In transit were the Robin Locksley and Robin Kirk (Seas Shipping); Seaviator (Bournemouth); Steel Vendor and Steel Architect (Isthmian); Alcoa Pointer and Alcoa Roamer (Alcoa); Bethcoaster (Calmar); Chickasaw (Waterman); Evelyn (Bull), and Bents Fort (Cities Service).

In the marine hospital here, for minor or extensive repairs, are Samuel Doyle, Antonio Johnson, Tony Mastantuno, Steve Boides, Gorman Glaze, Jesse Clark, Eugene Plahn, Samuel Mills, Adolph Sadenwater, Algot Bogren and Jess Brinkley. These men in drydock do get lonesome sometimes and always appreciate hearing from their buddies.

The address is USPHS Hospital, 29th and Remington Ave., Baltimore, Md.

Among the men on the beach here are George Nutting, John Taurin, Charles Kellogg, Harry Johnson, George Fosset, Norman T. Jackson, John Flynn, Alfred Sjoberg, Pete Solberg, Danny Lippy and Paul Strickland.

This week we would like to give special mention to Patrick Fox, who has been sailing on the Atlantic and Gulf coasts as a full book-member of the SIU since 1942, and who has participated in all the activities of the Union since that time.

Earl Sheppard
Baltimore Port Agent



Galveston:

Good Shipping Seen For Next Two Weeks

Shipping is still holding its own here, and the next two weeks should be good for us, with the Alexandra (Carras) and Lucile Bloomfield due in for payoff.

Paying off and signing on during the last two weeks were the Seaciff (Coral) and Genevieve Peterkin (Bloomfield). In transit were the Southern Districts (Southern Trading); Republic (Trafalgar); The Cabins (Cabins); Mas (Bull); Val Chem (Valentine), and Seatrains Savannah, Texas and New Jersey.

Keith Alsop
Galveston Port Agent

A & G SHIPPING RECORD

Shipping Figures July 28 to August 10

| PORT | REG. | | | TOTAL REG. | SHIP. | | | TOTAL SHIPPED |
|---------------|------------|------------|------------|--------------|------------|------------|------------|---------------|
| | DECK | ENGINE | STEW. | | DECK | ENG. | STEW. | |
| Boston | 19 | 19 | 12 | 50 | 10 | 12 | 13 | 35 |
| New York | 117 | 106 | 85 | 308 | 149 | 134 | 111 | 394 |
| Philadelphia | 31 | 33 | 19 | 83 | 42 | 33 | 26 | 101 |
| Baltimore | 128 | 126 | 79 | 333 | 76 | 75 | 53 | 204 |
| Norfolk | 17 | 12 | 11 | 40 | 4 | 6 | 8 | 18 |
| Savannah | 8 | 4 | 7 | 19 | 11 | 5 | 15 | 31 |
| Tampa | 14 | 18 | 19 | 51 | 2 | 2 | 1 | 5 |
| Mobile | 33 | 37 | 30 | 100 | 59 | 49 | 46 | 154 |
| New Orleans | 57 | 47 | 63 | 167 | 40 | 41 | 66 | 147 |
| Galveston | 35 | 24 | 23 | 82 | 28 | 28 | 28 | 84 |
| Seattle | 77 | 57 | 54 | 188 | 38 | 19 | 30 | 87 |
| San Francisco | 36 | 32 | 30 | 98 | 23 | 7 | 3 | 33 |
| Wilmington | 11 | 11 | 9 | 31 | 7 | 4 | 9 | 14 |
| Totals | 563 | 526 | 441 | 1,530 | 499 | 415 | 402 | 1,307 |

In Saigon, Seafarers Talk Over Indo-China Truce



With the Communist threat still hanging heavily over the city, Seafarers met recently in the Continental Palace in Saigon to discuss the Indo-China truce. Left, crewmen of the Steel Admiral, Alcoa Pioneer, Seacomet and Beauregard listen intently while (right) chairman Ray Queen addresses them. Flanking Queen are reading clerk Jimmy Hanners (left) and Edward Mattison, who served as secretary.



'Dont's' Outweigh 'Do's' For Seafarers In Korea

For the Seafarer in Korea, the "dont's" still far outweigh the "do's." In other words, a Seafarer hitting a Korean port such as Inchon or Pusan still finds himself prohibited from doing a lot more things than he is allowed to do. So says Max Lipkin, chief steward on the Pelican Mariner (Bloomfield).

Seaman's Papers Wander But Airline Finds 'Em Fast

William MacDonald is an oldtimer in the SIU who's been sailing the seas for a good many years. But he's convinced now that there's a lot to be said for travel by air.

MacDonald was particularly impressed by the efficiency displayed by Eastern Airlines in getting back to him the seamen's papers he lost on one of their planes.

MacDonald's difficulties occurred a couple of weeks ago when the Del Mar (Mississippi), on which he sailed as engine utility, reached New Orleans and he got off to visit his home in Woodlyn, Pa.



MacDonald

MacDonald caught an Eastern Airlines plane in New Orleans and went as far as Washington. Then he had to transfer to a United Airlines plane which took him to Philadelphia. When he reached home in Woodlyn, near Philadelphia, he discovered that somewhere along the line he had lost his SIU book, his sea-

men's papers and other important papers.

"Believe me," MacDonald says, "I was plenty worried there for a little while after I looked over my things when I got home and discovered my SIU book and seamen's papers were missing. Fortunately, I didn't lose any money, but losing those other things could have caused me a great deal of inconvenience."

Turn Up In Newark

MacDonald called the airport in Philadelphia, and the airport contacted Eastern which, in jig time, discovered that the papers had been brought to Newark Airport by the plane MacDonald left in Washington.

"I got my papers back in no time at all," MacDonald reports, "and Eastern even paid the postage for sending them to me."

MacDonald feels that for this fast service Eastern deserves some sort of a pat on the back. This is it.

"In the port of Inchon," Lipkin reports, "they issue a pass the size of a newspaper, listing all the 'do's' and 'dont's.' Come to think of it though, I can remember only one 'do' in a sea of 'dont's.' That was one which allowed us to breathe the fragrant aroma of garlic and kimchi, which is a native delicacy of questionable origin and quality."



Lipkin

Writing to the LOG from Pusan, Lipkin says that the American merchant seaman still has a very tough time of it in Inchon, regarding shore leave, and in Pusan it is even worse.

"In Pusan," he writes, "three merchant seamen were arrested by the military authorities, tried in a court martial, and given the choice of 30 days at hard labor or a \$75 fine—because they had violated the curfew by exactly 10 minutes."

Black Market Flourishes

The black market in Korea, Lipkin says, is still flourishing, and American beer and whiskey are plentiful—if one is willing to pay the price. American beer costs over \$1 a can in Korean money, whiskey is of a comparable price, and in the bars black market prices are freely quoted on all items. Yen, script, dollars and Korean won are all interchangeable, and many items there is a bartering of products without any exchange of currency at all. For a carton of cigarettes, for instance, one can obtain a pair of GI shoes worth at least \$7, Lipkin reports.

Overall, Lipkin says, the Army is doing a good job of representing the US, but there are individuals in the Army who create conditions that could stand investigation, particularly in the treatment of American merchant seamen.

"It's about time," Lipkin writes, "that we American seamen were treated with the same respect that any American citizen and taxpayer has the right to expect. I have seen incidents occur to American merchant seamen which I don't believe ever would have occurred to any other American citizens."

OFF WATCH

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

While they may not make everybody sit up and take notice the same way the now-famous Marilyn Monroe calendar art did, Seafarers who've had some success in color photography may be interested in trying to sell their transparencies to calendar publishers, as sea and ship scenes are always popular. A handy "Guide to Calendar Publishers," available from the Loft-house Co., Box 832, Binghamton, NY, claims to have the up-to-date details on the specific needs of each company and their preferences on subject matter.

Those who like their sea lore on wax, either to take with them on the ship to or send home to the folks to help them understand what seafaring is all about, should get some pleasant listening from a new long-playing record release called "Poems and Songs of the Sea," on the Audie Masterpiece label. It has Bill Forrest alternately reciting the poems and Oscar Brand singing the songs, with Brand also providing a light guitar background for the poems.

With an opportunity like few other people to pick up odd stamps and new issues in all corners of the world, many Seafarers take advantage of their calling to pursue the hobby of stamp collecting and make a beeline for the local post office every time they hit a strange port. Valuable collections for themselves or for the kids are built up this way, particularly with the savings made by buying up local issues on the spot and thereby cutting out the middleman's "take." In addition, those who have the inclination and the energy to do so can build up a mighty profitable sideline in the way of a mail-order stamp business, since foreign stamps can be purchased in bulk at handsome savings when you're

right there in the particular country. Customs regulations have to be watched, however.

Established stamp collectors and would-be philatelists may be interested in the fact that the US Post Office Department will be issuing four new stamps in coming weeks—a 1c, 2c and 4c regular issue and a 4c airmail (for post-cards), all of which are being issued in sheets of 100. The green has a portrait of Washington and will have its first-day sale at Chicago on Aug. 26. The 2c red features Jefferson and will be sold first at San Francisco on Sept. 15, while the 4c lavender design features Lincoln and will bow in at New York on Nov. 19. The blue airmail issue will have its first day sale in Philadelphia on Sept. 3. Those who want first-day cancellations of these stamps should send self-addressed envelopes (cards in the case of the 4c airmail), plus a money order to cover the cost of the desired stamps, in an envelope addressed to the postmasters of the first-day cities. Remember that postal rates require at least three one-cent stamps or two two-cent stamps on the envelopes.

A new aid to the hobbyist who fashions his own pottery is a small, practical pottery wheel which can operate on the power supplied by an electric food mixer. It weighs only four pounds, measures 7"x11"x9", is readily demountable and easily stored. Its manufacturers claim it can be used right in the kitchen or practically anywhere else and that no workshop is needed. Thus, for shipboard enthusiasts of this craft, it could be ideal. The wheel lists at \$14.95 and is made by the Mecce Division, Marine Enterprises, Pasadena 56, Maryland. It can probably be ordered through any hobby shop.

LOG-A-RHYTHM:
St. Nicholas Bells
By Edward Joseph Kelly

St. Nicholas bells are chiming out
Across the windswept sea,
They are sending out a message
Calling you back to me.

You are in my every thought,
No one can take your place,
The day is slowly dawning
And I shall see your smiling face.

Seafarer-Frogman



At New York's Jones Beach, Seafarer Frank Boyne tries diving practice. Frank's been down 30 feet; Hydropak has 200-foot limit.

I kneel in St. Nicholas Chapel
And to God I pray
To guide your ship home safely—
Home safely to the quay.

Your ship sails home so slowly
Across the windswept sea,
But very soon our parting, dear,
Will be a memory.

'Can-Shakers' Have No OK

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

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

Quiz Corner

- (1) If you were a diva would you probably be: (a) physically ill, (b) in opera, (c) looking for lost treasure, (d) a piece of furniture?
- (2) What relation is the son of my father's nephew to me?
- (3) If Johnny has twice as many marbles as Tom, Harry has three times as many as John, and Charlie has three times as many marbles as Tom, and there are 108 marbles altogether, how many does each have?
- (4) What vitamin is available to the human body through sunbathing?
- (5) Which state in the Union has the smallest population: (a) Delaware, (b) Rhode Island, (c) Nevada, (d) Arizona?
- (6) Prior to 1930, what was the tallest building in the world: (a) Woolworth Building, NYC; (b) Washington Monument, (c) Eiffel Tower, (d) Statue of Liberty?
- (7) What figure represents Great Britain just as "Uncle Sam" represents the US?
- (8) In what continent are the ten highest mountains in the world: (a) Europe, (b) Africa, (c) Asia, (d) North America?
- (9) If a man walked one mile at the rate of two miles per hour, and rode 15 miles at 45 miles an hour, how long would it take him to cover the 16 miles?
- (10) What prize-fighter gained fame as the "Wild Bull of the Pampas"?

(Quiz Answers on Page 17)

Lure Of The 'Open Road' Can't Match Call Of Sea

Once a seaman gets the yen for salt water in his blood, it's pretty hard to get it out of his system, even when he's on dry land and is trying to see a few shoreside sights.

One Seafarer who has learned this is Edwin S. Harris, who has been on a cross-country motorcycle tour ever since he paid off the Cities Service tanker Paoli in Houston a month ago.

Like almost every other seaman, at some time in his life, Harris got the urge, while sailing as pumpman on the Paoli, to see a few shoreside sights. And so, when the Paoli hit Houston, he paid off, bought himself a motorcycle, and started off on his cross-country trek.

But the so-called lure of the open road is no match for the call of the sea, Harris soon learned, and instinctively he found himself heading his 'cycle for cities where there are SIU halls, and then to the halls themselves.

As a result, when he wasn't actually traveling, Harris spent much of his time at places like the SIU halls in New Orleans, Mobile and Lake Charles, where he could swap stories with the other SIU men he found there.

Reunion With Family

Harris disrupted this pattern only long enough to stage a brief reunion with his family in Crawfordsville, Ga. Then he headed for New York and, naturally, made his first stop SIU headquarters in Brooklyn, where he reported on his trip to the LOG.

If Harris goes on with his present plans, he'll continue on up the East Coast to Toronto, and then go all the way back across the country to the West Coast before shipping out again.

But even he himself is not certain these plans will work out. The call of the sea gets mighty strong



Astride motorcycle, which he bought after paying off Paoli in Houston, Edwin Harris poses in front of SIU Hall in Mobile. Harris also visited SIU halls in New Orleans, Lake Charles and New York during his trek.

when a seaman has been on dry land for a while, and in the middle of his jaunt Harris may very well decide to trade in his 'cycle for another pumpman's berth.

The SPORTS LINE

By Spike Marlin

When something goes wrong with a baseball club and the empty seats far outnumber the full ones there are a few tried and true procedures which are followed, none of which may have any bearing on the situation. The first, and most ineffective, thing that's done is to fire the manager. The second is to fire the general manager, who usually bears a little more direct responsibility. Then the new manager and general manager get together and announce "We'll trade anybody. Everybody on this team is expendable." The trouble is the rest of the league feels the same way about the trading bait—they don't want any of it.

If things really get serious, the question of control of the ball club always comes up. The existing owners try to peddle their lemon to some businessman so wealthy that the club will help solve his tax headaches. Or they may announce that "unless the fans patronize the club it will have to leave town."

None of these moves offer any real solution. The only way a bad ball club can be helped is with good ballplayers. But since it's easier to dilly-dally around than find good ballplayers the dilly-dallies come first.

Pay The Mortgage

Something of that sort is happening down in Philadelphia. The Athletics, who showed some signs of rejuvenation in 1948 and again in 1952, have sagged hopelessly the last two seasons. Their good ballplayers, like Ferris Fain, George Kell and Harry Byrd, were sold off to pay the mortgage, while Bobby Schantz, their ace in the hole, went bad with a sore arm. The result is a colorless, inept club that has been doing very badly at the gate and on the field.

Obviously Connie Mack, that baseball ancient, is in no position to breathe fire into the club. But his two sons are breathing fire at each other trying to get control of the half-dead horse. The managerial and front office shifts were made last year in Philadelphia. All that remains now is the move to another city, with Kansas City spoken of as the site. Philadelphians have already been threatened that the Athletics will

have to leave town. This announcement was greeted with a monumental shrug of indifference.

The sorry part of the whole story is that moving to another city won't necessarily help the ball club. The move will give it more cash to spend but while cash is a necessary ingredient to success, it isn't the whole answer.

It's pretty obvious that if teams like Philadelphia are to amount to anything, some new way of distributing minor league talent must be found. The A's have been second division stuff with few exceptions for the past 23 seasons. With a record like that no city is going to support them for very long.

Who Cut Caper With His Paper, Seaman Asks

Seafarer Antonio Goncalves always knew that the SEAFARERS LOG is a popular newspaper, but now he has good reason to believe it's even more popular than he had thought.

Goncalves, who is now serving in the Army at Fort Myer, Va., came to this conclusion when a copy of the LOG, which he had been receiving regularly, mysteriously disappeared.

"Only recently," Goncalves writes the LOG, "I returned from two weeks in the field and asked our mail clerk if he had received my copy of the LOG. After searching around for about 10 minutes, he sheepishly told me that he had received it, but that somehow it had gone astray."

Goncalves believes his copy of the LOG didn't just get up and walk out of the mail room by itself. More likely, he thinks, it exercised a fatal fascination for someone who was in a position to lay his hands upon it.

Goncalves suffered no loss because new copies of the LOG were mailed to him. And as for the present owner of his missing LOG—well, Goncalves is sure he is enjoying good reading.

Speak Your Mind At SIU Meetings

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

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

'Give Credit Where Due' Is Seafarer's Philosophy

Seafarer Dave Barry is a guy who believes in giving credit where credit is due—and he thinks everyone else ought to do the same.

Barry put his philosophy into practice recently when he sat down and wrote a long letter to the LOG telling about Bond's, a bar and restaurant run by a gent named Tom Sullivan at 151 Market Street, San Francisco.

At Sullivan's place, according to Barry, no one is asked how much money he has. He's just told to sit down and eat all he wants. There's a jar on the bar for stew-pot donations, and most of the

workers in the place are volunteers who are interested only in seeing that the customers are well taken care of.

That letter, printed in the LOG, created quite a stir, Barry now reports, and many other Seafarers wrote him about it. That set him to wondering why these men had never bothered to write about the place themselves, and he came to the conclusion that it is human nature to be quick to condemn the bad but slow to acknowledge the good.

"In so many of the letters I've read," Barry says, "there always seems to be some sort of condemnation. Either some laundry has gyped somebody, or some dry cleaning place has ruined somebody's suit or somebody has taken somebody else over the hurdles.

Some Places Help

"Yet many of these same men," Barry says, "have also been in places where they have been helped—where they have been fed and made comfortable in many ways. However, there is a tendency to take good things for granted and then promptly forget about them. I don't think this is the right way. So how about a few less letters griping about the bad things, and a few more praising the good ones?"

We think perhaps Seafarer Barry has a point.

GALLEY CLEANINGS

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

It's the traditional custom in American cookery when the summer heat comes up to turn to such side dishes as potato salad and cole slaw to accompany both hot and cold meats.

They are easier to take than hot, steaming vegetables and if properly made sit lightly on the stomach in warm weather.

Potato salad can be made in dozens of different ways. Bob Lambert's recipe is more unusual than most since it makes use of tabasco, an ingredient that is usually reserved for seafood seasonings such as shrimp sauce. Tabasco undoubtedly tends to make the salad a good deal tangier than the bland concoction that often passes for potato salad in restaurants, but he warns that the tabasco had better be put on with a light hand. Otherwise there's bound to be fire-eating responses from the customers.

Lambert starts his salad with

about ten pounds of potatoes which for this purpose are boiled with their skins on until tender. After the potatoes are thoroughly cooked, they are peeled and diced. Five good-sized onions, chopped very fine are added as well as five cups of diced celery. The whole mixture is seasoned with salt.

Added next are 3/4 cups of mayonnaise and then comes the spicy part of the concoction—5 tablespoons of wine vinegar, 5 tablespoons of prepared mustard and 1/4 teaspoons of tabasco. The entire salad is turned lightly with a fork with care to be taken not to break the diced potato sections.

When chilled before serving, the salad is the traditional accompaniment of frankfurters, cold tongue, cold roast chicken and similar dishes.

Lambert has been sailing with the SIU for ten years in the steward department, joining the Union in the port of Tampa.



Lambert

Seafarer Sam Says

GET YOUR PORT-TIME DISCHARGE!

TO GET CREDIT TOWARD VACATION PAY FOR ALL TIME WORKED ABOARD SHIP YOU MUST GET DISCHARGES FOR PORT TIME. THESE ARE ONLY GIVEN UPON REQUEST. TO SAVE YOURSELF TIME AND TROUBLE LATER, ASK FOR A PORT TIME DISCHARGE WHEN YOU LEAVE A SHIP.

PORT CALL

AT THE SIU HALL - NEW YORK

At West Point, He Wants Mail

To the Editor:

This is the first opportunity I have had to write to the LOG and it is a pleasure to do so.

I'd like to get on the mailing list, since the LOG is the only way I now have of keeping up with the news of the Union and the guys I've sailed with.

The reason I can't pick up the LOG myself is that Uncle Sam decided the Army couldn't do without me.

I was drafted last January for two years. Then for 16 weeks they put me through the mill, trying to make an infantry soldier out of me. They didn't do a bad job, but after all that training they stuck me behind a typewriter. I suppose I shouldn't complain, though. It's better than an M-1 rifle.

Don't get the idea that because I'm up here at West Point that I'm a cadet. I'm just a private making 85 bucks a month with no OT. However, the chow up here is pretty good compared with the usual Army grub. But it's nowhere near SIU standards.

I'd also appreciate it if you'd print my address in the LOG so my old shipmates can see if and maybe write to me.

Pvt. Kenneth M. Skonberg
US 51298231
Combat Arms Detachment
1802nd Special Regiment
West Point, New York

(Ed. note: Your name has been added to the mailing list and you will receive the LOG regularly from now on.)

Sailing SIU Tops Shoreside Jobs

To the Editor:

I am a retired member of the SIU, but I still keep in touch with Union affairs via the LOG, which I enjoy very much. I'd like to dedicate this letter to the SIU members who may not realize just how wonderful the SIU is, or who may take the benefits it has gotten for them for granted.

I was an active SIU man for five years, and enjoyed sailing very much. I retired my book when I was drafted, but now I am out of service and am looking forward to the day when I can go to sea again.

I always thought the SIU was a fine union, but like a lot of other guys I used to take a lot of things for granted. Since getting out of service, though, I've learned what the score really is.

For instance, I worked in a construction crew on the Pennsylvania Turnpike for about six months, where I joined a union. Nobody seemed to care anything about our beefs, and finally I was laid off by the foreman so he could give my job to a friend of his who was out of college for the summer.

I am now working for the State of Pennsylvania as an armed guard

LETTERS

Life In Army Not Like SIU

To the Editor:

Due to circumstances beyond my control, I'm now in the Army. I thought that at 27 I would be too old for this sort of thing. But the Army didn't think so.

Before getting in here, I was chief electrician on the Morning Light. Our ship got into New Orleans from Korea and Japan and the next week I was running around in OD's at Fort Leonard Wood, Mo. You talk about it being hot in the Persian Gulf—it's been 120 degrees here on several occasions.

As everyone knows, we get plenty of OT—18 hours or more a day in basic. Anyway, we only have to pay \$4 a month in income tax. And the soap situation! I wish I had some of the stuff that used to lie around in my locker. This Army life makes me appreciate more and more the good conditions that the SIU got for us on the ships.

Has Sailor-Pal

There's a seaman from the NMU here in my barracks, so I at least have someone to shoot the breeze with. I don't think the rest of these guys know what a seaman is.

After basic I'm going to try to get into the marine operations branch of the Transportation Corps. I've got a license so that might help.

I'd like to hear from some of my old shipmates if they can find time to drop me a couple of lines or even a postcard. Also I'd like to have the LOG sent to me so I can keep up with the news of the Union.

Pvt. Richard J. Peterson
US 55455898
Company A, 3rd Plt.
6th QM Bn., 6th Arm. Div.
Fort Leonard Wood, Mo.

(Ed. note: Your name has been added to the mailing list and you will receive the LOG regularly.)

LOG Rates High With Army Men

To the Editor:

Thanks for so promptly sending me the first LOG I've seen in three months. Not only did I read it thoroughly, but so did nearly everyone else in my barracks, and they all agreed it is the best labor newspaper they ever saw. I was especially interested in the article on runaway US merchant ships.

One Saturday recently I got a three-day pass, so I went into Boston and visited the hall there. On Monday I was in Philly so I went into the hall there and ran into some of my old shipmates, including Johnny Flanagan, Joe Fusella and Joe Kologzewski. It sure was good to see them again.

I have some questions to ask and

if any of the brothers could write and answer them, I'd sure appreciate it. First, how do I go about getting a 21-months or early discharge? Second, would I be subject to the draft again? I've tried getting the answers here but all I get is buck-passing.

I am enclosing a small donation for the LOG and again I would like to say it is the best labor paper there is.

Pvt. A. M. Pleirowski
US 52335913
Hq. Co., 1st Bn., 278 RCT
Fort Devens, Mass.

Crewmen Seeking Insurance Plan

To the Editor:

We, the crew of the Steel Maker (Isthmian) feel that when our negotiating committee sits down to talk about our next contract, it should include on the agenda a plan for hospitalization and group insurance under which a seaman could be taken care of in his own town and by his own doctor.

Many members of our great Union do not come from cities where there is a marine hospital, and it would be a great help and comfort to them to be able to go to a hospital of their own choice, where their families and friends could easily visit them.

Should Include Families

We also suggest that the plan include the seaman's wife and children, if he is married, or his parents, if he is single.

We feel the Government is still anxious to close the marine hospitals, and we would feel more secure if something were done about this group insurance and hospitalization plan as soon as possible.

We would like to see all the brothers think over this plan and write their ideas into the LOG. We also suggest that all ships delegates take the matter up and send in reports to headquarters.

Edward G. Tesko
Ship's delegate

Wants LOG For Seamen In India

To the Editor:

I am very much interested in your SEAFARERS LOG, being secretary of an association dealing with different capacities of seamen.

In India our seaman's unions are having financial difficulties, but still we are doing our utmost to continue our services.

Under these circumstances I request you to be good enough to favor me by sending me the SEAFARERS LOG regularly. I intend to study it in the hope that I may render better service to the seamen of India.

Joseph N. Chatterjee, Secretary
Indian Saloon Workers' Association,
Calcutta, India.

(Ed. note: Your name has been added to our mailing list and you will receive the LOG regularly.)

Food Situation OK On Yorkmar

To the Editor:

After sailing for a good many years with various companies, and always being able to stay away from Calmar and Ore ships, I am now on the Yorkmar, and I find that the food situation is very good. This is because we have a very good SIU steward and very good cooks. If all men could prepare food the way these men

do, it would be a very big help in sailing on the ships of so-called "bad-feeding" companies. The chief steward on this ship is John Jellet and the chief cook is Anthony Lalli.

Our ship did have a food beef on it, but due to the cooperation of our steward and the Union agent in San Francisco we got the stores we needed. I think they deserve credit for fixing up what could have been a bad situation.

S. L. Woodruff

In Army, Would Be Back In SIU

To the Editor:

I'd like all my old shipmates to know I'm stationed in Korea. I've got 16 months to pull here and I was ready to leave after the first week. There's nothing like being on an SIU ship with an SIU crew under an SIU contract, and I'm looking forward to the time when I'll be sailing again.

Would you please send me the LOG while I'm here and also the last couple of issues since I haven't seen the paper since the June 11 issue.

Pvt. Henry J. Kowalski
US 51294117
Hq. Btry., 955th
F.A.Bn., APO 264
c/o Postmaster,
San Francisco, Calif.

(Ed. note: The back issues have been sent to you and your name has been added to our regular mailing list.)

Credit Extended, Pay Up, He Says

To the Editor:

I recall reading an article in the LOG recently about Lubie, the manageress of the Wilmington Hotel, extending credit to SIU men.

I know a few guys who did not come back and pay up. To these guys I say, "Why don't you get back there and square off?"

Pete Walsh

Writes To Thank Welfare Services

To the Editor:

I am writing this letter from St. Vincent's Hospital, and I hope you will publish it in the LOG, as I would publicly like to thank the SIU Welfare Services Department for the fine work they are doing.

Joe Pilutis

Burly

Fame Of His Own

By Bernard Seaman



Helping Hand In The Hospital



Seafarer John Brennan gives a light to Frank Napoli while Seafarer Nils Lundquist looks on. Bed-ridden patients get assists from those well enough to walk around on little items that doctors and nurses can't attend to.

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.

Denise Katherine Boyle, born July 10, 1954. Parents, Mr. and

Mrs. Neil J. Boyle, 143 E. 97th Street, New York 29, New York.

Michael Gordon Adams, born June 2, 1954. Parents, Mr. and Mrs. William G. Adams, 2711

Valley Street, Sunrise Acres, Las Vegas, Nevada.

Willard Walter Bickford, born June 29, 1954. Parents, Mr. and Mrs. Willard W. Bickford, 7204 Coast Highway, Newport Beach, California.

Richard Charles Paquette, born June 26, 1954. Parents, Mr. and Mrs. John J. Paquette, 4416 Paris Avenue, New Orleans, La.

David Allen Doucette, born July 9, 1954. Parents, Mr. and Mrs. Merle Doucette, 7 Horton Street, Newburyport, Massachusetts.

Dolly White, born July 5, 1954. Parents, Mr. and Mrs. Derrell W. White, 3441 Newton Avenue, Port Arthur, Texas.

Daniel James Sullivan, born July 22, 1954. Parents, Mr. and Mrs. John Sullivan, 128 E. 9th Street, New York, New York.

Mary Nora Vaughan, born May 6, 1954. Parents, Mr. and Mrs. William F. Vaughan, 520 W. 175th Street, New York, New York.

Joyce Marie Takacs, born July 11, 1954. Parents, Mr. and Mrs. Joseph Takacs, 167 West Norris Street, Philadelphia, Pa.

Sara Lynn Watford, born June 7, 1954. Parents, Mr. and Mrs. Roy Alton Watford, 921 Smith Street, Prichard, Alabama.

Dorothy Robinson, born June 27, 1954. Parents, Mr. and Mrs. Thomas A. Robinson, 1941 Whitney Avenue, Algiers, La.

Beverly Kay Little, born July 1, 1954. Parents, Mr. and Mrs. Beldon N. Little, PO Box 247, Aulander, North Carolina.

Michael Ivan Mesford, born July 19, 1954. Parents, Mr. and Mrs. Harvey Mesford, 5055-7 Street, NW, Seattle, Washington.

Gordon Hall Grimes, Jr., born July 4, 1954. Parents, Mr. and Mrs. Gordon K. Grimes, 1041 William Street, Baltimore, Maryland.

Ill Wife Of Seafarer Receives Best of Care

Seafarer Wincenty Gontarski doesn't get to the headquarters port of New York very often, but when he arrived here recently the first thing he did was to hustle up to headquarters and thank Welfare Services for the help the Union had given to his sick wife.

Gontarski explained that his wife had been quite ill for some time as a result of which she was unable to walk. He had sent her back to Scotland for treatment after which she was to return to New York.

However, as it turned out, his wife's plane was due to arrive from Scotland while he was en-route from Louisiana to New York on the tanker Bull Run. Consequently, he got in touch with Welfare Services asking them if they could meet his wife at the airport, as she was unable to get around herself.

A Welfare Services representative went out to meet the plane and took care of all the details

connected with clearing Mrs. Gontarski through Immigration. Then he took her into New York and saw to it that she was put up in a local hotel.

"It was a tremendous relief to me," Gontarski said, "when I found out that my wife was met at the plane and all these details were taken care of. I don't know how she could have managed without the Union's help."

The incident took place some months ago, Gontarski explained, but he hadn't had a chance up to now to come to headquarters personally and thank Welfare Services for their help.

"I've been around a long time" he concluded, "but there's no union I've seen anywhere that does as much for the men as the SIU."

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID

From 8-2-54 To 8-13-54

| | | |
|--|-------|-----------|
| No. Seafarers Receiving Benefits this Period | 1048 | |
| Average Benefits Paid Each Seafarer | 62.82 | |
| Total Benefits Paid this Period | | 65,838.33 |

WELFARE, VACATION BENEFITS PAID THIS PERIOD

| | | |
|---------------------|-----------|-----------|
| Hospital Benefits | 6,705.00 | |
| Death Benefits | 15,200.06 | |
| Disability Benefits | 1,700.00 | |
| Maternity Benefits | 1,422.00 | |
| Vacation Benefits | 40,733.17 | |
| Total | | 65,838.23 |

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

| | | |
|--|--------------|--------------|
| Hospital Benefits Paid Since July 1, 1950* | 537,405.00 | |
| Death Benefits Paid Since July 1, 1950* | 1,024,205.09 | |
| Disability Benefits Paid Since May 1, 1952* | 53,045.00 | |
| Maternity Benefits Paid Since April 1, 1952* | 270,400.00 | |
| Vacation Benefits Paid Since Feb. 11, 1952* | 3,587,477.79 | |
| Total | | 5,462,552.88 |

WELFARE, VACATION PLAN ASSETS

| | | | |
|--|----------|--------------|--------------|
| Cash on Hand | Vacation | 587,224.46 | |
| | Welfare | 523,122.67 | |
| Estimated Accounts Receivable | Vacation | 197,102.00 | |
| | Welfare | 181,071.00 | |
| US Government Bonds (Welfare) | | 1,570,774.15 | |
| Real Estate (Welfare) | | 263,278.68 | |
| Other Assets - Training Ship (Welfare) | | 119,064.97 | |
| TOTAL ASSETS | | | 4,511,763.93 |

COMMENTS:

For some time it has been the practice, for a great many of the eligibles under the plan, to sign a new Welfare Plan beneficiary card each time they sign on for a new voyage, regardless of the fact that they do not change the name of the beneficiary.

It is only necessary to fill in and sign a new beneficiary card when it is the intention of the eligible to change the name of the beneficiary or when he has never filled out a card before. A great deal of time and filing space will be saved for the Plan if eligibles under the Plan will keep this in mind.

Submitted 8-16-54

Al Kerr, Assistant Administrator

Injury Reported, 4-Month Delay Just Melts Away

A Seafarer who originally faced a four-month stay in a German hospital is back in the States instead because his ship's delegate made sure to report his injury to Welfare Services at headquarters. Seafarer William Sargent is now recuperating from a broken leg at Staten Island, having received immediate repatriation at the Union's request.

Sargent, who was a crewmember of the Show Me Mariner, suffered his injury while in the port of Bremerhaven, Germany. He was taken to a local hospital and his leg put in a cast. There the company agent was informed that it would be 3 1/2 to 4 months before he could get discharged from the hospital.

Meanwhile the ship's delegate had notified Welfare Services at headquarters of the nature of the accident. Welfare Services contacted the company on the matter and was informed that the doctors at the hospital would not release Sargent for repatriation.

Further investigation showed that nobody had informed the hospital of the Seafarer's desire for immediate repatriation. Once the hospital authorities were notified, they readily agreed to move him, cast and all. He was sent

down to the ship before it sailed and came back to the States in a few days instead of the several weeks' delay he had been expecting up until then.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(SIU Director of Welfare Services.)

We would like to insert here just a word of reminder to the brothers about a subject we have made mention of before: letting the Union know when a man has had to leave a ship. As was reported in the last issue, the new Union clause on continuing family allotments makes this all the more important, as the allotment can only be continued when it is known definitely that a crewmember left the ship because of illness or injury. And as all the brothers know, notifying the Union is a big help in getting a man repatriated as rapidly as possible. The little effort made in writing an airmail letter to Welfare Services at headquarters is worth its weight in gold to a sick or injured brother.

Among several new patients recently admitted at the Staten Island Public Health Service hospital is Seafarer **Vernon Manuel** from down in Mamou, Louisiana, the town a song put on the map. Manuel was pumpman on the Bents Fort and had to get treatment for some foreign matter that got into his eye. Seafarer **Paul Albano** of Boston, Mass., a fireman on the Seatrain New Jersey, had to call it quits for a while because of stomach trouble.

Rocco Albanese, who had to be treated for a head injury in April, was readmitted for further care, while **Robert Ellis**, chief cook on the Seaman was laid low by an attack of diabetes. A couple of hernia cases under treatment are **Frank O'Neill** and **Chester Jensen**. O'Neill, who is from New York City, was oiler on the Tagalam his last trip out while Jensen was utility messman aboard the Captain N. B. Palmer. He's from Worcester, Mass.

An accident on board the Mankato Victory put Seafarer **John Doherty** out of action for a while. He's now getting treatment at the hospital. Seafarer **Flemming Jensen** also got hurt on a ship. He lives in Brooklyn while he's ashore.

Two other brothers who entered the hospital recently are **Leo Burino** of Staten Island and **Michael Lesko** of Brooklyn. Burino was OS on the Steel Flyer while Lesko was working as oiler on the Seatrain New Jersey.

Seafarers in Hospitals

- | | |
|--|---|
| USPHS HOSPITAL GALVESTON, TEXAS C. Barboza George Chang William D. Crawley Frederick Davis Robert Davis | Duane R. Fisher M. McDonald James F. Owens Jack E. Stocum Cecl E. Strickland |
| USPHS HOSPITAL SAN FRANCISCO, CAL. Simon Bunda Henry J. Childs Myron Foltz Olav Gustavsen Anthony Kuberski Cyril Mize | Charles Neumater Joe Ferraira Eidwood Rost W. S. Singleton Vigto W. Sorensen P. S. Yuzon |
| USPHS HOSPITAL NORFOLK, VA. Alvah H. Jones Hugh Meacham | Henry B. Riley Anthony Scaturro |
| USPHS HOSPITAL SEATTLE, WASH. Stephen Bursky Calvin G. Durham George W. Flint F. Fondilla Howard Garvey | Sverre Krohnessen James Johann V. K. Ming G. Rossion |
| USPHS HOSPITAL BOSTON, MASS. Frank Alasavich Frank Albano Wilfred Boehner James R. Frotton | Joseph Garrello Charles McCarthy James H. Penswick Joseph Petruszewicz |
| USPHS HOSPITAL PHILADELPHIA, PA. Warren Nielson | |
| USPHS HOSPITAL SAVANNAH, GA. Paul Bland Benny Brinson R. Carrollton Lucius DeWitt John C. Hughes Clad Kent Albert W. Lima Jimmie Littleton Avis Meadows | Gervasio Menendez J. T. Moore John H. Morris Willie C. Sanders Randolph Shedd Leslie Swegan Leo F. Weeks William J. Wolfe |
| USPHS HOSPITAL BALTIMORE, MD. Algot Bogren Steven Boides Jessie Brinkley Delvini Brodeur Jessie Clarke Samuel Doyle Wendell Ellis Richard Foust Gorman T. Glaze Antoine Johnson Tony Mastantino Charles W. Mathews | Samuel Mills Oscar Payne Eugene Pihahn A. W. Sadenwater Jesse A. Shonts August A. Smith Robert Stokes Joseph Torra Warren Whitmer Henrich Wiesz Albert Willis Wesley Young |
| USPHS HOSPITAL NEW ORLEANS, LA. Milford Alexander William Aplin William Austin Samuel Bailey C. J. Beck Charles Brady Charles Burton Owen Butler Sebastian C. Carregal Richard Clark P. B. Cogley | S. Cope D. D. Dambrino Joseph Darce Emile Davies J. L. Dioso Thom. J. Donaldson Eric R. Edlund Ragnar Ericson Alexander Fabricant Thomas Fields M. C. Gaddy |
| Nathan Gardner Claude Gilliam Jack Gleason Raymond F. Gorju Curtis L. Hancock Virgil L. Garding John L. Hinton Lyle Hipp Robert Hommel James Hudson Henry Humphrey E. G. Knapp D. Korolia Leo Lang Jesse Lyles John M. McDavitt Oscar Madere S. Marinello George Mitchell William Moore | Chester Jensen Vincent Jones Noral Horgensen Herbert Loge Nils Lundquist Perfecto Mangual Julius Martin Esteban Morales Harvey W. Morris Raymond C. Myers Charles Nangle Joseph Neubauer T. Papoutsoglov Joseph Pasnosky Charley Rhodes George Robinson Matti Ruuskaallo Herman Sampson Stanley Sargeant Warren Smith Henrik Swartzes James Thomson |
| USPHS HOSPITAL STATEN ISLAND, NY Lorenzo Ajon Robert A. Barrett Birdie Biggs John Brennan Charles Cantwell Ho Yee Choe Ervin Crabtree France DeBeaumont Peter Devries Robert Ellis Frederick Farrell Andrew Franklin David Furman Horace Gaskill Estell Godfrey Abram Goldsmith Carolos Gomez Hans Hanssen Joseph Hoffman John Horn Walton Hudson Jacobus Huisman | William Murphy Arthur L. Nelson William D. Ott Stanley Palfrey Francis Pastrano Harry G. Peek William Presley John C. Rehm W. E. Reynolds M. J. Rodriguez Edward Samrock R. L. Skinner J. M. Smith Andrew Stauder J. D. Thomat Jack Thornburg Lonnie Tickle B. W. Tingley J. E. Ward |
| USPHS HOSPITAL MANHATTAN BEACH, NY Fortunato Bacomo Frank W. Bemrick Claude F. Blanks Robert Booker Thomas Bryant Joseph Carr Jar Chong John Driscoll John Edwards Matthew Gardiner Bart Guranick John Haas Thomas Isaksen John Keenan Frederick Landry | James Lawlor Kaarel Leetmaa James Lewis Francis Lynch Joseph McGraw Archibald McGuigan David Mellreath Vic Milazzo Eugene Nelson George Shumaker Robert Sizemore Harry Tuttle Renato Villata Virgil Wilmoth |
| KNICKERBOCKER HOSPITAL NEW YORK, NY Rafael Caraballo | |
| USN HOSPITAL KEY WEST, FLA. Edwin Davis | |
| USPHS HOSPITAL CHICAGO, ILL. Anton Pruisaltis | |
| PILGRIM STATE HOSPITAL LONG ISLAND, NY Arthur Lomas | |

Welfare Services Has The Answers

Ordinarily, under the procedures established by the Seafarers Welfare Plan, collection of death benefits by a designated beneficiary is a relatively simple matter. All the beneficiary has to do to receive the benefit is to present a death certificate and a notarized application form certifying that he or she is, in fact, the beneficiary named by the Seafarer. Obviously it isn't necessary to hire an attorney for this kind of thing. The Welfare Plan purposely established the procedure in that way so that no part of the death benefit would be siphoned off in legal fees.

Aside from the actual collection of benefits, there are additional details to be dealt with. Welfare Services can usually be of help on these as well.

Disposing of Gear

For example, if the death takes place on a ship, there is the question of disposition of personal possessions and gear. The regular procedure is for the master of the ship to take inventory of the Seafarer's gear and then turn it and the gear over to the shipping commissioner. In turn, the shipping commissioner has to hand the property over to the Federal District Court in that particular region.

If the value of the gear is small, the beneficiary can obtain title to it by filling out a form. But if the property is worth more than \$200 then a more complex procedure has to be followed.

Some families and beneficiaries often find it difficult in time of stress to make funeral arrangements and are often bewildered by the whole thing. As such they could be fair game for unscrupulous members of the undertaking profession. Welfare Services often will arrange funerals at the request of the family as well as pay funeral bills out of the death benefit. The amount that will be paid out is held within strict limits so that the major part of the benefit will go to the family instead of going as funeral expenses.

Under-Age

Another problem that comes up on occasion is one in which the beneficiary is under age. In such circumstances a guardian has to be appointed by the courts before the beneficiary can be eligible.

When the Seafarer has not designated any beneficiary, then it is up to the court to appoint somebody to act as administrator of the estate. Normally the closest kin in the eyes of the court will be so named. Even if a Seafarer has not designated a beneficiary with the Welfare Plan, he may have a will on file which will simplify matters all around.

Questions of Social Security benefits that may be available for the wife and children of a Seafarer also have to be taken into consideration. Welfare Services can supply information on these which

will help speed prompt payment of benefits to a family deprived of its breadwinner.

Welfare Services can be of considerable help on a variety of details such as these. Where it's necessary to get legal assistance, Welfare Services will inform the beneficiary accordingly. But where it's

just a matter of the beneficiary performing certain routine actions, Welfare Services will explain just how the procedure works.

In any case, it's wise to consult Welfare Services before hiring an attorney because such action can often save the family a considerable slice of the Union benefit.



Information about her uncle's gear is obtained by Mrs. Edward H. Keegan from Milton Flynn, headquarters Welfare Services representative. Mrs. Keegan is the beneficiary of the late Seafarer Joseph H. Wilkin.

FINAL DISPATCH

William Mettair Lawton, 35: A heart disorder caused the death of Brother Lawton in New Orleans on June 30, 1954. A member of the engine department, Lawton was one of the Union's earliest members, joining in the port of Miami in September, 1939. He is survived by a brother, Milton W. Lawton, of Washington, DC.

Joseph Harold Wilkin, 62: Brother Wilkin died of a cardiac ailment while a patient at the USPHS hospital in Baltimore, on June 26, 1954. He had been sailing as fireman-watertender with the SIU since April 23, 1951, starting out in the Port of New York. Burial took place in the Cedar Lawn Cemetery, Paterson, NJ. A niece, Mrs. Nancy Keegan of 102-09 186th Street, Hollis, Long Island, NY, is beneficiary of his estate.

John Thomas Edwards, 66: Brother Edwards, a long-term patient at the Manhattan Beach USPHS hospital, died of natural causes on August 11, 1954. He had joined the Union in Baltimore on May 3, 1944, and sailed in the deck department. Burial took place at Rose Hill Cemetery, Linden, NJ. A daughter, Mrs. Annie E. Peckenpaugh of 1233 Peachtree Street, Cocoa, Florida, survives.

James Clyde Battle, 36: While a crewmember aboard the Atlantic Water, Brother Battle died of drowning in the Pacific Ocean just off the California coast on June 28, 1954. He joined the Union in New York on July 16, 1942, and sailed in the steward department. He is survived by his wife, Irene Battle, of 1525 Bryant Avenue, Bronx, New York.

Paul T. Cassidy, 45: An oiler in the engine department on SIU ships, Brother Cassidy succumbed to a liver ailment on July 8,

1954, while in San Francisco, California. He had been a member of the SIU since May 16, 1942, joining in the port of Boston. Before that he had spent several years on the Great Lakes. He was buried at Holy Cross Cemetery, San Francisco. His sister, Mrs. William Elliott of 123 Sylvan Terrace, Harrisburg, Pa., survives.

Henry Arthur Currier, 41: Brother Currier died of natural causes while receiving treatment as an in-patient at the Staten Island USPHS hospital on July 19, 1954. He started sailing with the SIU out of New York in March, 1951, holding ratings in the engine department. Burial took place at the Evergreen Cemetery, Brooklyn, NY. He is survived by his mother, Marie C. Jennings of 401 Suydam Street, Brooklyn.

Joseph Marshall Israel, 33: Brother Israel lost his life when an airplane he was aboard crashed into the sea south of Elba, Italy, on January 10, 1954. He was a resident of Sulphur, Louisiana.

Francis P. O'Connor, 44: A heart attack while aboard the SIU-manned Seatiger took the life of Brother O'Connor on July 20, 1954. He had been an SIU member for 11 years, sailing in the deck department. He was buried at Boston Cemetery, Boston, Mass. His mother, Mrs. Catherine O'Connor of 8 Cornelia Court, Boston, Mass., is his beneficiary.

Esper Durant Tate, 37: A crewmember aboard the Santore in the deck department, Brother Tate died of a heart ailment on July 2, 1954. He had been sailing with the SIU for a little over two years, starting in Lake Charles, Louisiana, in March, 1952. He is survived by his wife, Bessie Lee Tate of 315 E. Virginia Ave., Bessemer City, NC.

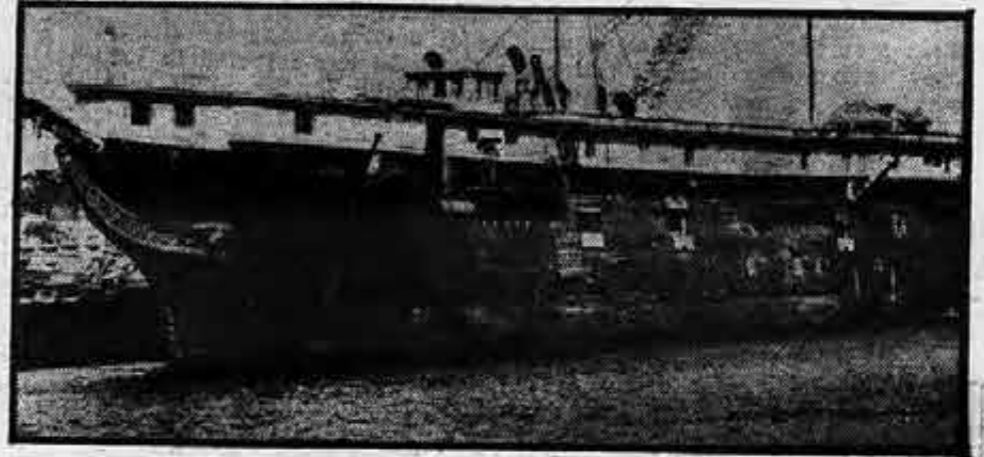
Father's-Eye View



Here's what Joseph P. Moore looked like to his dad, Seafarer J. S. Moore, shortly after his birth, July 25.



At left is the USS Hartford as she appeared at the turn of the century; below as she appears today in the Norfolk Naval Shipyard.



PROPOSAL TO MAKE HISTORICAL SHRINE OF YANKEE WARSHIP STIRS SOUTH TO—

"Second Battle of Mobile Bay"



MOBILE—The USS Hartford, Yankee Admiral David Farragut's flag ship in a crucial Civil War naval engagement here, is the center of a hot controversy that is becoming recognized locally as the Second Battle of Mobile Bay.

It was from the deck of the Hartford in the historic Battle of Mobile Bay that Admiral Farragut uttered his now-famous command: "Damn the torpedoes, full steam ahead." The Hartford led the Union fleet up the torpedo-infested channel and engaged the ships of the Confederacy in a battle that resulted in completing the blockade of Gulf ports during the War Between the States.

It appears the Hartford also will be victorious in the present warfare which erupted two years ago when the American Legion and Knights of Columbus here proposed that the old warship be restored and berthed permanently in Mobile for use as a historic shrine. Recently President Eisenhower signed into law a bill providing for the restoration and perpetual care of the Hartford, USS Constitution and the USS Constellation.

'An Insult to the South'

When efforts to station the Hartford at Mobile first became public, the United Daughters of the Confederacy here rose to arms and started firing verbal artillery, contending that the statue of Admiral Rafael Semmes, Confederate Naval chief, would whirl on its base at such an insult to the heroic traditions of the Old South.

"It's a slap in the face," said militant UDC members. "The South should rise up in arms."

On April 17, 1862, Farragut, aboard the Hartford, led the Union fleet up the Mississippi River to attack New Orleans. For a week, the guns of two Confederate forts guarding the river approach to the city kept the Union forces at bay.

By then, Farragut's patience was worn thin and he ordered his fleet to run the gauntlet. The Union ships were camouflaged with Mississippi mud. Masts were taken down and pilot houses were wrapped in coils of rope. Bags of coal and sand were piled around boilers.

At 2 AM on April 24, the Hartford signaled the advance and the fleet steamed forward under a hail of Confederate shells.

An incendiary raft jammed the Hartford, but the flames were brought under control.

New Orleans fell despite a vallant defense, and later the Hartford took a leading part in the bombardment of Vicksburg, Miss.

As the war went on, Mobile became the sole Confederate stronghold in the Gulf. The port was defended by the Tennessee, an ironclad ship launched at Selma, Ala., and described as "the most powerful warship afloat."

After completing his mission at Vicksburg, Admiral Farragut turned his attention to Mobile and the Union fleet was assembled outside the entrance to the bay. Early in the morning of August 5, 1864, he gave the order to attack.

When his staff reported the entrance to the bay was a virtual death trap of torpedoes, Farragut uttered the command that has become an oft-quoted part of US Navy tradition and the Union fleet steamed into the bay to engage the Confederate ships under the command of Admiral Franklin Buchanan.

Battled With Ironclad

The Tennessee attacked the Hartford. Farragut ordered a concentration of fire on the Tennessee. The Hartford was set ablaze briefly as the Tennessee pulled alongside, but one by one the guns on the Confederate ship were silenced. Her plates began to fall off and finally her flag came down.

The battle ended in the surrender of Buchanan's squadron and resulted in Union occupation of forts guarding the bay.

The Hartford was decommissioned in 1886. She was rebuilt, bark-rigged and her tonnage increased to 2790 tons. She was fitted as a training ship and served the Navy until she was finally decommissioned in 1926.

It is planned to berth the Hartford at the new Meaher State Park on the Mobile Bay Causeway. There the old ship would be open to the public and would be a shrine for safe-keeping and display of historic relics associated with this area of the Gulf.

The storm that arose when the proposal to move the Hartford to Mobile was first advanced has subsided somewhat. It is suspected locally, however, that the opposition has only gone underground and is rallying supporters with the slogan: "Save your Confederate money, boys; the South will rise again."