

US SHIP AGENCIES FACE GOV'T QUIZ

Transfers, Subsidies On Agenda

—Story On Page 3



Stations Ready.

Dining room of SS Cuba is ready for first passengers on maiden voyage under SIU banner. Setting them up are waiters (left to right) R. Gonzalez, Orillion and Joe Sanchez. Ship runs between Tampa and Havana.

Deluxe Service.

Seafarer Roy Green finds new automatic washer-dryer ideal for handling his gear. Machine is part of refurbished New Orleans recreation and service set-up for membership in that port.

(Story on page 7.)



Steelore Crew Hailed. On-spot Baltimore telecast spotlighted seamanship of Steelore crew in saving vessel. Miss Helen Delich, moderator, is shown during interview with 14 men of crew. They were: H. Ramos, H. Shepeta, H. Spier, W. Mitchell, G. Mills, W. Matthews, E. Guerrero, N. Ulright, C. Daroba, E. Delapena, L. Johnson, E. J. Debardeleben, J. Padelsky, S. Disharoon. Entire crew received special citation from Baltimore Steamship Trade Ass'n for their "splendid seamanship" in the emergency. (Story on Page 3.)



Map showing the Far East area which will be involved in forthcoming bonus negotiations called by the SIU. Crews of ships in the light shaded areas numbered I, II, III and IV along the China coast now get 100 percent of base pay while in these waters plus a \$100 bonus when attacked, and are covered by \$10,000 war risk insurance in those areas as well as in area VI (Hong Kong, dark shading) and VII (Saigon), not shown. A \$5 per day bonus in area VII is also payable now. Korea (area V) is no longer a bonus area. The SIU and other unions are seeking to extend and broaden bonus coverage in waters around Formosa (area IV).

SIU Calls Bonus Meeting

Acting in the face of the explosive Far Eastern situation, the SIU has notified all contracted operators that it intends to reopen negotiations on present agreements providing area and attack bonuses and war risk insurance for Seafarers on ships in hostile Asian waters.

The demand is expected to bring about a series of meetings with the shipowners before long at which the Union will present its proposals for extending and broadening the bonus areas and coverage, particularly with regard to Formosan waters. Other

unions throughout the industry are also working on the problem with their contracted operators.

Union efforts are geared to increase existing bonus rates in advance of any open outbreak of hostilities which might upset the sensitive balance in the Far East right now. The action follows similar efforts by the SIU after fighting broke out in Korea during 1950, and earlier in World War II. In such cases, the bonus coverage ceased with the end of hostilities.

Four Areas Covered

The present schedule of bonus payments provides all crewmembers with a bonus of 100 percent of their base pay while their vessels are in four specified areas along the China coast, plus a \$100 attack bonus in the event of a hostile attack against the vessel itself or the harbor where it happens to be staying at the time. These payments are in addition to the regular wages and allowances earned on the voyage by each crewmember.

In addition, each crewmember is entitled to an area bonus of \$5 for each day he is aboard a ship in the waters in and around Saigon, Indo-China, which involves a separate area from the other four.

Aside from these bonuses, crewmembers are also covered by \$5,000 in war risk insurance while they are in the Pacific, Mediterranean and European areas, which

includes Korea as part of the Pacific area.

Additional war risk insurance is provided for ships crews in the four China areas, as well as in the Saigon and Hong Kong areas.

WC Voting Half Over

Voting is proceeding smoothly and at a fast pace in the three-department collective bargaining election on West Coast ships. In the first two weeks of the balloting which began on January 31 approximately half of the eligibles voted.

Stewards Are Issue

The National Labor Relations Board is conducting the vote to determine who shall represent steward department members on West Coast ships. The choice is between the SIU Pacific District, representing Sailors, Marine Firemen and Marine Cooks and Stewards, AFL, and the International Longshoremen's and Warehousemen's Union headed up by Harry Bridges. The National Union of Marine Cooks and Stewards is not on the ballot.

Voting will come to an end on March 28.

AFL, CIO Agree To Form Single Union Federation

MIAMI BEACH—The long-sought single national federation of American labor unions is virtually in sight as a result of agreements reached between a joint AFL-CIO unity committee. The agreement calls for the Congress of Industrial Organizations to "merge" with the American Federation of Labor in one federation of autonomous international unions. It is subject to ratification by both AFL and CIO conventions, which appears a foregone conclusion.

While the two federations will become one, the merger will not affect the status of any autonomous union in either federation. That means that the Seafarers International Union will continue to be a separate and distinct international union in the maritime industry, apart from the other unions in the industry, just as it is today.

The merger agreement reached by the joint committee specifies that "the integrity of each affiliated union in the merged federation shall be maintained and preserved..." The only way this situation can be altered, the agreement says, is "by voluntary agreement," although the federation will seek to encourage elimination of duplicate set-ups.

Actually then, the merger agreement consists in large part of readmitting individual CIO unions as they stand into the American Federation of Labor, with representation in the executive council and on a new general board.

Briefly, here are several principal features of the merger agreement:

Industrial unions will have a separate department in the federation called the Council of Industrial Organizations. Since the CIO at present is composed principally of industrial unions, the council will be largely a CIO affair. However, the council will be open to all industrial unions. An industrial union like the SIU of North America would be free to join it, or not to join, as it saw fit.

Organizing Department

A central department of organization will be set up headed by a CIO man at first. It is believed that CIO President Walter Reuther will take this post. AFL President George Meany will head the combined federation. The organizing department will work with individual unions on organizing drives.

The present AFL executive council will be replaced by an enlarged council of 27 members, ten from CIO unions and 17 from the AFL, giving CIO men representation on the top level. An executive committee of six will also be set up.

A new committee called the general board will be established. This board will consist of one representative from every international union along with the members of the executive council and the national officers of the federation. Consequently, SIU of NA President Harry Lundeberg would

be a member of this board, giving the SIU representation at the policy-making level of the new federation.

The merger agreement, signed by a committee of 20 AFL and CIO leaders, also provides for gradual merging of AFL and CIO headquarters staffs and various state and city central labor bodies.

Biggest effect of the merger will be to provide a single voice for the labor movement in legislative and political matters and to some degree in new organizing work.

The AFL executive council has approved the merger; the CIO executive board will consider it later this month. Then a constitution will be drafted by the joint committee to be submitted to the two executive bodies for approval.

SUP, MFOW Officials Reelected

Both the Sailors Union of the Pacific and the Marine Firemen, Oilers and Watertenders have completed secret ballot elections of officers. The SUP vote was for a one year term while MFOW officers will serve for two years.

SUP members reelected Harry Lundeberg secretary-treasurer in the two-month vote ending January 31. Lundeberg was unopposed. Others elected were:

Assistant secretary, Harry Johnson; Port agents, Max Weisbarth (Seattle), William Benz (Portland), R. G. Anderson (Wilmington), Morris Weisberger (New York), C. Christiansen (Honolulu); patrolmen, San Francisco, Al Maniscalco, Jack Dwyer, A. J. Pawlick, Homer Davis; dispatcher, San Francisco, Joe Pohorence; outport patrolmen, Ted Lewis (Seattle), R. Williams (Portland), Gordon Ellis and Tony Finale (Wilmington), William Armstrong (New York).

SUP members also chose five building corporation trustees and seven SIU convention delegates.

MFOW Elects

MFOW voters reelected Vincent Malone, president; Sam Bennett, vice president, and C. A. Peterson, treasurer, unopposed. Others elected were: C. F. Berglund and Jack Hatton, San Francisco business agents; C. J. Christie, Frisco dispatcher, and Stuart Hunt, Frisco patrolman. Outport winners were:

Seattle, Fred Bruette, port agent; R. N. Sweeney, business agent; San Pedro, Joe Dobosics, port agent; William Condare, business agent; Portland, A. H. Ward and Art Coleman, port agent and business agent; New York, E. G. Ramsay, port agent, Jack Von Hess, patrolman-dispatcher; Baltimore, Tommy Meyer, port agent; Honolulu, Alex Jarret, port agent; Gulf area, J. R. Gormley, representative. Four trustees and four convention delegates were also chosen.

SEAFARERS LOG

Feb. 18, 1955 Vol. XVII, No. 4

As I See It.....	Page 4
Burly.....	Page 15
Crossword Puzzle.....	Page 8
Editorial Cartoon.....	Page 9
Editorials.....	Page 9
Final Dispatch.....	Page 19
Inquiring Seafarer.....	Page 8
Labor Round-Up.....	Page 8
Letter of The Week.....	Page 9
Letters.....	Page 15
Maritime.....	Page 8
Meet The Seafarer.....	Page 8
Notices, Personals.....	Page 17
Off Watch.....	Page 14
Port Reports.....	Pages 12, 13
Quiz.....	Page 14
Recent Arrivals.....	Page 18
SIU History Cartoon.....	Page 6
Vote of Thanks.....	Page 9
Welfare Benefits.....	Pages 18, 19
Welfare Report.....	Page 18
Your Dollar's Worth.....	Page 4

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Ship Transfer, Boxscore

WASHINGTON—The jumbled off-again, on-again ship transfer program of the Maritime Administration appears to be on again, following the disclosure that the application for the 69th Liberty dry cargo ship to quit the American flag had been okayed by the Government ship agency on February 9. More than one-third of this figure, a total of 25 ships, were SIU-manned vessels.

The latest "runaway" to be approved is the Pegor, owned by the Pegor Steamship Corp. of New York, which will operate the ship under Liberian flag, with no change in ownership. More than half of the US-flag trampship fleet has been swallowed up in this manner during the last six months, since the MA first revealed its easy ship transfer policy in mid-August, 1954.

With additional freighters, passenger ships and tankers of all types also allowed to transfer, the latest Liberty switch makes the total of all ship transfers okayed by the MA more than 100.

The boxscore to date on the Liberty transfers is as follows:

SIU Ships (25)	Other Unions (44)	Total Transfers (69)
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SIU Libertys involved in transfers are the following: Anne Butler, Barbara Michel, Bluestar, Captain N. B. Palmer, Christine, Christos M., Compass, General Patton, Greenstar, Holystar, Lucile Bloomfield, Marina, Marven, Mother M.L., National Freedom, Purplestar, Ragnar Naess, Rosario, Seacoral, Sea Wind, Strathport, Taddei, Tainaron, Trojan Seaman and Western Rancher.

House Committee Opens Quiz Of US Ship Agencies

WASHINGTON—A searching examination into the policies and practices of US Government agencies in maritime has begun by the House Merchant Marine Committee. The full-scale inquiry will undoubtedly bring recommendations for new legislation and changes in policy to deal with the continuing problems of American flag shipping.

Maritime subsidies and the transfer policies of the Maritime Administration will be the principal concerns of the committee, but the investigation may well go beyond these items. It could include such questions as the conflicting policies of the Maritime Administration, the Agriculture Department and the Foreign Operations

Administration; the costly invasion of the private shipping field by the Military Sea Transportation Service, and Government regulation of coastwise and intercoastal shipping.

Broad Latitude

The probe by the committee, headed up by Rep. Herbert C. Bonner (Dem.-NC), was authorized in a House resolution on February 2. Committee members have broad latitude to inquire into a wide variety of maritime subjects.

In its hearings thus far, the committee has confined itself to investigation of operating and construction subsidies in US shipping. Two proposals of importance have

been discussed. One is a possible ceiling on operating differential subsidies which are budgeted for \$115 million in the coming fiscal year. The other concerns return of coastwise and intercoastal shipping to control of the Maritime Administration rather than the Interstate Commerce Commission. Coincidence or not, coastwise and intercoastal shipping has not fared well in the time since the ICC took control in 1940.

Transfer Once-Over

It is likely the inquiry will also take a long, hard look on the Maritime Administration's wholesale transfer of ships to foreign flags. A total of 69 Liberty dry cargo ships have been allowed to switch to runaway registries under this program, creating a shortage of US flag tramps to carry FOA and Agricultural Department cargoes.

An additional large number of Liberty tankers, passenger ships and tankers of other types have been permitted to transfer. The SIU and other maritime unions have been highly critical of the transfer policy because its net effect is to worsen the competitive position of US shipping.

MSTS operations, particularly in the carriage of privately-owned automobiles and in the tanker field have been sharply criticized recently by Representative Tolleson, ranking minority member of the committee. Maritime industry spokesmen are expected to take the opportunity to point out that carriage of such cargoes by privately-owned ships would be a big help to the industry. Private ship rates on the carriage of oil cargoes particularly, are far less than the cost of MSTS operations.

Thus far, the committee has not indicated if it will call any maritime union witnesses to testify on the various phases of its investigation.

TV Hails Steelore Crew For 'Splendid Seamanship'



Dramatic efforts to save the Steelore are relived by chief mate Edward Chelchowsky as he recounts events of the crew's five-day battle with the Atlantic in a television interview on the battered ship in a Baltimore shipyard. Fourteen Seafarers also appeared on the show conducted by Miss Helen Delich, marine editor of the Baltimore Sun (left). The crew was also honored at the time with a special citation for their "splendid seamanship" by the Baltimore Steamship Trade Ass'n.

BALTIMORE—Seafarers and officers of the Steelore (Ore) relived their harrowing experiences of a month ago for a television audience recently, as they received a special commendation from the Steamship Trade Association of Baltimore "for their splendid example of seamanship which exemplifies the excellent standards of the American seamen who today comprise the American Merchant Marine."

The scene of the double-barrelled event was right aboard the disabled ore ship at the Bethlehem-Key Highway Repair Yard, with 14 of the 32 original members of the SIU crew appearing before the TV cameras and three of them the subjects for on-the-spot interviews. The occasion was a live broadcast of "The Port That Built a City" over station WMAR-TV.

Last month, the 32-year-old Steelore was proceeding north from Venezuela with a cargo of ore bound for Sparrows Point when a break in a vent pipe sent a torrent of water rushing into the ship, causing a 15-degree list. Emergency repair work by the crew patched

up the leak after one SOS had been sent and cancelled, but the crippled ship remained in danger for four more days before the tug Curb finally eased her into port at Morehead City, NC.

No lives were lost during the eventful voyage. She was later brought here under tow.

Wide Interest

The story of the near-fatal voyage attracted wide interest in this city since many in the crew live in the area and ship out of Baltimore regularly. The new SIU hall in the port was also featured on TV recently on another show.

Presentation of the award by the Steamship Trade Association highlighted the occasion for the crewmembers present as John S. Aler, Jr., STA manager, read the text of a resolution to the men during the live telecast.

The resolution read as follows:

"Whereas, the American-flag steamship Steelore, Capt. V. E. Raymond, master, owned by the Ore Navigation Company, was bound for Baltimore on January 13, 1955, with a cargo of iron ore from Puerto de Hierro, Venezuela, and

"Whereas, she encountered one of the worst storms of her long career, causing damage that imperiled her and placed her in imminent danger of foundering, and

"Whereas, the gallant and heroic deeds of her master, officers and crew over a period of days filled with dangers and hardships effected the salvage of the vessel and her cargo, and

"Whereas, such actions are recognized as being in keeping (Continued on page 16)

US Unveils Designs Of New Ships

WASHINGTON—Proposed Government designs for seven "ships of the future" have been disclosed by the Maritime Administration, including four dry cargo ships, a tanker, a bulk carrier and a truck-trailer carrier.

The Government construction program will probably center around a new "Freedom" class of dry cargo vessel, designed to replace the war-built Libertys. These ships will be about 8,500 tons and 417 feet long, with a 26-foot draft and speeds of 16 to 18 knots.

Smallest design of the group is the "Island" class designed to replace present small coastal carriers. It will be 350 feet in length, about 5,000 tons deadweight, and have a speed of 14-15 knots. Third in line will be the "Clipper" class of 10,500 tons and an 18-knot speed. These will be 460 feet long, with a draft of 28 feet, and are designed to replace the existing C-2 type freighters.

Largest Is "Seafarer"

The largest of the dry cargo designs will be called the "Seafarer" class, and will be built as replacements for the existing C-3s and C-4s. The "Seafarers" will be 495 feet long, 13,500 tons, and will have a speed of 18 knots and a draft of almost 30 feet.

For the tanker trade, the proposed new class is called the "Pipeline," and will feature a 20-knot speed and 180,000-barrel capacity. The ships will be off 22,000 deadweight tons and 595 feet long.

The "Bulk" class will be the new bulk carriers, with a 16-knot speed, a length of 580 feet and hold space for dry bulk cargo shipments. "Turnpike" class vessels are designed for carrying truck-trailers between coastal ports.

SIU 'Mystery Ship' Sails

A company spokesman discounted recent newspaper reports about the detention of the Isthmian freighter Steel Vendor with a shipment of arms by authorities in Jakarta, Indonesia, as "a routine matter" this week.

Communist publications in the area had played up the incident as one with serious political overtones. Actually, the Isthmian spokesman explained in New York, the ship's captain had merely failed to make a formal declaration to local officials that the Vendor was carrying the munitions.

The detention on February 5 kept the ship in Jakarta harbor until the master finally filed a formal notice that the Vendor was carrying the shipment as part of its cargo. The material involved was reported to be five field artillery pieces and ammunition consigned to the Thailand government.

Alien Flags Open Drive On '50-50'

WASHINGTON—Although their own shipping is reaping the benefit of increasing freight rates as a result of US aid programs, several foreign nations have renewed their attack on the permanent "50-50" law. By refusing to accept US surplus farm commodities they are attempting to stimulate farm belt legislators and the Agriculture Department into undermining "50-50."

Norway for one, has notified Washington it will not buy surplus foodstuffs until "50-50" is repealed. Other countries are dragging their feet even though they can get farm products on extremely favorable terms. This situation exists although the US is picking up the tab for that portion of the shipping cost in excess of foreign freight.

Congress Interested

Already the hold-up on surplus sales is prompting Congressional interest into new "50-50" inquiries. At the same time, because of the transfer of 70 tramp ships to runaway flags, the Agriculture Department and the Foreign Operations Administration are both having trouble finding tramps to carry US cargoes.

Since the Government is reluctant to break ships out of the bonnyard at this time, it is possible that more than 50 percent of the foreign aid shipments will be moving on foreign bottoms shortly. The chief beneficiaries would be US-owned tramps who got transfers on the excuse that there was no work under the American flag.

Lack of coordination in handling these Government cargo shipments was highlighted by the Agriculture Department's request to the Maritime Administration for advice on what constitutes fair and reasonable shipping rates. The Department has been handling surplus food shipments on its own while the Foreign Operations Administration has been doing the same for aid shipments. The Agriculture Department has admitted that it doesn't have the qualified personnel to deal with shipping questions.

Seafarers OK Sets For TV Sea Drama



Almost like the real thing, reports Seafarer Bill Mitchell (above) as he tries a prop wheel in the carpenter shop of the American Broadcasting Co. in New York. Mitchell, with two other SIU members, visited shop to check sets of the US Steel drama, "Freighter," which ABC televised last Tuesday night. Below, Seafarer John "Bananas" Zeireis who sailed old coalburners himself, talks things over with ABC's Albert Hescong, who designed sets for show.



As I See It . . .

Paul Hall



IT'S BEEN YOUR UNION'S CONTENTION FOR SOME TIME THAT one of the reasons some operators like to run their ships under foreign-flag is so that they can disregard safety regulations and run their ships pretty much the way they please. That argument is being borne out by what is happening down in Hampton Roads these days.

It appears that quite a few of the runaway flag ships that have been loading coal there for foreign ports have been overloading deliberately to the point that their marks were under water. That the overloads were deliberate was shown by the way they were done. The ships would take on a full load at one pier and then clear for foreign ports; but on the way out of port they would make a quick stop at another pier and pile on an overload.

The situation has reached the point that the Coast Guard has felt it necessary to tighten up its inspection procedures in that port.

As anyone can see, such practices by the foreign flag operators are very profitable. With the current coal shipment rate running upwards from a minimum of about \$10 a ton depending on the run, an operator can clear himself several thousand dollars extra from a single voyage with an overload of a few hundred tons. This can mount up to a sizable chunk of dough in the long run for the runaway operator at the risk of every crewmember aboard.

With the best of intentions the Government and private regulatory agencies are unable to cope with this kind of violation by the runaway operators. The Coast Guard cannot crack the whip on them the way it can on an American operator. The only thing that is done, usually, is to give the operator a slap on the wrist in the form of a \$500 fine. It doesn't take an electronic calculator to figure that the risk of a \$500 fine is well worth taking in an operation of this kind. But even if the penalties were increased they wouldn't have too much effect.

The blame for the situation can be placed on the unrealistic and shortsighted policy of permitting these ships to get away from the American flag in the first instance. No wonder US flag operators have a hard time competing with such cutthroat practices.



NO SOONER WERE PLANS ANNOUNCED FOR AN ATTEMPT TO revive the coastwise trade than the railroads, who are always vigilant in protecting their interest, jumped into the picture to block the development of a new ship run. Seven of the biggest east coast lines are trying to put legal blocks in the way of plans for "roll-on roll-off" trailerships. The people who are planning this run are the same ones who recently bought the SIU-contracted Pan Atlantic Steamship Company and are operating it in the coastwise service.

It's interesting to note that when the railroads put up a fuss of this kind, they act as a united group with plenty of strength behind them. But when a steamship company is under attack, the company has to fight it alone. The rest of the industry just goes its own sweet way. Nor has anybody ever heard of steamship companies getting together and putting up any kind of a real beef over the railroads' invasion of the intercoastal and coastwise trades.

Before World War II, for example, the steamship industry had over 140 ships in the intercoastal business. Now there is just a handful of ships on this run. The coastwise trade has suffered in proportion. These ships were pulled off the runs for wartime purposes and never were able to get back on because the railroads took them over.

It seems the companies could take a leaf from the Union policy "an injury to one is an injury to all" and apply it in this instance. If such a constructive approach were adopted, the industry could undoubtedly count on support from the unions with which it does business.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Shopping Sewing Machines

A Seafarer's family in Portsmouth, NH, has asked for information on "automatic" sewing machines—an item of wide interest these days. The so-called "automatic" sewing machines are the "zig-zag" machines which have simple automatic or semi-automatic adjustments for different widths of stitches, or which use other devices to eliminate the use of some attachments. They can make buttonholes, monograms and do other tasks, all without attachments.

There is keen interest in such machines among women who sew. However, zig-zag machines are expensive, and a family should make sure it really needs and will use such a machine before making this investment of almost \$300. A zig-zag machine is desirable only if you do a good deal of fancy stitching. If your chief need is for straight stitching, you can buy a good-quality rotary-head straight-stitch portable for a little over \$100, or a long-shuttle straight-stitch machine for even less. (Machines with long-shuttle heads are less expensive, but those with rotary heads run faster, are quieter, have less vibration and are thus likely to last longer if you use a machine heavily.)

Too, the operation of a straight-stitch machine is easier to master than that of a zig-zag model.

If your chief sewing task is darning, there is a third type of machine especially suitable for this purpose. This is the open-arm or free-arm straight-stitch machine. You can slip socks, trousers, other garments over the open arm for easy darning.

Many of the leading makes of zig-zag machines are

imported. Among these are the Necchi, Elna, Viking, Vigorelli and Pfaff. There are also two leading domestic machines, Singer and White, which have models incorporating various devices to eliminate the use of some attachments.

In open-arm machines, as far as this writer knows, there are now three makes widely available in the US. The Elna and Bernina open-arm models are both made in Switzerland and both sell for about \$180. Montgomery Ward sells an open-arm machine made in Holland at a catalog price of \$120.

In shopping zig-zag machines, try out the various makes to see which is easiest to use for the major sewing tasks you have to do. Some zig-zag machines are more automatic than others for embroidery. Note, also, the amount of vibration in the various makes. The less, the better the machine will probably stand up.

Government home economists have also pointed out that if you do some fancy sewing but already have a straight-stitch machine, before you turn it in for a new zig-zag model, make sure you can't do the same tasks with your own machine's attachments. If you haven't learned to use some of them, try them out and compare the results with those of zig-zag machines.

There are many brands of straight-stitch machines, but most are made by just four companies: Singer, White, National and New Home. White makes Sears Roebuck's Kenmore, and the Domestic. The New Home makes the Free Westinghouse, and National makes many private-brand machines sold by large department stores. The Singer is considered an outstanding domestic make, but

is expensive and the only make not available in a private brand or at discounts, except that neighborhood dealers may quietly cut the price occasionally. The White is another good machine, and is available under the Sears brand at less cost. Also watch department store sales for good buys in straight-stitch machines.

Many Japanese-made machines are now sold in the US too. Some are exact copies of Necchi and Singer models at half the price, like the Japanese-made State model which is patterned after the Necchi. However, inspect Japanese-made machines carefully. Some are well-made, but others are poorly constructed. You should also make sure that local service and parts are available for any imported machine.

As with the zig-zag machines, the big test of a straight-stitch model is trying it yourself. Especially check these points: Will it sew backwards or forwards with fingertip control? Does it have a floating presser foot so it will ride over seams and pins, thus eliminating the need for basting? Does it have a stitch regulator that's easy to adjust for fine and heavy materials? Does it produce a double lock-stitch that looks the same on both sides? Does it have automatic self-adjusting tension? Does it have an automatic bobbin winder that stops when full? How many attachments do you get?

Also check the guarantee. Note whether there are any significant exceptions, such as a charge for parts or labor within the period of guarantee. If the machine is advertised as "unconditionally guaranteed," you should be able to get your money back without question during the life of the guarantee if you are dissatisfied.



Limitations on shipping aliens are discussed by SIU Welfare Services Director Walter Slekmann (lower left) with elected committee of alien members. They are, clockwise, Rex Coote, R. Pelasoja, T. Panayiotis, E. Loosaar, F. Gelgrew.

SIU Clarifies Shipping Regulations On Aliens

Seeking to provide clarification on the question of the number of aliens allowed by law to ship on different types of ships and runs, SIU headquarters officials this week unraveled the problem with the aid of a special five-man committee of alien seamen and a US Shipping Commissioner.

The result, to be circulated in all ports as the minutes of a special meeting held in New York on February 10, has led to the furnishing of all SIU dispatchers with a list of the quota of aliens allowed, under the law, on all SIU-contracted vessels.

A question by an alien seaman, Seafarer Rex Coote, which came up at the regular headquarters branch meeting last week, led to the Union action. Coote and four other aliens, Seafarers R. Pelasoja, T. Panayiotis, E. Loosaar and F. Gelgrew, were elected at the special meeting as a committee to sift available information along with SIU Welfare Services Director Walter Slekmann.

Sometimes Yes, Sometimes No
Principal question before the committee was the reason why aliens are permitted to ship aboard some vessels, but not aboard others. The problem was complicated by the fact that on some trips a particular ship could take aliens and on others could not.

Their inquiry, according to the committee report, led to the feeling that the problem of shipping aliens can be simplified, if all alien members keep fully informed on the legal requirements.

List Available

Accordingly, a list of ships and the quota of aliens allowed to ship aboard them will hereafter be available at all SIU halls.

Generally, the question of how many aliens can ship on a particular vessel hinges on the question of whether or not the ship is a subsidized vessel. The two types of subsidies paid by the Government are operating subsidies and construction subsidies.

The following are the rules, as the law defines them:

- Subsidized cargo vessels must carry citizens only.
- On non-subsidized cargo vessels, 75% of the crew must be citizens.
- On subsidized passenger vessels, 10% of the crew may be aliens. However, they must be resident aliens and can ship only in the steward department.
- On coastwise vessels, the above also applies, but all aliens

must be admitted to the US as legal residents.

In terms of SIU-contracted vessels, Seas Shipping Co., Inc. (Robin Line) and Mississippi Shipping Co., Inc. (Delta Line) are companies with operating subsidies. Alcoa Steamship Co. vessels were built with a construction subsidy. Ships of these three companies, therefore, fall into the rules governing subsidized vessels. All of the Mariner-type vessels were built with construction subsidies, so that when these ships are operating, the rules for subsidized vessels also applies.

In addition, the Government also reserves the right, at any time, when ships are crewing for certain trips classed as "security runs," to limit the crew to US citizens only, regardless of whether the ships are subsidized or not. This is entirely within the discretion of the Government.

Our Disabled Brothers

Aided by the SIU disability benefit, polio victim Eugene Milanesi, 27, may someday be practicing the science that is sparking his own hopes for recovery right now.

The former Seafarer, crippled by paralysis in both legs in October, 1950, plans to begin a formal four-year course in chiropractics this September. Chiropractics is a system for healing disease based on the theory that most ills can be cured by restoring normal nerve functions through exercise and body adjustments.

One of 43 once-active seamen now receiving the \$25 weekly disability benefit under the SIU Welfare Plan, the youthful Seafarer is pretty chipper these days and confident about his future. Although he wears braces on both legs and uses a cane, his steps are not as painful as they used to be and the left leg almost seems to be approaching normal. This has made it possible for



Milanesi

him to drive a car and get about wherever he wants, although he can't drive for long periods of time. Sitting or standing for any length of time is not too comfortable for him.

Responding To Care

Milanesi has been under a chiropractor's care for about ten months, and finds his body responding to the treatment very well. Unable to get other work and trained only as a seaman, he's decided to try and learn as much as he can about chiropractics so that perhaps he can do some good for others.

He hasn't been working since polio attacked him while he was aboard the Steel Apprentice (Isthmian) as an AB. He was handling lines on deck while the ship was leaving Bombay when he first felt a peculiar sensation in his body. By the next day the pains had him on his back and paralyzed in both legs.

Still Has Hopes

Back in the States, he was hospitalized for eight months and told that if he didn't regain use of his legs in two years, he never would. That was four years ago; still he

hasn't given up hope.

After he left the hospital, a neighbor near his Brooklyn home provided a bicycle which was rigged as an exerciser and he's used that, weights and other gadgets to work out as often as he could. The summers he's spent at his brother's farm in Vermont, where he helped out by jockeying a tractor around the fields while soaking up sunshine.

Thanks to the regular aid provided by the SIU Welfare Plan, he's been able to make his way a little, and if he goes through chiropractors' school, he'll still only be 32, and who knows what the next four years will bring anyway?

Meanwhile, Milanesi keeps up with some of the friends and shipmates he made since he first began sailing during World War II. Another trip? "I'd like to make just one more," he says. "Things like the disability benefit are typical of a lot of changes that have come in the SIU since 1950. I'd like to see them in operation just once. The pay these days is really something, too," he added.

ILA Crimp Joint Recruits Crew For Rejected Ship

Confirming SIU charges that it is a crimp joint masquerading as a union, the ILA-chartered "United International Seamen's Union" has been caught red-handed crimping for a ship that was thumbed down by its previous crew as unsafe to put to sea. The ILA crimp outfit tipped its hand when it

agreed to recruit seamen after an imported Italian crew had walked off the Honduran-flag tanker Gus M in fear of their lives.

The ILA crimp outfit's willingness to do business with the seashaky Gus M and supply cut-rate crews to other foreign operators gives the lie to the claim by ILA president William Bradley that formation of the UISU would help better conditions on foreign-flag ships. According to Bradley, his "union" could "help the American seamen if the American shipping companies who operate foreign ships under dummy corporations have to pay foreign seamen wages equal to their own." The current cut-rate crimping campaign indicates that the shipowners will not have to fear higher wages or better conditions from Bradley's outfit.

Rig Exposed

At the time the SIU exposed the ILA crimp rig at least one responsible maritime union publication gave extensive space to the Bradley claim of indirectly bettering American seamen. Despite the gift of considerable space in a union newspaper, it is doubtful if any seaman was taken in, for it is obvious that the ILA rig could only be dual and hostile both to established US-flag unions and to reputable foreign-flag unions.

The Gus M incident developed when the operators flew a crew all the way from Italy to take her from Chester, Pa., to England where she is to be broken up for scrap. Apparently the company agent went to this expense to avoid difficulties that might arise from the ship's obviously deteriorating condition.

The imported crew went aboard and took the ship into Baltimore to be patched up for the trans-Atlantic venture. The brief run into Baltimore was enough to convince crewmembers to get off—and fast. When they got to that city, the chief engineer shut down

the plant and refused to start it up again. Then he and the rest of the crew, with the exception of the skipper, asked to be sent home to Italy.

Crew Sent Home

To avoid further trouble the company threw in the towel and shipped the whole crew back via the luxury cruise ship Cristoforo Colombo. The company must have been anxious to keep the whole matter hushed up to take such extreme measures for fear that investigating agencies might enter the picture and take a good look at the condition of the ship.

The company then turned to the "United International Seamen's Union" as the last resort. The ILA crimp rig then proceeded to recruit men along the New York

waterfront, keeping secret the fact that the ship had been labelled unsafe. The ship has since sailed. One other ship, the Leo M., was also scheduled to be crewed from abroad but it is believed the same pattern will be followed.

It was in its October 29 issue that the SEAFARERS LOG revealed details of the crimp origin and anti-union aims of the ILA affiliate. The LOG reported on outspoken boasts by officials of the UISU that they would raid any and all unions in the business. Actually as the LOG pointed out, the new "union" was simply an overnight transformation of a crimp hall that had been operating for some time past to supply crews for Aristotle Onassis and other runaway shipowners.

AFL Drafts Fund Code - Follows SIU Pattern

MIAMI BEACH—The AFL Executive Council this week proposed a drastic code for governing the operation of union welfare funds which will be submitted to all affiliated organizations.

The proposed AFL program is geared to provide self-governing safeguards on the hundreds of union welfare funds. Abuses in recent months of a handful of union welfare funds brought about the AFL's suggested code.

In New York, meanwhile, SIU officials pointed out that all the proposed safeguards dealt with in the AFL code had been a part of the operation and administration of the Seafarers Welfare Plan from the day it was first set up.

They noted that the SIU Plan was a self-insured operation, which completely by-passed doing business with both insurance brokers and insurance companies, and added that it had been planned that way, at Union insistence, when it was first launched in 1950. Most

of the criticism directed at union welfare funds, has arisen in this area.

The SIU Welfare Plan is administered by an impartial administrator and a non-salaried board of trustees composed of three trustees each representing the Union and the shipowners. Claims for benefits are processed through the Union and paid directly by the Welfare Plan.

Sailor Eyes Barge Biz

DETROIT—Provided he can find the appropriate ships a Great Lakes Seafarer intends to go into the shipping business shortly. Ben D. Afram, who carries a book in the SIU Great Lakes District, has written the Union asking if it can help locate the equipment he needs.

Afram is hoping to get a tug and three or four barges which will be used to haul scrap metal. He's looking to pick up a tug in the 1,000 to 1,500 horsepower range and some 1,500-ton barges. Afram has asked that SIU port agents keep their eyes open for such vessels or for small ships that are headed for the scrap heap and can be used as barges.

Afram is a member of the firm of Afram Brothers of Milwaukee, who are dealers in the scrap metal business.



Alcoa Meals Garbed In 'New Look'

The "new look" in shipboard feeding, developed by the SIU to improve standards of food preparation and service, is now being extended to ships of the SIU-contracted Alcoa Steamship Company. Seafarer Clifton W. Wilson, chief steward, has made a survey of the

company's ships under the direction of the SIU's Steward Department Committee, and his suggestions are being incorporated into the department's procedure along with others put forth by the committee.

The Alcoa changeover follows the pattern set on the Bull Lines, first company to institute the "new look" after consultations between the Union committee and the company. The objective of the new system is to replace mass feeding by an individual approach that typifies good restaurant service. It involves, among other points, cooking to order as much as possible; doing away with steam table cookery; carving of meats to order; use of side dishes in serving most vegetables; an emphasis on neater messroom set-ups and a considerable up-grading of the content of night lunches.

More Efficiency

This coupled with more efficient meal planning and sensible use of leftovers is expected to reduce shipboard waste considerably while at the same time providing fresher, tastier meals for all hands. Cooking to order, the committee points out, does away with the over-cooking and over-preparing of food that is the cause of most shipboard waste.

The new system went into effect last November on some Bull Lines ships and has made a noticeable improvement in feeding on that company's vessels. Regular meetings between ships' stewards and SIU assistant secretary-treasurer Eddie Mooney, chairman of the Union committee, have been held to brief stewards on the new procedures. The committee is now drafting the procedures in written form for use by all SIU stewards. Eventually the committee plans to meet personally on the problem with every SIU chief steward, while extending the system to other companies under contract to the Union.

Company cooperation is an essential to the success of the plan, Mooney emphasized, since it depends in the first instance on supplying first-quality stores to the ship in ample variety. In turn, the Union committee is convinced that the "to order" system of food

preparation will result in happier crews plus elimination of waste and spoilage of inferior stores.

Typical of the change in procedure is the method of handling roasts. Under the old system, the roast was sliced up well in advance of the meal and put in a tray on the steam table where it slowly dried out to leathery texture. What wasn't eaten at the meal then had to be thrown out because it was useless. Then when night lunch preparation came up, the galley

had nothing to put out but less-desirable foods like sliced bologna, liverwurst, American cheese and other ready-made foods for dry sandwiches.

Now the roast is carved as the messman gets orders from the crew, providing a much tastier dish. The uncarved portion of the roast is retained and can be used to provide superior night lunch along with a variety of night lunch side dishes such as baked beans, potato salad and the like.

PMA, Bridges Wilt; SUP Wins Pacificus

SAN FRANCISCO—Members of the SIU-affiliated Sailors Union of the Pacific won a clear-cut victory over both employer and Communist-inspired opposition recently, ending

a three-month, Bridges-enforced deadlock on the SS Pacificus which hampered operations all over the West Coast.

Vindication for the Sailors came as the employers' group, the Pacific Maritime Association, called on the Coastwise Line to order a new SUP crew for the Pacificus and abide by its agreement with the Sailors on handling cargo. The Pacificus had been tied up in Los Angeles since October 27 as a result of the dispute.

Bridges Boycott

The three-month tie-up arose when Harry Bridges' longshore union refused to supply dock men for Sailors working cargo on deck. Bridges contended the Sailors only had the right to work No. 3 hatch, which was empty, although the SUP agreement gives the Sailors first call on any hatch assigned to them by the shipowner. The Sailors had actually been called on to work No. 4 hatch.

When the longshore union failed to supply men for the Sailors working cargo out of No. 4, the Sailors' Union membership responded by refusing to work port overtime on all PMA ships until the employer group got Bridges to change his stand. This brought about delayed

sailings for other passenger and cargo ships, as the Sailors stood fast in their position.

PMA Passed Buck

The PMA, meanwhile, took no action against the longshore group. Instead, it moved for US intervention in the dispute as a means of breaking the deadlock. When this was not forthcoming, PMA relented finally, but passed the buck to the Coastwise Line.

Throughout the dispute, firemen on the Pacificus cooperated in the beef by refusing to turn on the steam. The firemen are members of the Marine Firemen, Oilers and Watertenders Union, another SIU affiliate.

When the new crew was ordered, special SUP meetings in all branches were held at which the membership voted to end the "no port overtime" policy, providing the PMA and its member companies continued to abide by the agreement.

The Pacificus beef was the latest to arise from the long-standing efforts of Bridges and his International Longshoremen's and Warehousemen's Union (Ind.) to cut in on the Sailors' traditional jurisdiction over cargo-handling on certain types of ships. A similar beef led to a two-month strike by the SUP in 1952.

Top of the News

IRAQ, TURKEY GET TOGETHER—Iraq and Turkey have negotiated a mutual defense pact which would attach Iraq to the North Atlantic Treaty Alliance in an indirect fashion. The pact has Egypt and other Arab League members up in arms because they want to stay neutral between East and West.

POLICE SEEK MILLIONAIRE'S MURDERER—NY police had a super-sensational murder mystery on their hands when Serge Rubinstein was found dead in his palatial 5th Avenue mansion. Rubinstein had achieved notoriety by dodging the draft in World War II and by a succession of shady financial deals. He had served time for draft evasion and was up for deportation.

SENATE NOW HUNTS STOCK MANIPULATORS—After a couple of years of gunning for Communists and Communist sympathizers, Senate investigators are taking a new tack this year. The Senate Banking and Currency Committee has undertaken what has been described as an "unspectacular" fact-finding study of the whys and wherefores of the stock market. Stocks have been riding high in recent months.

US HELPS EVACUATE CHIANG ISLANDS—With US air and naval forces participating, Chinese Nationalists evacuated 15,000 troops and an additional number of civilians from the Tachen Islands group. The evacuees were taken to Formosa. Red China's seizure of a nearby island prompted the evacuation. Meanwhile, no great progress has been made in efforts to obtain a formal cease fire in the Formosa area.

RED TRIAL WITNESS 'RECANTS'—Ex-Communist Harvey Matusow who testified as a paid informer at the trials of Communist Party leaders and also at Senate hearings now declares that his testimony was perjured. Matusow had named about 180 people as being Communist or Communist-inspired, including among them Bishop Oxnham and Owen Lattimore. One result of the "recantation," is to cast doubt on the reliability of ex-Communists as Government witnesses, although some now claim that Matusow was really a Communist plant from the beginning.

FRENCH GOVERNMENT FALLS AGAIN—Premier Pierre Mendès-France was ousted from office in France in what was widely regarded as a personal feud between the premier and other politicians who were envious of his successes. The overthrow of his Government again cast doubt on the question of rearming West Germany. Consequently it was hailed by Moscow. The immediate cause of his downfall was a dispute over granting more self-government to Arab nationalists in France's North African territories.

MALENKOV OUT, BULGANIN IN—In a surprise announcement which stunned the outside world, Premier Georgi Malenkov resigned, attributing his decision to "inexperience." He was replaced by Marshall Nikolai Bulganin. The move is seen as part of a shift in emphasis from higher living standards to production of arms and the development of heavy industry in the Soviet states. This was the first instance of a high Soviet political leader being permitted to resign without being tried and executed as an enemy of the state.

KP ON WAY OUT? An Air Force experiment in use of outside catering firms to handle preparation and serving of meals is working out successfully. The experiment at the Vance Air Force Base has shown that the private caterer can do the job at lower cost and turn out better food, while airmen were able to devote full time to training instead of potato peeling. Unanswered by the experiment was the problem of feeding under wartime conditions.

SEEK \$7 BILLION FOR SCHOOLS—The administration has asked Congress to approve a \$7 billion school construction program under joint Federal and local auspices. There is an estimated deficit of 300,000 classrooms in the nation which the program hopes to attack. The program would involve Federal loans, grants, and purchases of local school bond issues.

Cartoon History Of The SIU

12 Years Of Progress

No. 83



In November, 1950, the SIU marked its 12th birthday, as veteran Seafarers everywhere hailed a dozen years of progress and steady gains. Operations of the infant SIU Welfare Plan continued to run smoothly, while Seafarers enjoyed benefits they had only dreamed about when the Union was formed in 1938.



Topping off the important victories that year, the winning of new highs in pay for all Seafarers and the successful wind-up of the four-year drive in Cities Service, was the promise of a model SIU headquarters in Brooklyn already under construction. Meanwhile, the Union was not idle in other fields.



Capitalizing on another dispute and backed by a majority of the crews, the SIU called a strike on two Southern Trading Company ships in Philadelphia. Eight hours later, an agreement covering the company's five ships was assured. The win sparked the way to many new job opportunities for Seafarers.

SIU NEWSLETTER from WASHINGTON

Contrary to the trend in all other countries, the US flag privately-owned merchant fleet is now at a postwar low. Including only ocean-going vessels of over 2,000 tons, this fleet has declined to a total of 1,120 vessels of 9,605,553 gross tons and 14,263,649 deadweight tons. Of these, 392 are tankships of 4,159,376 gross tons and 6,587,205 deadweight tons. The balance, 728, are dry cargo ships and passenger vessels.

Of interest is the fact that of the 58 Liberty-type warbuilt tankers sold to private American interests by the Maritime Commission, only 3 remain under US registry, the balance having been converted into dry cargo ships or transferred to other flags. Of the total of about 220 Liberty dry cargo ships owned at one time by private lines and documented in the US, 165 remained on January 1. The decline in this segment of the private fleet was hastened in 1954 by a large number of transfers to registry in Panama and Liberia.



Recent Congressional hearings have clearly indicated a lack of coordination between the US agencies responsible for the movement of surplus commodities abroad. Despite the fact that Congress enacted the permanent rule under which at least 50 percent of the surplus goods is supposed to move in US bottoms, the Department of Agriculture, in flouting this mandate, has attempted to give much of the business to foreign flag ships on the ground that American tonnage was not available.

As a matter of fact, Agriculture, on February 9 of this year, made known that it would go into the foreign charter market to obtain ships to move grain. However, less than 48 hours later, Agriculture obtained US tonnage in the local market showing that American flag ships were available.

Hearings have pointed up the fact that there is no coordination between Agriculture, the Maritime Administration and the Foreign Operations Administration. The agencies, while ships were being transferred foreign, simply were not in touch with each other as to what shipping would be required to move the agricultural program.



On the subject of the permanent 50-50 shipping rule, it is now clear that an all-out effort will be made to kill this law later in this Congressional session. The US State Department has been besieged by foreign lobbies in the Capitol to amend or repeal the law entirely, on the ground that it discriminates against their countries.

Such arguments will be taken up principally by the Congressmen from the US farm areas, who will spearhead the drive against 50-50.

Although US ships have been carrying 50 percent of the aid cargoes, the distinct trend has been that the merchant fleet is not doing nearly so well over-all.

Foreign-flag competition continues to grow. Although 1954 saw some improvement in US flag participation in our export trade, it was too small to indicate any substantial interruption in the growing foreign flag activity in evidence since 1946. In the latter year, US ships carried 71 percent of our dry cargo exports. During the first 8 months of 1954, US participation was only 24 percent, about the same level as 1938.



It still will be many, many years before atomic energy will be applied to commercial shipping on any broad scale.

Although it was reported to Congress that the day of the atomic-powered surface vessel will come very fast, and that the potential of the maritime application of atomic power is far beyond anything ever dreamed, it's not expected that this new source of energy will find itself on many ships before the year 1965.



There's more than an even chance that the Democratic-controlled Congress will do its best to terminate the Foreign Operations Administration on June 30. This would mean that the various foreign aid functions of FOA would be handled by the existing agencies of the US government.



Congress soon will give consideration to a Presidential request of \$16½ million to pay for detention benefits of internees and prisoners of war of World War II.

Under Public Law 744 of the last session, merchant seamen are entitled to such benefits if they were captured or interned by Germany or Japan for any period of time after December 7, 1941. Under the law these benefits would amount to \$60 a month.

Applications for the above benefits must be filed with the Foreign Claims Settlement Commission in this city before August 30, 1955.

Seamen entitled to benefits (if they have not already collected under other laws) are those who were employed on any US flag ship or on a vessel of any government friendly to the US during World War II, and who was a citizen of this country on and after December 7, 1941.



Removal of Louis S. Rothschild as Maritime Administrator will not mean that his lenient ship transfer policy will be disturbed in any way. As Under-Secretary of Commerce for Transportation, to which post he was elevated recently by President Eisenhower, his orders will continue to be carried out by the MA.

Although applications for transfer of Liberty dry cargo ships are now being turned down by the MA, this is subject to change at any time so that there would be return to Rothschild's policy.

As soon as the present aid and surplus agricultural programs subside, it can be expected that the tramp shipowners will again appeal to MA for transfer privileges.

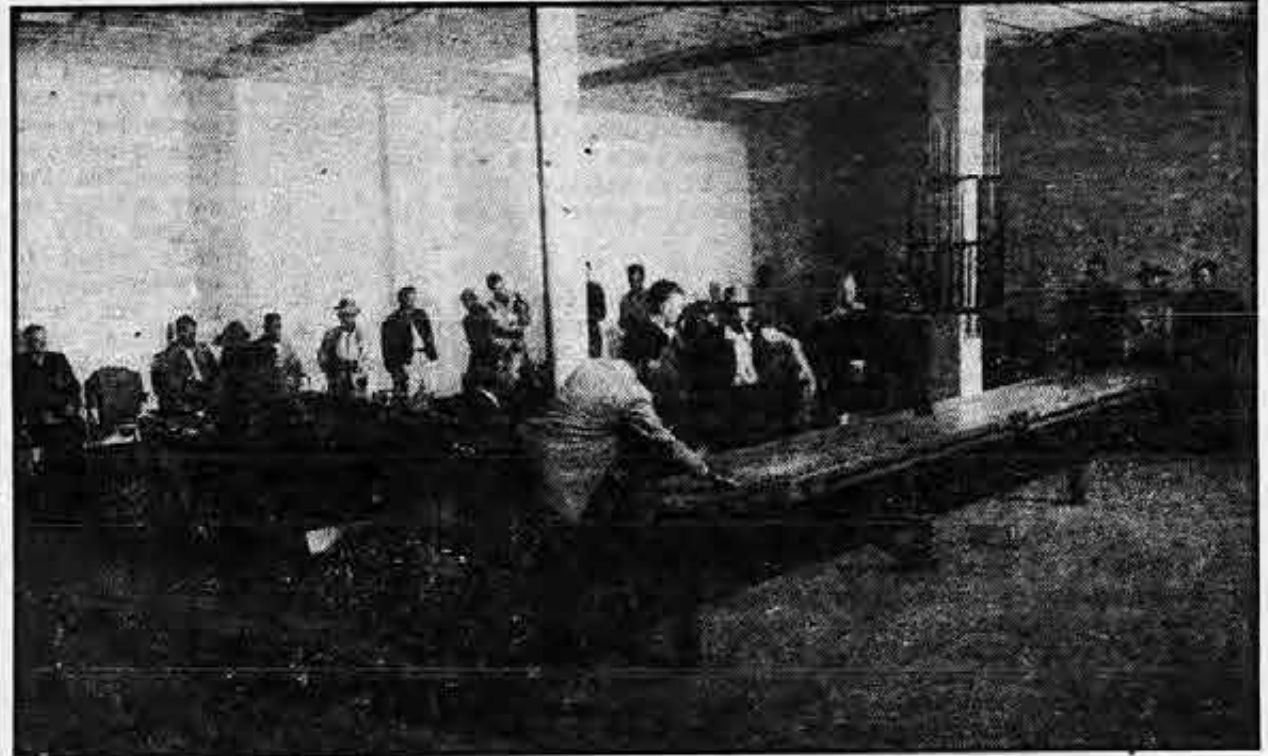
NO Rec Room Popular

Now being put to good use by Seafarers on the beach is the beautiful new recreation room on the first floor of the New Orleans hall.

Designed for the greater comfort and convenience of all hands, the new room, and its

adjacent facilities, provides a pleasant place for the brothers to spend their time between job calls.

The facilities include pool and shuffleboard tables, a laundry room and private dressing rooms and showers.



Overall photo of new New Orleans recreation room shows three pool tables and shuffleboard table which help men pass time between job calls.



Seafarer Roy Green inspects new washer and dryer in laundry room at rear of recreation room.



H. Pizatowski enters one of three dressing rooms.



New tiled lavatory in recreation room provides Harold E. Crane with convenient place to shave.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

Your S.W. Washington Reporter

MARITIME

The US Court of Claims this month ordered the Government to pay \$62,000 for a vessel taken over from the Sand Products Corp. of Michigan during World War II. The ship, the Octorara, was used as a Coast Guard training and barracks ship and was later converted to a combination refrigeration and hospital ship. The Swedish Navy has decided to install a radio position-fixing system developed as an aid to navigation by the British Decca Co. The Swedish chain of transmitting stations, to be erected at Stockholm, will be linked with Denmark's, which is already in operation. The same system is in use in France and Germany, and more than 2,500 ships and aircraft are equipped to make use of it.

Virtually rebuilt except for her hull, the former US troopship Mari-
posa has completed her maiden North Atlantic run as the liner Ho-
meric, flagship of the Home Lines. Operating under Panamanian reg-
istry, the vessel will make four cruises to the Caribbean, and then
enter service between Quebec and English Channel ports. India will
spend \$10 million in a program designed to modernize Bombay's Prin-
cess and Victoria docks and convert them to year-round use. They are
presently only tidal docks.

A boiler explosion aboard the Costa Rican tanker Darnel two weeks
ago killed two men, seriously injured three more and caused minor
injuries to several other crewmembers. A US Navy transport brought
medical aid to the stricken ship within 24 hours after the disaster,
which occurred about 200 miles off the coast of Spain. Turkish Mari-
time Lines will begin next month the first regular Turkish-flag cargo
service between the US East Coast and Greece, Israel and Turkey.
Four 15-knot, 10,700-deadweight ton ships have been assigned to the
monthly service.

Twice balked in attempts to reach England by a mysterious leak
in her No. 2 hold, the British freighter La Orilla has sailed from Hal-
ifax, NS, to try again. The 7,000-ton ship twice had to return to port
with a bad list and water in her hold, but after her cargo was shifted
and the list corrected, she was certified as seaworthy again. The cause
of the leak was not discovered. The world's largest ore ship, the
60,000-ton Ore Titan, has left Japan, where she was built, on her
maiden voyage to Venezuela. Built by the National Bulk Carriers of
America at a Kure shipyard, she will carry ore from Venezuela to the
US. The 795-foot-long vessel has a speed of 14 knots.

Four huge tankers of 50,000 tons each will be built in France for
the Tide Water Associated Oil Co. of San Francisco, each measuring
812 feet in length. Two of the vessels will be constructed at Dunkirk
and two at Saint-Nazaire. They will be the largest tankers in the
world when completed. Rescuers saved 26 men clinging to the masts
and bridge of the half-submerged 656-ton Icelandic trawler Egill Raudi
late last month during a fierce storm off the coast of Iceland. Five
other crewmembers were lost on the ship, in the wake of the prob-
able loss of 40 British sailors who vanished earlier on two trawlers
in the same area. The 810-ton Roderigo had gone to the aid of the
559-ton Lorella in answer to distress calls, and presumably went
down also.

The 16,600-ton former Swedish tanker Avantl, which split in a
wreck off the coast of Japan two years ago, has come to life again as
the Japanese-flag Shimwa Maru. She is again at sea following exten-
sive repairs and refitting. First German passenger-cargo liner built
since World War II, the 9,200-gross-ton Hannover will make her
maiden appearance in New York late next month. One of six sister
ships being built for the joint Hamburg-American-North German
Lloyd service to the Far East, she will make two round trips to NY
before going on her regular run. The Hannover, a 538-foot ship, has
a service speed of 17½ knots, and features air-conditioned outside state-
rooms for all passengers and an outdoor swimming pool.

The Seafarers Puzzle

ACROSS	DOWN	16. Age	36. Musical note
1. Desire	1. What the SIU usually does	19. Bristles	40. — King Cole
5. Crush	2. Fruit drink	20. Snake sound	42. Break, as a hawser
9. Period of time	3. — Guinea	21. Port in Norway	43. Huge fish of the Amazon
12. Idea: Comb. form	4. Wartime leader of Japan	22. Basic	44. Man from Baltic area
13. On sheltered side	5. SIU members	23. Ocean: Abbr. Parades	45. Aleutian island
14. Anger	6. Too	24. New Guinea port	46. Lie in wait
15. A Seatrains ship	7. Called, on poker	25. Tallin	48. — Vegas
17. Something to follow	8. Cry of greeting	26. River in France	49. Female deer
18. Winter constellation	9. Southern — ship lost at sea	27. Unmixed, as whiskey	50. Commune in Holland
19. Symbol of a line	10. Region	31. —	51. Salt, in France
20. Garden tool	11. Period of time		

(Puzzle Answer On Page 17)

THE INQUIRING SEAFARER

Question: Would you be interested in a correspondence school set-up for seamen?

Robert Leavy, OS: Yes, I would probably use a set-up like that to help me get an AB's ticket and maybe for some general school courses, too. I'm sure it would be a good idea. I don't intend to quit sailing right now, and if I could get some extra schooling while I'm at it, it would be a good deal all around.

W. Walker, cook: I wouldn't be too interested for myself, but I know a lot of men on the ships who keep saying that they'd like to take some extra schooling if they had the time. This would be a good opportunity for them. It would give them a chance they can't get anywhere else and could help in upgrading.

W. Ortiz, electrician: It's a wonderful idea. There's always room for improvement in all of us, and schooling doesn't hurt anybody. If a seaman can't get to school because of the money involved and the time he would have to stay ashore, this would be his chance. He could stay on the ship and do the work right there.

Joe Burns, carpenter: I think it's a good suggestion, providing it's run in a proper way. Some of these schools don't do anybody any good. But a real correspondence school could help a lot of men on the ships who are looking for decent schooling either for the sake of education or for use on the job.

Theodore Goodman, steward: It would really be something good. Anything you can do to better yourself will make you a better seaman. There are lots of men I know who would make good use of a correspondence school set-up. Men aboard ship have a lot of time for such things that people ashore never have.

George Clark, bosun: I think the idea's a good one. Fellows like myself might not be very interested in a school like that, but there are plenty of youngsters who would be glad to take advantage of it to better themselves. Education doesn't hurt anybody. Most of us could use some now and then.



MEET THE SEAFARER



WILLIAM DUNHAM, ch. steward

At an age when some men are beginning to look forward to a rocking chair and a pair of soft slippers, William Dunham started out on a brand new career—going to sea. Eleven years later he's still at it and fully intends to keep going indefinitely.

A native New Yorker, Dunham was born in the big city on Thanksgiving Day back in 1896. Before he started sailing he was in the trucking business for quite a few years. At the time he grabbed his first ship out of Baltimore in 1944, he was in charge of the US Navy's trucking operations in that port city. After one trip he decided that he preferred seafaring to any other occupation and he's been sailing regularly with the SIU since then.

The veteran Seafarer went to elementary and secondary schools in New York. Shortly after leaving school he found himself chasing Mexican bandits south of the border, as a member of the National Guard. This experience stood him in good stead when the US entered World War I a year later.

With 'Fighting 69th' Dunham went overseas with the famous "Fighting 69th" and served in France with that unit while it created an enviable record for itself on the battlefield. By war's end he had emerged with a commission. Fortunately, he escaped the fighting unscathed.

After leaving Uncle Sam's army, Dunham located in Chicago and entered the trucking business there. He was in the trucking industry for a number of years until the war drums started beating in Europe again. "In 1940," he said, "I got an offer from the US Navy to go to Baltimore and supervise their trucking operations." Part of the over-all job involved the shipping end of the business, which introduced Dunham to the supply and storing problems of both merchant and Navy vessels. It was experience which proved valuable to him later on in familiarizing him with the shipping industry and the problem of the steward department.

Dunham's first trip was made

on the Thomas Haywood, a Liberty operated by Waterman. She ran through the Mediterranean and Black Sea into Russian-controlled ports in those areas. By that time the Allies had full control of the Mediterranean, making it unnecessary for ships to make the difficult and dangerous journey around North Cape to Murmansk.

Went On Cavalier After the war's end in 1945, Dunham was one of the Seafarer-crew that put the Alcoa passenger ship Alcoa Cavalier into service. At that time the Cavalier was running out of New York and Dunham stayed with her until she shifted operations to the Gulf. Since he has his home in White Plains, a suburb of New York City, Dunham called it quits.

Subsequently, he served as second steward on the Bull Line passenger ship, Puerto Rico. Like all ex-Puerto Rico crewmembers, he mourns her passing. "It was a great run," he said. "Just a few days at sea and plenty of time in port."

Since the Puerto Rico went out of service, Dunham has been sailing as steward or cook on freight ships. He likes to grab a Bull Line or Robin Line freighter with passenger accommodations if he can, but he looks forward to getting back on a regular passenger ship run some day if one should become available out of New York City. "We've got lots of good passenger ship men in this area" he declared, "and we could put together a fine crew."

Steward Representative Passenger ship runs, he points out, have the advantage of being far steadier than cargo ship operations and have a stabilizing effect on shipping in good times and bad.

Dunham expressed warm approval for the new structural set-up in the SIU calling for a steward department representative at the top level.

That way, he says, those companies who are tempted to cut corners will find it harder to pull a fast one and performance and conditions in the department can be maintained at a high level.

LABOR ROUND-UP

A little noticed long-term strike against the Ford Motor Company of Canada came to an end with the granting of a four cent increase retroactive to last June. Approximately 5,700 workers at two Canadian plants had been striking for 3½ months. The men, members of Local 200, United Automobile Workers, CIO, also obtained improved vacation, welfare and insurance provisions.

The guaranteed annual wage has been made the major negotiating target of AFL railway workers unions. The demand will be put forth on behalf of 350,000 railway shop workers. Railway shop workers have suffered from heavy layoffs in the past year. Union spokesmen said the guaranteed wage provision would help stabilize employment.

Reasons why US workers stick to unions were shown in the behavior of several railroads and trucking companies recently. Some rail lines laid off men in wholesale lots just before holidays to save holiday pay and a few trucking companies refused to pay AFL Teamsters holiday pay November

11, because the contract called for pay on Armistice Day. The name of the holiday has been legally changed to Veterans Day, giving the companies an "out."

The CIO has set up a Leather Workers Organizing Committee in Boston in attempts to recapture membership of the leather division of the Fur and Leather Workers Union. That organization was expelled from the CIO six years ago for following the Communist party line. Approximately 35,000 workers are involved.

The United Mine Workers (independent) has attacked the proposed extension of the reciprocal trade program as injurious to the coal industry. The Mine Workers object particularly to import of residual oil which competes with domestic coal as a fuel.

Striking painters at Oak Ridge, Tennessee, have agreed to arbitration, clearing way for resumption of construction work on an atomic plant. The men, members of Local 437, AFL Painters Union, struck in a dispute over working conditions.

SEAFARERS LOG

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The Smokescreen

Last week's news of an agreement to combine the two major labor groups in America has, as was expected, set off a howl of pain from the "unions ain't no good" school of thinking. Until last week these forces used as their favorite cry the theme that unions should get together for the betterment of the country and cut out the inter-union warfare. Now with a merger pending, they have changed their cry to "monopoly."

Usually the spokesman for such a group is the head of the National Association of Manufacturers or the head of the US Chamber of Commerce.

One point these boys have chosen to ignore in their "labor monopoly" wailing is the fact that a merger of the AFL and CIO does not in any way change the character of the individual unions. Only the make-up of the national, state and city councils will change, and these groups control no international unions, negotiate no contracts and exert no direct influence in any industry. The same, however, cannot be said for many organizations on the other side of the fence, such as the National Association of Manufacturers or the American Medical Association. Both of these groups exert strong influence down to the individual member or doctor.

At the heart of the recent outcry is the constant attempt by business to make big business appear saintly and big unions appear as monsters. Then, with ease they can push for legislation to curb unions further.

Unfortunately for the nation, they have succeeded to a sizable degree, according to a recent survey published in "Look" magazine. "Look" reports that people hold few fears of "big business" but are concerned over the "growing power" of unions.

In view of the fact that the Taft-Hartley Law and the state "right to work" laws are making progress difficult for unions, it is hard to see where this "growing power" is. More frightening to the average American should be the ever chipping away of the rights of Americans to build themselves strong unions.

If anything is true today it is the weakness of America's unions outside their immediate area of collective bargaining. Look at the Federal Government: The Secretary of Labor is a department store executive. Of the 531 members of Congress only 3 have labor backgrounds. On the important Senate and House labor committees 2 men with labor backgrounds sit with 42 other congressmen whose backgrounds are identified solely with business. Trade unions are virtually without voice on Government commissions, boards and councils, yet trade unions are the only economic representatives for one-fourth of the nation's families.

America's trade unions must become stronger for the sake of our country's standard of living and for democracy. Recent history has given painful proof that the countries where the trade unions are weak, are non-existent or have been destroyed, the country has quickly gone on to a dictatorship. It happened in Russia, Germany, Italy, Japan, Argentina, Spain and many others. As a case in point, the only recent rebellion against Communism came from trade unionists in East Berlin three years ago.

Whatever future faces the United States it is clear that there is no danger from strong, dynamic, democratic trade unions. Charges of "monopoly" are only part of the smokescreen being used by men who have learned nothing from history and refuse to think that a working guy has any rights.

Praise For Stealore

Normally the day to day performance of professional seamen seldom attracts much attention shoreside. That's why it is pleasant to note that for their accomplishments in saving their ship, the crew of the Stealore rated an appearance on a Baltimore television show.

Besides, the crew received a citation from a Baltimore maritime group hailing them for their splendid seamanship in keeping the huge ore carrier from going under. By working as a team under difficult conditions, crewmembers managed to keep the ship afloat long enough for it to reach port safely.

This kind of skilled response to an emergency situation is the trade mark of the professional seaman at his best. The SIU is proud of the fact that it numbers such men in its ranks and wishes to add its congratulations to the men of the Stealore.

LETTER of the WEEK

Letter Campaign On USPHS Urged

To the Editor:

As most of my SIU brothers know, from previous stories in the SEAFARERS LOG, I recently spent some time in the USPHS hospital in Norfolk, Va., after a 10-foot wave caught me and dashed me 50 feet down the catwalk of the Cities Service tanker Logans Fort during a storm 300 miles east of Norfolk.

This was the first time I was hospitalized in 11 years of sailing, and it gave me the opportunity to observe USPHS operation at first hand. It also gave me time to think about the entire USPHS situation, and as a result of that thinking I wrote a letter to one of my senators in Washington—Senator J. W. Fulbright of Arkansas.

In reply, I received a letter from Senator Fulbright promising to give the matter his most careful consideration.

Wants Others To Write

The reason I am writing the LOG now is because I believe that if many more Seafarers would write their senators and congressmen in Washington, we could get action not only to help the USPHS program but to benefit the American merchant marine in other ways.

My letter to Senator Fulbright was pretty lengthy, and I know that the SEAFARERS LOG does not have the space to print the letter in its entirety. But I believe that if you at least printed parts of it, it might help other Seafarers who wish to write letters of their own. So here are a few of the things I had to say:

"Dear Senator Fulbright:

"I am a Seafarer in the American merchant marine and I am now in the USPHS hospital in Norfolk, Va. This is the first time I have been hospitalized in 11 years of service.

"I am amazed that the staff of this hospital has been able to accomplish so much—and so cheerfully and efficiently—on its present budget. But it is evident that if the appropriations were increased the staff would be able to handle more patients and with even greater efficiency.

"Seafarers, I think I can safely say, risk more for their Government and their employer than any other civilian peacetime employee. As an example, I call your attention to the recent disappearance of the Southern Districts with all hands.

Wartime Contributions

"In wartime, of course, our contributions to the national welfare are even greater. Yet far too often we find ourselves treated as forgotten men.

"We do not lay the blame for this on any one man, but we would like to urge our senators and representatives in Washington to take a stand for us, and help us to have a greater, stronger and healthier merchant marine, both from the standpoint of men and ships.

"I hope that I can count on your study of this hospital situation and that we Seafarers can depend on your support in this matter."

Thurston J. Lewis



Vote Thanks

When a ship comes in from a trip with disputed OT, repair beefs or other problems for the patrolman, it makes for a good deal of confusion if several crewmembers crowd around all explaining things at once. Seafarer Earl Morris believes that the patrolman is entitled to a few minutes with the ship's delegate in which they can quietly sit down and talk over pending beefs. Then the patrolman can get a line on what's going on, consult the individual crewmembers involved, and be in a better position to take the beef up with the company.

Morris, himself a delegate on the Steel Executive (Isthmian) probably has had plenty of personal experience with the difficulty of taking up crew beefs in the course of a payoff.

A Pennsylvania resident, Morris has been a member of the SIU since October, 1948. He is 27 years old and sails in the steward department.

Coffee cups aren't the only items aboard a ship that seem to wind up anywhere but in the messroom. At the beginning of a trip, there might be a good number and variety of books in the ship's library, but as the trip wears on somehow most of the books seem to wind up in various fo'c'sles. It's understandable that a man might want to take a book with him into his room but, says Seafarer Thomas A. Brown, off the Southland, too many crewmembers never bother returning them to the recreation room long after the book is finished. Get them back on the shelf, he says, and let somebody else in the crew have a crack at them. It's a point well taken.



Karlak

Brown, an engine department rating, makes Savannah his home port. He's 21 and has been a Union member for nearly eight years.

Doing something about the laundry schedule is the suggestion of a Robin Hood crewmember, Steve Karlak. With one washing machine aboard it is desirable to assign times for each department's members, and Karlak felt that the delegates should draw up a schedule

for that purpose. Kariak calls Brooklyn his home port. He's a native of Poland, 30 years old, who joined the Union in Galveston in 1946.

It seems that the television age hasn't made the hit that was anticipated aboard the Edith (Bull Line). Reversing the normal trend, the crewmembers of the Edith instructed their ship's delegate, Frederick V. Davis, to have the set checked in Baltimore. If repairs were too expensive, Davis was told to see if he couldn't swap the electronic seeing eye receiver for a "good radio."

Channel Snow

It's encouraging to note that crew beefs these days can revolve around such incidentals as snow on all channels indicating that the normal order of shipboard business is hitting on all cylinders.



Poe

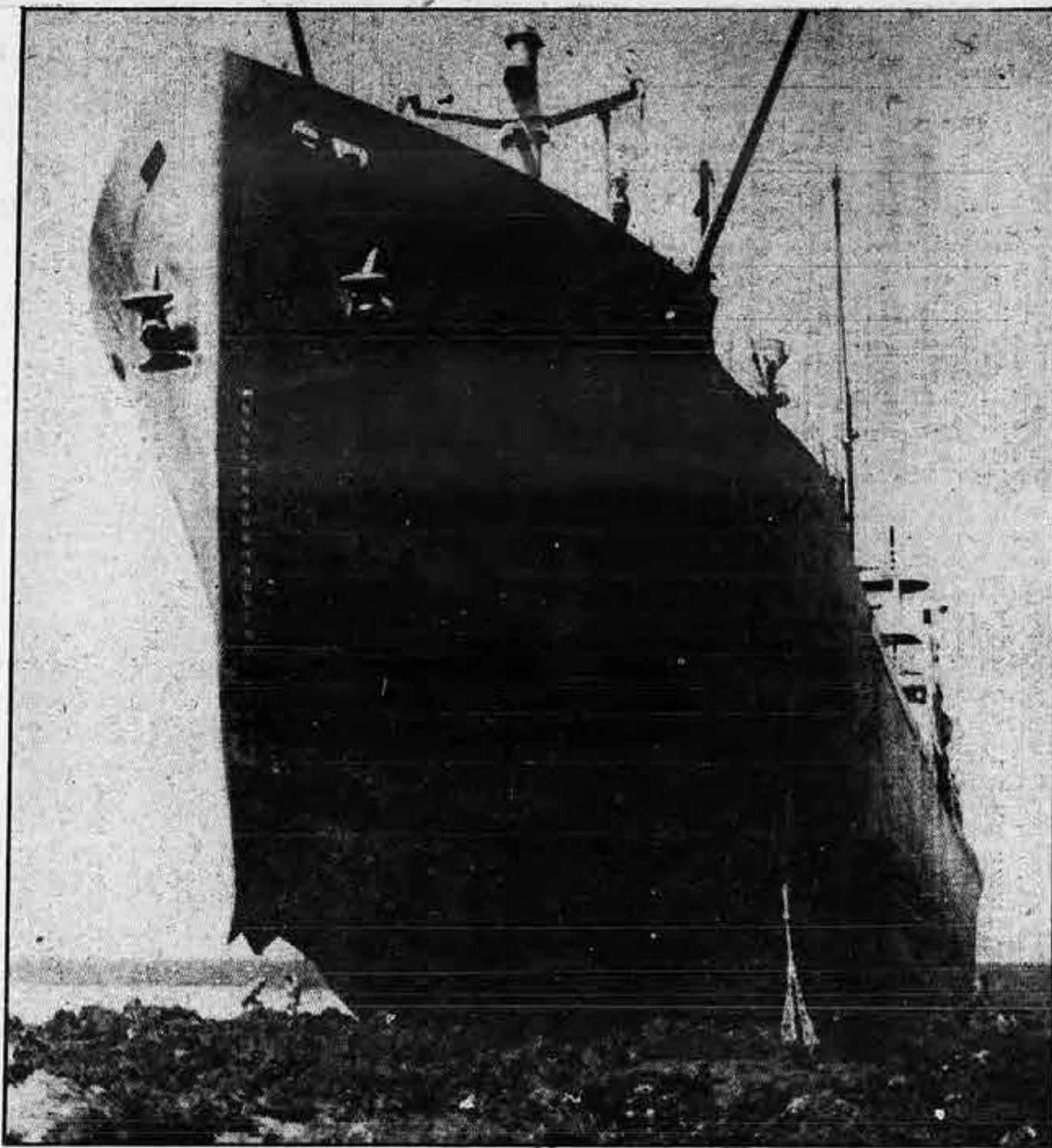
Aside from being delegate, Davis was best qualified to pass on the merits of the set because he holds an electrician's rating. He's a New Orleans resident who joined the SIU in 1948. He is 33 years of age.

Another sample of a Union-age type beef is the one over the washing machine. This time it's the Steel Director crew that was running into difficulties over the operation of their clothes washer. Seafarer Ed Poe thought it might be a good idea for the brothers not to overload the machine and to clean it out after use. Watch that lint trap. That's where all the trouble usually starts.

Crewmembers of the Steel Recorder have decided they've found the ship's delegate of the year in Seafarer Tom A. Martineau. The crew voted to keep him on the job "as he has done such a good job the last two trips."

Martineau comes originally from the lakes country up in Minnesota, but operates out of Baltimore now. He's 29 years old and joined the Union in Baltimore in 1944. He sails as bosun and other deck department ratings.

Salvage of the San Mateo Victory



A Crew of Real Sailors

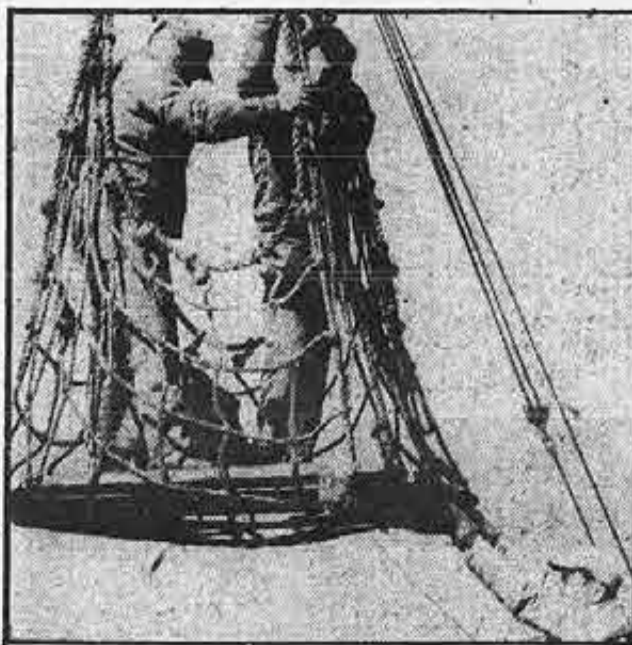
The saga of the SIU-manned San Mateo Victory, which plowed at full speed onto the jagged shore of Cheju Island, Korea, last April, is now complete. An official report on the mishap has just been issued, putting the blame on faulty instruments and poor navigation, but this does not lessen the interest in the salvage work on the ship, which was recorded by one of the men in the ship's crew, Seafarer Don Black.

It was a few minutes before midnight on April 5, 1954, with the ship heading from Inchon, Korea, for a layover in Sasebo, Japan, before sailing home,

that she abruptly ran halfway up the rocks on Cheju and stayed there.

Fortunately, no one was hurt, and one month later, with eight sets of beach gear and three Navy salvage tugs pulling, the San Mateo slid back into the water and set course for Japan again to have her ragged hull repaired.

A Navy official who was there had nothing but praise for the crew and officers of the ship during the salvage operation. As he put it: "It was a crew of real sailors in the finest oldtime traditions of the profession." Here is some of the story.



Two Navy salvage workers come aboard the San Mateo to check hull damage after she grounded up on Cheju Island.



Korean women cashed in on the disaster, used baskets to cart home oil from a leak in the ship's fuel tanks.



High and dry on Cheju's rocks, the San Mateo proved to be a real attraction to Korean natives who had never seen a ship of its size at such close range. Curiosity-seekers were around all the time.



The pulling and tugging operation to get the ship off the rocks utilized the ship's regular crew as well as Navy salvage specialists. Here Seafarer Norman Best, AB, signals to winch operator.



Despite the precarious perch which the ship rested on, the entire crew remained aboard throughout salvage work. Attempts to back off were futile because of rock protruding up through the bottom.



Principal diversion for crewmembers during month on rocks consisted of visits with natives and GI's taking part in salvage operation. The natives were just as interested in observing them.



Navy small craft alongside San Mateo were used by salvage experts and divers who placed explosives for blasting rock from under the ship. Six special salvage ships were used for the work.



Holes were drilled into rock to place charges for blasting. Rock had to be removed from under the forepart of the vessel and also from places where it had cut through the ship's bottom.



Navy had some bad moments, too. This landing craft used in salvage work went aground during the operation, complicating the job of salvage workers. It was later gotten off also.



Pneumatic drills proved useful for cutting into rock ledges surrounding ship and gripping it to shore. Refloating operation took just one month before the San Mateo slid back into water.

PORT REPORTS

Wilmington:

In-Transits Take Men, Keep Shipping Good

Due to the absence of port agent Ernest Tilley, because of illness, the affairs of this port are now being handled by Marty Breithoff, SIU West Coast representative. Brother Tilley is expected to be able to return to his duties by February 15.

During the past two weeks shipping in this port was good, and although we did not have a payoff we had 1 sign-on and 11 in-transits, and were able to ship 37 men. The outlook for the next two weeks is about the same.

The Cabins Signs On

The sign-on here was The Cabins (Cabins) and the in-transits were the Fairport, Raphael Semmes, Fairisle, Wacostf, Topa Topa and Jean LaFitte (Waterman); Steel Seafarer (Isthmian); Portmar and Seamar (Calmar); The Cabins (Cabins), and Southwind (South Atlantic).

Marty Breithoff
WC Representative

New Orleans:

Mardi Gras Time Fails To Lure Men Off Ships

It is carnival time in New Orleans again and the season when Seafarers who live in this port usually look forward to merrymaking and fun.

Traditionally, many New Orleans men choose this time of the year to come ashore for their vacations so they can celebrate Mardi Gras with friends and family. Mardi Gras will be celebrated this year on February 22, which is just a few days in the offing.

It has been apparent from the trend on incoming ships of the last few days, however, that a great many less men than usual will leave their jobs during the Mardi Gras season. Shipping is still slow here and it is evident the oldtimers don't want to take a chance on being left on the beach after carnival time.



Kain

At this time of the year, the usual question is being raised about interpretation of the clause in the shipping rules relating to the length of time men are allowed to keep their names on the shipping list before they must re-register.

Some men are under the impression they are permitted to have 90 days on the shipping list, but the shipping rules specify three calendar months. This means that those on the list during February will lose a couple of days because of the abbreviated month.

Let us hope that shipping picks up to the point where this won't be a problem with anyone.

Shipping is still below par here. Since our last report we had 6 payoffs, 6 sign-ons and 18 ships in transit. The outlook remains about the same for the immediate future.

Five Men Enter Hospital

Five brothers have been admitted to the USPHS hospital here recently and they have our best wishes for an early recovery. They are Joachim Saik, Lionel B. Miller, Earl P. Larson, Thomas E. Maynes and Samuel Bailey.

A. Patingo, Konstant Kain, Clyde Wright and Daniel Rucker are still confined to the hospital, but are

reported to be recuperating satisfactorily.

Among those recently discharged were Goon Poy Thlu, John Englehardt and Darrel Riley.

Payoffs since our last report were aboard the Alcoa Runner and Alcoa Pegasus (Alcoa), Steel Director (Isthmian), Del Monte (Mississippi) and Chickasaw and Antinous (Waterman).

The Alcoa Runner and Alcoa Pegasus, Sunion (Kea) and Del Rio, Del Viento and Del Valle (Mississippi) signed on.

Ships calling in transit were the Alcoa Clipper, Alcoa Patriot, Alcoa Corsair, Alcoa Polaris (Alcoa); Steel Fabricator (Isthmian); Del Rio, Del Viento and Del Valle (Mississippi); Seatrains Georgia and Louisiana (Seatrain); Afoundria, Monarch of the Seas and Claborne (Waterman); Edith and Evelyn (Bull); Genevieve Peterkin (Bloomfield); Ames Victory (Victory Carriers), and Sunion (Kea).

Lindsey J. Williams
New Orleans Port Agent

Houston:

Unscheduled Vessels Make Shipping Boom

Shipping in this port remains at a very high level. During the past two weeks the men shipped again exceeded the men registered by a comfortable margin, and we were obliged to call New Orleans to make up the difference.

However, we have no way of knowing just how long this boom will continue as it is primarily due to unscheduled ships loading grain here for the Mediterranean and, in two cases, the Far East.

Four Ships Pay Off

During the past two weeks we paid off the Neva West (Bloomfield), Amerocean (Amerocean), Santa Venetia (Elam) and Alcoa Planter (Alcoa). The Amerocean, Santa Venetia and Alcoa Planter signed on and in transit were the Genevieve Peterkin (Bloomfield), Seatrains New York, New Jersey and Savannah (Seatrain), Del Valle (Mississippi), Afoundria (Waterman), Alexapdra (Carras) and Mae (Bull).

All of the payoffs were clean and the few beefs that existed were all squared away.

During the coming two weeks we have the Marie Hamill and Neva West (Bloomfield) due in here for payoff, and should also have about the same number of unscheduled ships, so shipping here should remain about the same.

A. (Frenchy) Michelet
Houston Port Agent

Lake Charles:

In-Transit Tankers Keep Shipping Good

Shipping remains very good here in Lake Charles and during the last report period we registered 29 men and shipped 31 in all ratings. We still have enough men on hand, however, to handle any foreseeable situation.

Calling in here during the past two weeks were the Winter Hill, Council Grove, French Creek, Bradford Island, Paoli, Salem Maritime, Archers Hope, Chiwawa, Logans Fort, Government Camp and Cantigny (Cities Service) and Seatiger (Colonial). Over in Orange, Tex., we had the Val Chem (Valentine Tankers).

All of the above ships took on a few men, accounting for the shipping figures.

At our last meeting, Brother H. Lee, cook and baker, was chairman and Brother I. J. S. Torre, pumpman, was recording secretary. Both men did a fine job.

For our Seafarer of the Week we have selected Brother M. Ward, better known to the tanker boys as "Windy." "Windy," who sails in the deck department, runs our well-known "Gator-mouth" Bates a close race when it comes to making noise. However, he's always ready to lend a hand in Union activities and is a good man to have around.

We know of no brothers in the local hospitals at this time.

Injunction Thrown Out
On the local labor front, all is

quiet at the moment. The injunction that was slapped on the AFL Painters Union, under the so-called "right-to-work" law, has been thrown out of court. However, the employer, who tried to keep the Painters from picketing a new plant that is going up here, says he will appeal the court's action and we are waiting to see what happens.

The river is rising here and if it keeps up we may be in the same spot we were in a couple of years ago when a large part of the city and surrounding area was flooded. We hope it doesn't get too high because it's the wrong time of the year to go wading.

Leroy Clarke
Lake Charles Port Agent

Seattle:

Two Victory Carriers Scheduled To Pay Off

Shipping was very good in Seattle during the past two weeks and it looks very good for the coming two weeks, with the Longview Victory and Coeur d'Alene Victory (Victory Carriers) slated to pay off. The Young America and Choctaw (Waterman), which paid off here during the past two weeks, are in the San Francisco area and will top off in Seattle in a week or so.

We had no sign-ons during the past two weeks, but we had ten ships in transit, as follows: Yaka, Young America, Choctaw, Jean LaFitte and Raphael Semmes (Waterman); Ocean Lotte (Ocean Transportation); Frederic C. Collins (Drytrans); Lewis Emery, Jr. (Victory Carriers), and Alamar and Calmar (Calmar).

Jeff Gillette
Seattle Port Agent

Norfolk:

Cities Service Ship Pays Off And Signs On

Shipping was slow in this port during the past two weeks with only the Chiwawa (Cities Service) paying off and signing on. In transit were the Bradford Island (Cities Service), Azalea City (Waterman), Alcoa Ranger (Alcoa) and Steel Designer and Steel Advocate (Isthmian).

The Greece Victory (South Atlantic) is the only payoff we have in sight for the next two weeks.

Ben Rees
Norfolk Port Agent

Boston:

Shipping Figures Hit Two-Year High Mark

Shipping was very good in Boston during the past two weeks, and we shipped more men than at any other time during the past two years.

During this period we paid off the Logans Fort and Council Grove (Cities Service); Ocean Nimet and Ocean Betty (Ocean Transportation), and Queenston Heights and Tagalam (Seatrade).

These six ships signed on again, and in transit were the Steel Designer, Steel Rover, Steel Maker (Isthmian) and Hastings, Iberville, Beauregard and Chickasaw (Waterman).

The Queenston Heights paid off in Portland, Me., and the boys thought they had gotten off course and docked at the North Pole because the temperature was 15 degrees below zero.

The Cities Service tanker Royal Oak paid off in Melville, RI.

Acadia Is Sold

The passenger ship Acadia, last of the Eastern SS Co. fleet, has been sold by the company to the Boston Metals Co. of Baltimore, Md. The ship, which had been laid up in Norfolk for some time, following her war service, was recently towed from Norfolk to Baltimore. The Baltimore firm has for years purchased old vessels for scrapping, but it is reported that it may hold the Acadia for a while in the hope of selling her.

Our selection for a typical SIU man this week is Robert J. (Bob) Murphy, who sails in the engine department as FWT or wiper. Bob,

an SIU member for quite awhile, has been the reading clerk at several of our meetings and has always shown himself a very good Union man.

Among the men now on the beach here are W. Foster, H. Durney, F. Natale, D. Hodges and E. Andrade. In the Brighton Marine Hospital are F. Alasovich, A. Hancock and F. Simone.

The body of Allan G. Brown, who passed away on January 10 aboard the Bloufonlein of the Holland-America Line, is being brought back to the States aboard the Holland-America liner Abbedijk, which is due to dock in Boston on February 15. Brother Brown was on the Robin Trent when he became ill. He was transferred to a hospital in Africa and then to the Bloufonlein.

James Sheehan
Boston Port Agent

Tampa:

Hall Improvements Shaping Up Nicely

Shipping in this Florida port is holding its own, and during the past two weeks we shipped five men more than were registered.

Our new ship, the Cuba (P&O), is doing well and our hall is also coming along nicely. The pool tables are now in and we expect to have our new furniture delivered in a couple of days.

During the past two weeks we paid off the Cuba, and the Hurricane (Waterman) and in transit were the Cuba, Neva West (Bloomfield), Alcoa Runner and Alcoa Pegasus (Alcoa) and Antinous and Chickasaw (Waterman).

Bennie Gonzales
Tampa Representative

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of February 16, 1955, and are subject to change without notice.

England, New Zealand, South Africa:	\$2.80 per pound sterling.
Australia:	\$2.24 per pound sterling.
Belgium:	50 francs to the dollar.
Denmark:	14.45 cents per krone.
France:	350 francs to the dollar.
Germany:	4.2 marks to the dollar.
Holland:	3.73.8 guldgers to the dollar.
Italy:	624.9 lire to the dollar.
Norway:	14 cents per krone.
Portugal:	20.75 escudos to the dollar.
Sweden:	10.33 cents per krona.
India:	21 cents per rupee.
Pakistan:	30.22 cents per rupee.
Argentina:	14.2 pesos to the dollar.
Brazil:	5.4 cents per cruzeiro.
Uruguay:	52.63 cents per peso.
Venezuela:	29.65 cents per bolivar.

A & G SHIPPING RECORD

Shipping Figures January 26 To February 8

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	17	9	12	38	34	28	19	81
New York	108	74	70	250	87	61	61	209
Philadelphia	35	30	15	80	29	26	17	72
Baltimore	88	68	55	211	83	74	50	207
Norfolk	25	17	13	55	8	2	1	11
Savannah	17	9	8	34	5	9	9	23
Tampa	8	7	19	34	12	10	17	39
Mobile	28	31	38	97	21	19	19	59
New Orleans	53	46	53	152	35	47	39	121
Houston	35	15	22	72	47	28	26	101
Seattle	23	31	10	64	24	28	17	69
San Francisco	41	38	29	108	23	43	45	111
Wilmington	17	14	8	39	14	11	12	37
Totals	493	389	352	1,234	422	388	332	1,140

PORT REPORTS

Mobile:

Survey Lay-Up Fleet For Formosa Service

At this writing, no ships are being taken out of the lay-up fleet here because of the Formosa situation, but the fleet is being surveyed by the MSTs in case the situation reaches a point where the ships are needed in a hurry.

Also, the US Government recently allocated \$15 million to begin dredging and construction of a new ammunition depot in Grand Bay, Ala., about 20 miles from Mobile, and when this is completed—during the latter half of this year—we expect to get quite a bit of ammo out of there.

Shipping in this port during the past couple of weeks has been slow. We shipped 59 men to regular jobs, sent 121 men to various relief jobs in and around the harbor, and had 9 payoffs, 4 sign-ons and 7 ships in transit during this period.



Browning

The payoffs, which were all in good shape with only minor beefs on them, were the Afoundria, Monarch of the Seas, Hurricane and Claiborne (Waterman); Alcoa Corsair, Alcoa Puritan, Alcoa Polaris and Alcoa Cavalier (Alcoa), and Ocean Ulla (Ocean Transportation).

The Afoundria, Hurricane, Alcoa Puritan and Alcoa Polaris signed on and in transit were the Alice Brown (Bloomfield); Ames Victory and Northwestern Victory (Victory Carriers); Del Viento (Mississippi), and Chickasaw, City of Alma and Antinous (Waterman).

Future Prospects Good

Our prospects for the coming two weeks look good with the following ships due to hit the port either for payoff or in transit: Beauregard, Claiborne, Golden City, Monarch of the Seas, Warrior, Wild Ranger, De Soto and Iberville (Waterman) and Alcoa Pennant, Alcoa Clipper, Alcoa Pilgrim, Alcoa Pointer, Alcoa Corsair and Alcoa Patriot (Alcoa).

In addition to these, there is a good possibility that several ships not presently scheduled to hit Mobile will load ammunition out of here as the tempo is stepped up in the Formosa area.

For our Seafarer of the Week we nominate Brother Daniel Browning, who has been a member of the SIU since its beginning. During most of this time Brother Browning has shipped out of Gulf ports as bosun or carpenter, but he has also shipped on quite a few tankers out of Philadelphia. Married, and the father of seven children, Brother Browning makes his home in Mobile. His favorite sport is baseball and he likes to spend his summers on the beach so that he can enjoy it. Having seen the Union grow to its present strength, Brother Browning is sure it will continue to pace the industry in obtaining new benefits for its members under the Welfare Plan.

Other Brothers On Beach

Among the other brothers on the beach at present are C. E. Lomers, W. Jones, E. M. Williams, B. Morillo, H. Sanford, D. Carpenter, F. Thompson, C. Garrison, I. V. Bridges, W. Chandler and E. Ayler.

In closing, the Mobile branch would like to extend its deepest sympathy to the family of Brother Henry W. Parsons, who died in

Germany recently while aboard Waterman's Golden City. Brother Parsons, who suffered a heart attack, was working as oiler on the ship at the time of his death. A wife and son, both living in Mobile, survive. Brother Parsons' body will be returned aboard the ship and funeral plans will be announced as soon as we learn when it will arrive.

Cal Tanner
Mobile Port Agent

San Francisco:

Port's Shipping Boom Seen Slackening Off

There was quite a boom in shipping in the port of San Francisco during the past two weeks. The future, however, does not look too bright as at present we have no payoffs in sight.

During the past two weeks we paid off four ships, signed on three and had eight ships in transit. All of the ships paying off came in in very good shape, with only a few minor beefs, and this is a credit to the crews and delegates.

The payoffs here were The Cabins (Cabins) and Kyska, LaSalle and Jean LaFitte (Waterman). The three Waterman ships signed on again and in transit were the Calmar and Seamar (Calmar); Wacosta, Jean LaFitte, Raphael Semmes and Yaka (Waterman); Steel Seafarer (Isthmian), and Southwind (South Atlantic).



LaCorte

On the local labor front, there was a little trouble when a small group of chain store and supermarket operators—about 40 in all—locked out members of the AFL Grocery Clerks Union, Local 648. The majority of grocers, however, refused to join in the lockout, signed the new agreement and are now operating under its terms.

Among the men now on the beach are C. Callaghan, F. Hall, J. LaCorte, J. Henning, C. Shirley, F. Ryan, J. Goude, F. Hills and C. N. McKee.

In the hospital here are M. Meigossoglou, C. Neumaier, J. Perreira, P. Yuzon, O. Gustavsen, Robert Lambert and J. Kelly.

We are sure that all of these hospitalized brothers would enjoy receiving cards or letters from their shipmates and buddies, or have these men visit them.

Tom Banning
San Francisco Port Agent

Baltimore:

Shipping Slump Ends, More Activity Is Due

During the past two weeks shipping in this port picked up considerably and we certainly hope we are now out of the doldrums once and for all. In fact, we look forward to much more activity in the near future.

During the past two weeks we had 17 payoffs, 12 sign-ons and 16 ships in transit. The payoffs were as follows:

Mae and Evelyn (Bull); Sunion (Kea); Steel Recorder and Steel Fabricator (Isthmian); Oremar (Calmar); Archers Hope and Winter Hill (Cities Service); Azalea City (Waterman); Coe Victory (Victory Carriers); Robin Locksley (Seas Shipping), and Chilore, Steelore, Marore, Venore and Cubore (Ore). The Cubore paid off twice.



Scales

The ships signing on were the Steel Recorder and Steel Designer (Isthmian); Stony Creek (American Tramp Shipping); Oremar (Calmar); Azalea City (Waterman), and Chilore, Marore, Venore, Baltore, Feltore and Cubore (Ore). The Cubore signed on twice.

The ships in transit were the Bethcoaster, Marymar and Pennmar (Calmar); Alcoa Partner and Alcoa Ranger (Alcoa); Antinous, Hastings and De Soto (Waterman); Robin Trent and Robin Hood (Seas Shipping); Steel Director and Steel Rover (Isthmian), and Ines and Kathryn (Bull). The Bethcoaster and Hastings each called here twice.

Ships In Good Shape

Beefs were very few and the ships that came in here were in such fine shape that it was a pleasure for the patrolman to pay them off.

Two beefs we had with Isthmian regarding delayed sailing and the oilers working in the fireroom have been settled with the company. Also, headquarters representatives advise us that they feel we have a legitimate beef on overtime for the men on the Steelore, and they have submitted the same to the company. The men involved will be advised of their findings.

Again we would like to commend the brothers for their fine cooperation in maintaining our new building and our new Port O'Call bar in particular.

We still have a number of broth-

ers laid up in the USPHS hospital here, and I know they would welcome cards and letters or visits. The address is Wyman Park Drive, Baltimore 18, and the men are as follows:

Byrd Buzbee, E. DeLaCruz, Robert Kirkwood, Leo Dwyer, Robert Scales, Thomas Mungo, Albert Willis, William Warmack, Edmund Marsh, R. Littleton, Jose Prota, Norman Jackson, G. D. Oliver, G. B. Little, J. R. Schultz, T. J. Less, R. McKnew, L. Firlie, Stephen Musco, Gorman Glaze and Joseph Gill.

Earl Sheppard
Baltimore Port Agent

Philadelphia:

Hilton Takes On Crew, Carolyn Set To Follow

The Hilton (Bull) called for a full crew this week, and the Carolyn (Bull) will also call for a full crew in a couple of days, and this should clean up the backlog of men registered. In addition, the now-idle Ines (Bull) may call for a full crew during this coming week, so things are in pretty good shape for shipping in this port.

During the past two weeks we paid off the Ines and Arlyn (Bull) and Marymar and Pennmar (Calmar). The Arlyn, Marymar and Pennmar signed on and in transit were the John B. Waterman, Hastings, Azalea City and Iberville (Waterman); Republic (Trafalgar); Steel Recorder and Steel Designer (Isthmian), and Suzanne (Bull).

A. S. Cardullo
Philadelphia Port Agent

New York:

Ann Marie Signs On After Leaving Lay-Up

Although the Ann Marie (Bull) came out of lay-up and signed on, shipping in the Port of New York was very slow during the past two weeks. Therefore I would again advise the brothers in other ports not to come to New York if they want to ship out in a hurry.

The only real change here has been in the weather. The snow has now all disappeared and we are hoping it will remain pleasant.

It would like to call the membership's attention to going aboard ship without a pass or not as a crewmember. If any Seafarer has business aboard these ships, he should come to the dispatcher and get a pass, otherwise he is subject to the membership-adopted rules on this.

The elections are now over and the officials you have elected will serve you for the next two years. The complete returns of the election were printed in the last issue of the LOG.

Paid Off 18 Ships

During the past two weeks we paid off 18 ships, signed on 5 and had 12 in transit. The payoffs were as follows:

Jean and Elizabeth (Bull); Seatrain Louisiana, Savannah and New Jersey (Seatrain); Robin Trent, Robin Locksley and Robin Hood (Seas Shipping); Government Camp, Paoli, Salem Maritime and Bents Port (Cities Service); Steel Designer and Steel Rover (Isthmian); Fairland (Waterman); Val Chem (Valentine Tankers); Alexandra (Carras), and Republic (Trafalgar).

Signing on were the Fairland (Waterman); Robin Trent (Seas Shipping); Ann Marie (Bull), and Steel Surveyor and Steel Director (Isthmian).

In transit were the Alcoa Partner (Alcoa); DeSoto, Iberville, Wild Ranger and Maiden Creek (Waterman); Cantigny (Cities Service); Seatrain New York, Georgia and Texas (Seatrain); Pennmar (Calmar); Steel Fabricator (Isthmian), and Beatrice (Bull).

Claude Simmons
Ass't Sec.-Treasurer

Savannah:

Shipping Called Fair, Seen Staying That Way

Shipping in Savannah has been fair during the past two weeks and looks as if it will stay that way during the coming period.

The Southland (South Atlantic) paid off and signed on here while in transit were the Steel Director (Isthmian), Angelina (Bull) and Seatrain Georgia and Louisiana, which each called here twice.

For our typical SIU man this week we have selected John Floyd, who says he is highly pleased with our Welfare Plan and believes Seafarers enjoy the best benefits in the industry.

Men now on the beach include D. R. Acker, J. A. Hudgins, C. Laster, M. P. Linksky, N. J. Creasy and B. Brooker. In the hospital are Frank F. Nelson, Rufus L. Fields, James T. Moore, Ernest Webb, Jimmie Littleton, Angelo J. Martins, John Morris, Allen D. Edenfield, Guillermo C. Pena, Raoul Cabrera, Louis C. Miller and Alexander Copa.



Acker

E. B. McAuley
Hq. Representative



SEAFARERS BUY THEIR GEAR AT THEIR OWN SEA CHEST

AT THE SIU HALL - NEW YORK

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE.....1218 E. Baltimore St. Earl Sheppard, Agent EASTERN 7-4900
- BOSTON.....278 State St. James Sheehan, Agent RICHMOND 2-0140
- HOUSTON.....4202 Canal St. A. (Frenchy) Michelet, Agent. Preston 6538
- LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMLOCK 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMLOCK 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent
- NEW YORK.....675 4th Ave., Brooklyn IYacynth 9-6500
- NORFOLK.....127-129 Bank St. Ben Rees, gent MADISON 2-9834
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent MARKET 7-1635
- SAN FRANCISCO.....450 Harrison St. Tom Banning, agent DOUGLAS 2-5475
- SAVANNAH.....3 Abbecon St. Jeff Morrison, Agent PHONE 3-1728
- SEATTLE.....2305 1st Ave. Jeff Gillette, Agent EMMOTT 4334
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent PHONE 2-1222

- WILMINGTON, Calif.....505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall

SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....523 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF.....257 5th St. Phone 2639
- SAN FRANCISCO.....450 Harrison St. Douglas 4-3131
- SEATTLE.....2305 1st Ave. Main 0290
- WILMINGTON.....505 Marine Ave. Terminal 4-3131
- NEW YORK.....875 4th Ave., Brooklyn IYacynth 9-6500

Canadian District

- MONTREAL.....634 St. James St. West Plateau 8161
- HALIFAX, N.S.....129 1/2 Hollis St. Phone: 2-8011

- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- FORT COLBORNE.....103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario.....272 King St. E. EMPIRE 4-5719
- VICTORIA, BC.....817 1/4 Cormorant St. EMPIRE 4531
- VANCOUVER, BC.....298 Main St. Pacific 7824
- SYDNEY, NS.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone 545
- THOROLD, Ontario.....82 St. David St. Canal 7-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone: 2-7078
- SANCT JOHN.....177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, NY.....180 Main St. Phone: Cleveland 7391
- CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....831 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 52nd St. Phone: Essex 6-3419

Coffee Bean Dreams, Crewmen's Schemes Keep Trip Percolating

You can take it from Clifton V. Berg, ship's delegate on the Marie Hamill, that life aboard that Bloomfield Victory ship is anything but dull.

A recent run to Rotterdam gave Berg plenty of opportunity to observe the antics of his shipmates. He jotted down his impressions and passed them on to the LOG. Here are his thumbnail sketches:

"Soupbone" Kalanovsky: "This ballet-dancing crew messman developed a new dance called the 'broken glass mambo.' So many glasses were broken when the ship rolled that he made Anna Pavlova look like a novice when he lunged for them."

Henry "Sleepy Time" Maas: "This second circuit man is the only electrician who can change fuses and snore at the same time. He can sleep anywhere and any way."

Davy Jones: "This 'running short of coffee' steward kept dreaming coffee beans were floating through the air and landing in his bunk. We suggest he make his next run

to Brazil, where he can sleep in a pile of coffee beans."

Thomas Guiterrez: "He's sometimes called the 'pride of Guadaluajara' although he's better known as the 'Brooks Brothers BR.' He keeps tabs on the steward with a stopwatch and a Geiger counter."

"Junior" Daniel: "This elongated bull wiper, after consuming four eggs, six biscuits and two glasses of buttermilk, complained of developing appendicitis. But after skipping two meals he was fit for duty again."

Robert "Antwerp Shorty" Maserall: "This atomic age wiper an-

nounced he is going to run for the mayor of Monte Carlo. If he's defeated, he'll take the presidency of the Monte Carlo bank."

Earl "Buckshot" Alverson: "He's wired his surplus loot back to the States as a down payment on a rabbit and chicken farm. He says he's going to fool the Texas game warden by shooting his own out of season."

Larry "Silent" Kilgore: "This chef seldom says five words—at a time but lets his excellent cooking speak for him."

"Fireball" Capps: "This retired swabby fell down the gangplank and claimed he slipped on George Mi Chang's hotcake batter. Chang settled the case for 8,000 paddoodle or about 17 cents."

"Duke" Fisher: "He claims he's going into the lumber business. The captain has already given him two logs."

Lloyd "Wille Boy" Forrest: "He's going to use his SIU money to go back to the cactus country and retire. He also expects to make a fortune out of his 'Forrest Miracle Tonic,' which is a surefire remedy for arthritis. It's made out of cactus juice, mesquite oil, alligator milk and rattlesnake venom."

Louis "I Veto That" Gracla: "This galley potato bug is going to invest his money in stainless steel and monel metal and sell the stuff to the shipowners to use in the galleys and save the cost of steel wool and cleanser. He says all of his pots and pans are buddies and always stick together."

All in all, Berg reports, the run was a good one, with the captain good on the draws and the crewmen, once they hit Rotterdam, having themselves quite a time in the land of Edam cheese and wooden shoes.



Berg

Frenchie Defends His Title



Frenchie Hubbard, (l) oiler on the Ann Marie (Bull) is one champion who doesn't believe in resting on his laurels. Frenchie has often called himself the "best fisherman east of the Mississippi," and just to keep his claim intact he submits this photo of one of his most recent catches. This dolphin measured 54½ inches and tipped the scales at 38 pounds. Also in the photo, which was taken by W. Blakeley, are (l-r) Gene Dakin, George Stanley.

OFF WATCH

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

Jazz enthusiasts can really have a high old time with a recent LP record release offering the combined talents of Louis Armstrong and W. C. Handy, "the father of the blues." The spirit of both old-timers is well blended on a 12-inch disc labeled "Louis Armstrong Plays W. C. Handy" (Columbia), with "Satchmo," backed up by his current little band, singing and playing 11 different Handy compositions. This release is one of many late items featuring jazz in all its forms and shadings. Apparently the record companies are going all-out to give jazz fans, both young and old, plenty to choose from. The selection and the material generally was pretty skimpy just a few short years ago. Of late, the major record outfits are surpassing the so-called "jazz" labels in their output.

Wis., and can probably be gotten from most local hardware shops.

Seafarers who take their photography seriously and probably cut heavily into their payoffs to buy new camera gear or gadgets may find it possible to turn all that to advantage by reading "How To Make Money In Photography" (New York: American Photographic Book Publishing Co., Inc., \$4.50). Although the book is no short-cut to a fortune, it does present a great deal of encouraging advice on practical ways for making a camera pay off in your spare time.

Aside from the inevitable wedding and baby pictures, which quickly suggest themselves as money-making schemes, for Seafarers there is a great potential not available to landlubbers. Pictures for travel and trade journals, calendars, news and picture features of foreign lands and such items offer a wide field which few people other than seamen can tap. The author, E. M. Hanson, has dredged up a lot of material from his experiences for thoughtful consideration by amateur lensmen. The book is probably available at most camera shops and at bookstores also.

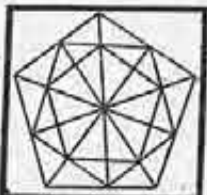
With an eye to the multi-million-dollar volume of the do-it-yourself market, the Bakelite Company, 30 East 42nd Street, New York 17, NY, is leaping to the rescue of many home craftsmen. Fashioning its appeal to those who would like to make cabinets, desks, chests and such items but who don't think they're up to making drawers while they're at it, the concern is producing a wide range of lightweight, sturdy plastic drawers, ready to be built into all sorts of do-it-yourself installations. A brochure telling all about it can be obtained on request to the company.

Another aid for the home craftsman is a simplified all-metal attachment for using a table saw as a jig saw too. At speeds of up to 4,400 rpm, the gadget makes possible cuts of thicknesses up to four and a quarter inches. Its 12-inch arm permits work up to 24 inches in diameter, using standard jig-saw blades. List-priced at \$9.95, the attachment is made by Versa Tool, Lake Avenue at 4th, Racine,

Fans of good reading in history and biography will find "The Life of Abraham Lincoln," by Stefan Lorant, the Lincoln authority, a rich experience in both words and pictures. Originally published in a more expensive McGraw-Hill hardcover edition, the entertaining volume has just appeared as a 50-cent paperback Mentor release published by the New American Library of World Literature. Illustrated with 180 photographs, the paperback book will appeal to young and old alike. Junior can probably use the book at school long after Dad breezes through it after-hours in his foc'sle.

Quiz Corner

- What was the name of the famous wife of King Menelaus in Greek mythology? Her's was the face "that launched a thousand ships."
- If a horserace is listed as a six-furlong race, how long will it be in miles: (a) a half-mile, (b) three-quarters of a mile, (c) a mile, (d) a mile and a half?
- What school is generally associated with "The Stein Song" made famous by Rudy Vallee?
- The first woman to become a member of a US President's cabinet was Frances Perkins, who began serving under the Roosevelt administration in 1933. What post did she occupy?
- With what outstanding athletic achievement during 1954 are the names Roger Bannister and John Landy associated?
- The family feud in Shakespeare's Romeo and Juliet was between the Montagues and the Capulets. From which side did Romeo come?
- When a spider spins a web, he spins a neat little problem, too. The drawing at right shows the web and the problem. Study it. The object is to figure out how many triangles of all sizes the web contains.



- Before he went to the White House, President Eisenhower was head of a famous American university. What was the name of this institution: (a) Notre Dame, (b) Princeton, (c) Columbia, (d) Stanford?
- Which are the Benelux countries?
- One of our earliest presidents issued a doctrine bearing his name which even today governs US relations with Latin America. What was his name?

(Quiz Answers On Page 17)

Del Mar Crew Marks Christmas With Shipboard Party



Being at sea during Christmas didn't dampen the Yuletide spirit of the crew of the Del Mar (Mississippi). Instead, they celebrated the holiday with a gala shipboard Christmas party. Here, at the height of the festivities, some of the crewmen pose with ship's officers for the cameraman.

Says Religion, Labor Are Linked

To the Editor:
Any labor organization which does not provide a definite incentive for a member to advance, for himself and his family, is like a ship without a destination.

The majority of men who go to sea are working for something, or someone, other than themselves. Many are working for their wives, children, mothers, brothers and sisters, or sweethearts.

Most Seafarers do not work for others solely because of religious beliefs. They do it out of a sense of fair play and the knowledge that all of us in this world must help each other.

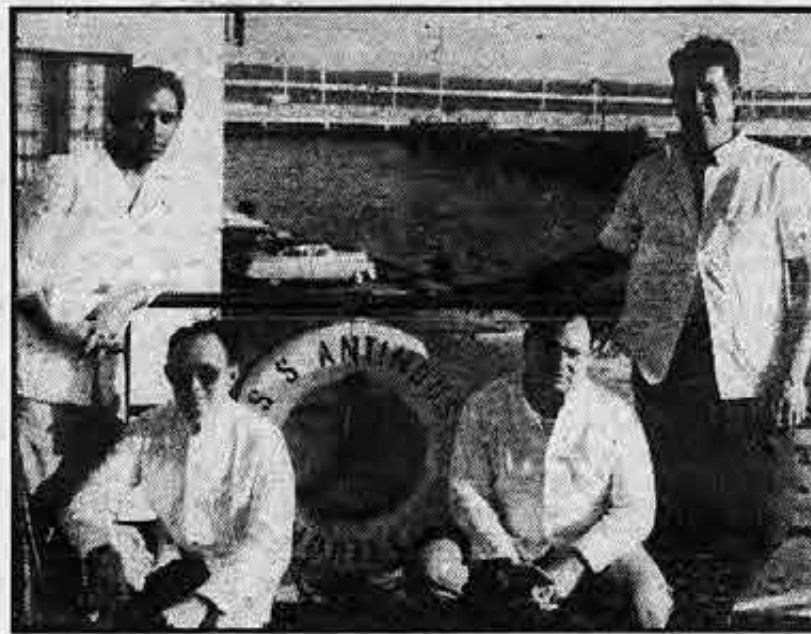
Nevertheless, I think religion has a great deal to do with our economic life. I think it is one of the tragic errors of this century to consider a man an impersonal creature, like a machine, who owes nothing to anyone except himself.

We recognize the family as the backbone of society. But a family cannot by itself satisfy all a man's needs of body and soul. No family, for instance, has enough craftsmen or the productive ability to supply all the material things a man needs to live safely and comfortably. And besides his physical needs a man has educational, recreational and religious needs as well.

Must Work Together

Therefore, a man must work in harmony with other men gathered together to work for the common good. This is the principle on

• L E T T E R S •



Aboard the Antinous are (l-r) Mike Eala, galley utility; George Hires, second cook; Bryan Von, chief cook, and Paul C. Carter, baker. Crewmembers say meals on ship are tops.

grated, the better we will be able to help each other.

Ray Brault

(Ed. note: Brother Brault is apparently referring to the recent address of Father William J. Kelley of Catholic University in the SIU's new Baltimore hall. Father Kelley helped to kick off Maryland labor's fight against adoption of a "right-to-work" law in that state.)

Injured Brother Wants LOG Sent

To the Editor:

If possible I would like to have the SEAFARERS LOG mailed to my home as I would like to keep up with the news of the Union and the ships I sailed on.

I was hurt quite badly in an auto accident last August—on Friday the 13th—and I am at my home in New Hampshire and expect to have an operation on my jaw in about six weeks. Believe me, I can't wait until I am again in good health and can go down to the hall and get a ship. I generally ship out of Boston.

I sailed for Standard Oil a few years back, but the working and living conditions on SIU ships are tops.

Raymond M. Davis

(Ed. note: The LOG will be sent to you.)

Parents Thankful For SIU Benefit

To the Editor:

This letter is in appreciation of the \$200 maternity benefit, plus the US savings bond, which we received for the birth of our daughter, Angela Sue Nuckols, who was born on April 24, 1953.

Had we waited much longer to write this letter, Angela would have been old enough to do the job herself. However, we hope you will forgive our negligence and accept our thanks, belated though they may be.

Mr. and Mrs. Billy Nuckols

Calls Galley Gang On Antinous Tops

To the Editor:

I have been on most of the Delta Line ships, including the passenger ships, and believe me, brothers, on those ships you really eat.

When I caught the Antinous (Waterman) six months ago, my friends in the New Orleans hall told me to be ready to eat plenty of potatoes. Well, I came aboard weighing 175 pounds, and although I've been trying to watch my eating, the scales now register between 195 and 200 pounds.

I would like to say that all the boys in the galley here not only cooperate very well, but every man is capable of cooking a very good meal himself. I've never seen such good cooking. Every man on the ship feels the same way. It's obvious that when these boys cook they don't do it just to get their pay, but have a real feeling about it.

On many cold days we have hot rolls and we also generally get rolls and something extra at coffee time.

In closing, I would like to say that these boys rate with the best chefs of any restaurant I have ever been in.

Maurice (Duke) Duet

Union Has Cable Address

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

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

She Likes Story On Bombay Shop

To the Editor:

I am the proprietress of Cherry Souvenirs in Bombay, and I would like to thank you for your kindness and the good publicity you gave me by printing the photographs of my curio shop in the SEAFARERS LOG of October 1.

I am happy to say that I receive the LOG regularly and carefully save all the copies for reading by the Seafarers who visit my shop.

As a token of my gratitude, and in appreciation of your efforts, I have sent a silver-and-bronze plate, which I hope will meet with your approval, to be placed in your Union hall. This plate is a magnificent representation of the ancient art and culture of India.

The ship's delegate of the Steel Voyager is bringing this plate from Bombay to New York and will present it to you.

Mrs. D. Parkes

Pals Reunited Because of LOG

To the Editor:

I would like to thank you for printing my letter about the crimp joint on West 28th Street in the SEAFARERS LOG of December 24.

I would also like you to know that because of this letter I was able to locate an old pal of mine, former policeman John W. Donaldson, who wrote a letter which appeared in the LOG on January 21. Believe me, the LOG really gets around.

I want you to know I enjoyed reading Donaldson's article and everything he said about "Captain" Horn and his crimp activities was true. I also enjoyed reading the letter from Seafarer Thor Thorsen about what went on in the old days.

I know that the SIU has done an excellent job in correcting such abuses and all the members should be very proud of it.

Albert H. Kisch

Mother-In-Law Likes LOG, Too

To the Editor:

Believe it or not, but I have a very good mother-in-law. I know it's hard to believe because good mothers-in-law are hard to find. Since she is a good one, I would like to show her my appreciation by requesting that you put her on the mailing list for the SEAFARERS LOG.

My mother-in-law lives with my wife, and when I was on the beach I used to bring the LOGs home and my mother-in-law started to read them and became very interested in them. Now that I am aboard ship—I am now on the Val Chem—she does not see the LOGs any more and she misses them. So if you would be so kind as to mail them to her, I would appreciate it a lot. Thank you.

John Vandenberg

(Ed. note: Your request is being taken care of.)

Hosiery Workers Shown SIU Movie

To the Editor:

I would like to thank you for your generosity in lending the film, "The Seafarers," to our organization—Branch 92, American Federation of Hosiery Workers, AFL, in Martinsburg, W. Va.

This film was shown at our meeting on Monday night, February 7, and proved to be an interesting and educational account of the great strides your union has made.

As you probably know, hosiery is one of the sick industries, and while we have nothing as magnificent as the SIU, we have made progress through our union.

Joseph O'Leary, Pres.

Branch 92, AFHW, AFL

Disabled Member Wishes LOG Sent

To the Editor:

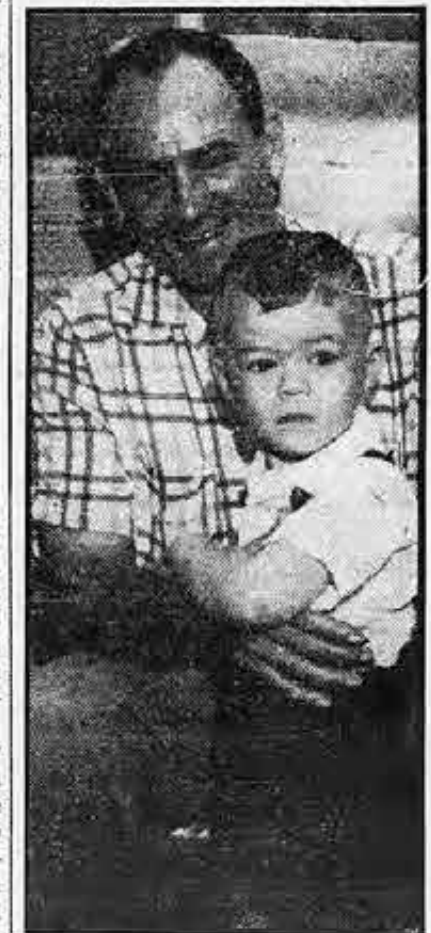
I would appreciate it if you would put me on the mailing list for the SEAFARERS LOG. I was recently put on the disability list and retired to the hills of Birmingham, Ala., and I would like to have the LOG so that I can keep up with the news of the Union and my old buddies.

Altogether I spent about 37 years sailing, mostly out of Gulf ports, and the changes I have seen, especially since the SIU was started, surpass all a man could hope for.

Charles E. Spencer

(Ed. note: Your name has been added to our mailing list.)

Quite A Sight



Kenneth Ray McWaters III is wide-eyed as he looks around New Orleans hall. Ken is being held by poppa K. R. McWaters, Jr., who ships in the black gang. Young Ken is two years old.

Burly



His Alibi Is Showing



By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

SEAMONITOR (Excelzor), December 4—Chairman, A. Williams; Secretary, C. Foster. Ship's delegate reported that draws will be in American currency, and innerspring mattresses will be supplied for the next voyage. Discussion on time off in foreign ports, and the ship's delegate requested that members go through proper channels in regard to time off. Canal workers should be kept out of passages while ship is in transit. Crewmembers were requested to write to their congressmen about keeping the marine hospitals open to merchant seamen.

STEEL SEAFARER (Isthmian), December 24—Chairman, John B. Garrison; Secretary, E. Gordon. Complaints made about faucets in deck department toilet. It has been 28 months since the deck quarters have been painted. A vote of thanks was given to the steward department for the Thanksgiving dinner that was prepared and served.

NATIONAL FREEDOM (National Shipping and Trading), December 19—Chairman, J. Stopalis; Secretary, C. Dryan. Ship's delegate reported that the captain will give a draw on arrival in port. Motion made and carried to have delegates draw up a repair list and turn same in to ship's delegate. The steward reported that a check of mattresses would be made during the next linen change. Steward department was given a vote of thanks.



FRANCES (Bull), December 26—Chairman, J. Parker; Secretary, H. Reeve. A vote of thanks was given to the steward department for the good meals served on this vessel and particularly for the excellent Christmas dinner. A suggestion was made that the ship's delegate approach the captain regarding the purchase of an automatic electric time clock for the washing machine.

SALEM MARITIME (Cities Service), December 20—Chairman, Andy Gowder; Secretary, none. Linen should be put in pillow slip or linen bag instead of throwing it down. Crew requested a change in the brand of soap powder. Discussion on radio and purchasing new one. Suggestion made that a sea chest be put on board.

DEL MAR (Mississippi), December 19—Chairman, J. Bates; Secretary, H. Gerdes. Motion made to get a new water fountain in deck lounge; that washing machine hours be from 8 AM to 10 PM daily; that Christmas fund be kept as party fund, and that \$30 be donated for magazines for library. Letter from SIU headquarters discussed. In addition to the Coast Guard proposals.

SOUTHERN STATES (Southern Steamship), December 26—Chairman, J. Townsend; Secretary, J. F. Ryan. Steward department was given a vote of appreciation for the Christmas preparation of food, plus a worthy word for the baker for putting out tasty tid-bits.

OREMAR (Ore), December 20—Chairman, S. Senak; Secretary, W. Masterson. One crewmember missed ship in Baltimore. Brothers were cautioned to use valve on the washing machine carefully. The ship's delegate will take charge of Union literature when it arrives aboard.

MAE (Bull), December 18—Chairman, Pat Fox; Secretary, Carlson. Motion made to see the agent in Baltimore about getting a new washing machine, \$34.69 in the ship's fund. Repairs on lower deck taken care of. A new TV antenna will be purchased shortly.

STEEL ROVER (Isthmian), December 26—Chairman, W. Jenkins; Secretary, J. Howard. A vote of thanks given to the steward department for a wonderful Christmas dinner. There is \$11 in the ship's fund and \$3 will be paid for radio at the first draw. Two beefs pending will be settled by patrolman.

CECIL N. BEAN (Dry-Trans), December 19—Chairman, Paul Arthofer; Secretary, L. W. Pepper. Messhall will be painted during the next voyage. Compliments were given to the entire crew for their good behavior in general. The crew was asked to be in a sober condition for payoff. Thanks was given to the members of the steward department who did the work of the chief cook for thirty days due to a leg injury of the cook.

CANTIGNY (Cities Service), December 28—Chairman, R. Kech; Secretary, A. Ackerman. Suggestion made that meetings be held once a month so as not to bother the 4 to 8 watch. There is \$21 in the ship's fund. A motion was made that the ship's delegate see the captain about replacing TV. The crew is willing to chip in with the company for a new one.

AFOUNDRIA (Waterman), December 5—Chairman, F. Passtrano; Secretary, Walls. Ship's delegate asked for more cooperation from all departments at all times. Motion made and carried that a ship's fund be started and all brothers wanting to donate do so voluntarily. Brothers were asked not to leave cups, spoons and glasses on the stern of the ship.

DEL ALBA (Mississippi), December 24—Chairman, George Burch; Secretary, R. Ransome. Motion made and carried that a letter be drawn up and given to the patrolman to see if something can be done to relieve congestion in steward department lockers. Suggestion made that ship be fumigated or at least sprayed. Members were asked to protect valuables

at payoff as some of them have been reported missing, possibly due to stowaways in foreign port. Repair lists are being made up.

SUZANNE (Bull), November—Chairman, none; Secretary, Q. Remaud. Several men on night watches complained that there is rarely any night lunch left by late evening. Beefy by the entire crew on the quality of the food served.

ALEXANDRA (Carras), November 11—Chairman, Szymanski; Secretary, W. Hand. Motion made that ship's delegate see the patrolman about milk. Steward asked that all soiled linen be returned to him. The crew gave a vote of confidence to the steward department, especially the cooks for their fine work. Effort should be made by all to try and keep the messhall clean between meals as well as during meals.

November 21—Chairman, V. Szymanski; Secretary, F. Sauger. All beefs have been settled. Ship's delegate reported that pumpman was justified in being fired. Suggestion made that permit men try to cooperate with each other.

STEEL TRAVELER (Isthmian), November 26—Chairman, A. Shrimpton; Secretary, D. Moon. No beefs reported aboard. There is a sum of \$50 in the ship's fund. Procedure for the drawing of the new traveler's checks explained by ship's delegate and after some discussion the crew agreed to cooperate in every way possible. The steward welcomed all crewmembers aboard and said that he would like to hear any suggestions as to menus.

TRANSATLANTIC (Pacific Waterways), December 19—Chairman, C. Yearwood; Secretary, L. Swerling. All repairs have been taken care of. Brother Marshall gave a short talk on the issue that we are now confronted with as a union, and in order to protect and preserve what we now have we must conduct ourselves as true union men while aboard ship. All present promised their full cooperation in the cause.

LOGANS FORT (Cities Service), December 26—Chairman, J. Said; Secretary, R. Bennell. Vote of thanks given to the ship's delegate Thurston Lewis who had to leave the ship as a result of an unfortunate accident. The steward department was given a vote of confidence for the exceptional Christmas dinner.

SEATRAN TEXAS (Seafarers), December 26—Chairman, J. Allen; Secretary, Sir Charles. Vote of thanks extended to the steward department for a very fine Christmas dinner and improvements in the food. One pending beef will be settled at payoff.

EMILIA (Bull), December 12—Chairman, none; Secretary, A. Silvertri. Suggestion made to have washing machine moved to mid ship from the stern. The crew was asked to cooperate and keep the messhall clean and return cups to the sink.

December 19—Chairman, J. Reyes; Secretary, A. Silvertri. Chief steward made a motion that crew get clarification on delayed sailing from the patrolman on arrival in port. Linen will be changed on Tuesday morning at a specified time. Suggestion made to have two meetings per trip.

SEATRAN NEW YORK (Seatrains), December 19—Chairman, C. Mosely; Secretary, J. Cole. Melons were not delivered in Texas. \$59.35 in the ship's fund. Night cook and baker given a vote of thanks for a job well done.

MANKATO VICTORY (Victory Carriers), November 7—Chairman, Rex Coote; Secretary, A. Friend. Coffee urn and washing machine were repaired, and other repairs are being taken care of. Discussion held on new mattresses.

ARCHERS HOPE (Cities Service), December 20—Chairman, G. Gordano; Secretary, B. Padgett. Chief engineer agreed to repair a few things at a time until he got caught up. Motion made and carried that fresh fruit be placed in refrigerator. Motion made and carried that machinist and pumpman be given a vote of thanks for their efforts and cooperation on making repairs. Crewmembers were asked to be quiet in passages. Suggestion that ship's delegate contact someone in New York about having a library put aboard.



WESTERN TRADER (Western Navigation), December 12—Chairman, H. Krohn; Secretary, M. Cross. Report on cleanliness of messroom. Explanation of sanitary work as per agreement. Motion made and carried to congratulate the steward department for a job well done. Warning as to peddlers coming aboard in New York.

GREECE VICTORY (South Atlantic), December 12—Chairman, E. Westlake; Secretary, M. Gottschalk. Discussion was held on repairing lockers in crew's quarters. A new ship's delegate was elected.

ANN MARIE (Bull), December 6—Chairman, W. Whitford; Secretary, E. Dakin. Ship is scheduled to make one more trip and then it will lay up. Crewmembers were asked to put drinking glasses in the glass rack in the pantry and not in the sink. Frenchie Hubbard, the oiler who recently had his picture in the LOG, claiming to be the best fisherman east of the Mississippi, did it again by catching a 54 1/2 inch dolphin that tipped the scales at 38 pounds.

ROBIN KETTERING (Seas Shipping), December 18—Chairman, R. Whitley; Secretary, J. Valencia. Ship's delegate

Beware Of Case Chasers

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.

ported \$13.20 in the ship's fund. The patrolman made a very careful check as to where the rotten eggs came from. The scuppers in the laundry will not take the water as fast as it runs down from the sinks.

COUNCIL GROVE (Cities Service), October 17—Chairman, James Means; Secretary, J. Balton. Delegates and patrolman will check stores and slopchest before signing on. The crew was asked to help keep the messhall clean.

SWEETWATER (Metro Petroleum) October 24—Chairman, E. Erikson; Secretary, F. S. Taylor. Requests made that the ship's radio be hooked up to the loudspeakers in messhall. A new washing machine for the crew is needed very badly. The patrolman will check on the Coast Guard regulation of the location and distance from the fans to the outlets. Complaints on grade of paper aboard.

WACOSTA (Waterman), January 12—Chairman, M. Matonte; Secretary, J. Bednar. Payoff will be in Seattle. Two men missed the ship in Yokohama. Steward asked that all dirty linen be turned in before leaving the ship. A vote of thanks was given to the ship's delegate for a job done in SIU-style.

DEL SUD (Mississippi), January 15—Chairman, D. Claussen; Secretary, H. Ringo. Scuppers in deck department have never been fixed, and suggestion was made that no one sign on until this has been taken care of. Crewmembers were told that on custom declarations they are to always write the number of articles rather than "x." \$45 was taken from the ship's fund for books in library. The chief steward said that this trip was the best since the launching of the ship.

ROBIN LOCKSLEY (Seas Shipping), January 12—Chairman, A. Goldfarb; Secretary, G. White. In the future any member having a beef must take same to his departmental delegate. A vote of thanks was given to the steward department, especially the cooks, and to the electrician for showing movies during the voyage.

ROBIN HOOD (Seas Shipping), December 24—Chairman, O. Hodge; Secretary, D. Madell. All hands were asked to clean the laundry after using same. Crewmembers were asked to be quiet in the passages at all times in consideration of watch standers sleeping. Discussion on slopchest prices. Many men expressed the opinion that prices are too high. Motion made that the Union post a price list so members can compare prices with those charged aboard ship.

January 29—Chairman, M. Kopenhagen; Secretary, H. Dombrowski. Motion made and carried that the Union put at least one full copy of the agreement plus all the amendments and clarifications on every ship so that the delegates can check on any questions that may arise. Suggestion made that new fans be ordered for the rooms. This matter will be brought to the attention of the patrolman. Any member getting off ship should turn his linen in to the steward and leave the room clean.

VAL CHEM (Valentine), January 29—Chairman, J. Karis; Secretary, L. Hagmann. Repair list given to the captain. The crew was notified that there would be no more shipboard promotions. \$123.83 reported in the ship's fund. Motion made and passed to buy a television set out of the ship's fund. New cots are needed as the ones aboard are old and torn. Crewmembers asked that the springs on the bunks be repaired until new bunks can be installed.

REPUBLIC (Trafalgar), February 2—Chairman, J. Doris; Secretary, W. Barth. Discussed the repairs made to date and accounted for money received for various causes. New fans are needed for the focales.

CHICKASAW (Waterman), November 4—Chairman, A. Silver; Secretary, W.

Morse. Motion made and carried to have ship fumigated to eliminate roaches, and to have steward patrolman present while storing ship to inspect quality of stores being put aboard. Discussion on food and how it should be cooked and prepared. Meats are inferior.

COUNCIL GROVE (Cities Service), November 18—Chairman, A. Panton; Secretary, T. Bolton. Several beefs against the steward will be taken up when ship arrives in port. Crewmembers were asked to keep the messroom cleaner and to put cups and dishes away. Repairs will be turned in to delegates so they can be handed in at payoff.

CHICKASAW (Waterman), October 17—Chairman, E. Williams; Secretary, R. Seckinger. Discussion held on getting repair lists made up by delegates before end of trip. Cleanliness of the messroom was also discussed. All hands agreed to do their part to keep things shipshape.

BEAUREGARD (Waterman), November 11—Chairman, M. Rossi; Secretary, T. Scott. Steward agreed to change linen on Friday instead of Monday. The phony literature that is being circulated aboard ship was read and exposed in an open discussion. A letter from headquarters was read.

ALCOA CORSAIR (Alcoa), November 26—Chairman, T. Costello; Secretary, James Preitwood. Discussions were held on putting cigarette butts in ash can in laundry, scuttlebutt being fixed or replaced, wipers doing their sanitary work properly. All bookmen were told to vote as soon as possible. Vote of thanks given to cooks for well prepared Thanksgiving Day meal.

ANDREW JACKSON (Isthmian), December 5—Chairman, M. Pugaczewski; Secretary, A. Brodie. Scuppers in galley are stopped up. Wind dodger on flying bridge will have to be fixed. Crewmembers were asked to bring cups and glasses back from recreation room.

CUBORE (Ore), October 12—Chairman, J. Keauey; Secretary, W. Cain. Third cook missed ship. Quality of meat seems to be had in comparison with previous supplies. Patrolman will contact port steward about same.

MAE (Bull), October 21—Chairman, E. Carlson; Secretary, J. Shea. There is \$38.11 in the ship's fund. Cards and other game articles should be taken better care of by crewmembers. Rods for antenna to be put on by Sparks.

RAPHAEL SEMMES (Waterman), October 16—Chairman, W. Hendershot; Secretary, R. Musselwhite. Fans were promised in San Francisco but were not delivered. Thanks and appreciation was given to the steward department. Flowers were sent to the families of two crewmembers and the crew was thanked by both brothers.

STEEL SURVEYOR (Isthmian), November 27—Chairman, P. Karas; Secretary, Alfred Perez. Reported beefs about money draws. \$10.50 in the ship's fund. Motion made and carried that the ship's delegate go to the captain and find out about launch service ashore. Ship's delegate requested cooperation from all members concerning money draws. Vote of thanks given to the chief cook for donating a radio.

AMES VICTORY (Victory Carriers), December 4—Chairman, F. Damask; Secretary, A. Barnard. Suggestion made that ship should be kept as clean as this is your home. Garbage should be dumped at. Laundry will be kept clean by alternating departments. Cigarettes should not be thrown on the deck.

ALCOA ROAMER (Alcoa), December 19—Chairman, R. Miller; Secretary, L. Moore. Repairs not completed in Mobile were put on list for this trip. Larger clothes lockers were recommended for crew quarters. Chairman Miller talked about the current Coast Guard threat to seamen. A letter from headquarters was read on the subject and crewmen were urged to write to their Congressmen in regard to this matter.



OCEANSTAR (Trifton), December 12—Chairman, W. Westcott; Secretary, A. Burgin. Department delegates were requested to make out repair lists of items which come to their attention. The steward department will take care of cleaning the recreation room, and the deck and engine departments will take care of the laundry. Fans will be installed as per agreement. Inningspring mattresses should be supplied all members of the crew as per agreement, and this is to be done before articles are signed for the foreign voyage.

SEASTAR (Mercador), December 5—Chairman, V. Reid; Secretary, J. Kane. A suggestion was made that crew turn any necessary repairs in to their department delegates in order that a proper repair list can be made for arrival in Baltimore. Mattresses and fans discussed. There is a very good crew on this ship and all hands are trying to get the ship in SIU order in short time.

ALCOA RANGER (Alcoa), November 15—Chairman, W. Glick; Secretary, J. Purcell. Suggestion made to hold meetings a little earlier so as men off watch can get the proper rest. A short discussion was held by the ship's delegate on the way each SIU man should act.

December 9—Chairman, P. Owas; Secretary, J. Purcell. Discussion on time off by ship's delegate. Representative gave a vote of thanks to the steward and

the deck department in getting the ship in shape. Steward department given a vote of thanks. The messmen are good workers and on the ball.

MOBILIAN (Waterman), December 12—Chairman, J. Stringfellow; Secretary, C. Crabtree. Washing machine will be checked and put in good working order. Crewmembers were asked not to overload same. Request made to get main deck passageways souged in addition to all quarters. Men not sleeping were asked to keep the noise down in the passageways.

MANKATO VICTORY (Victory Carriers), December 11—Chairman, A. Friend; Secretary, A. Janea. There was a lengthy discussion on the problem of the steward taking news of ship's meetings to the captain and also bringing captain misinformation. All departments asked for less noise in the passageways. Motion made and carried to send a letter to headquarters requesting that the three patrolmen who paid off this vessel last voyage be dispatched to pay off the vessel this voyage as they understand the problems which have arisen aboard ship.

EXCELLO (Excello), December 12—Chairman, Joe Wagner; Secretary, P. Hammel. Motion made and carried to get in touch with patrolman to come to ship and settle beef on unpaid overtime. Everything in order aboard ship.



ALCOA POLARIS (Alcoa), December 3—Chairman, W. McNell; Secretary, J. Hannon. The ship's delegate reported that officers will be at the fire and boat drill in Mobile. Motion made and carried that a letter be written to Union headquarters in New York about the meat being purchased in Trinidad. A few of the men are fouling up and have been warned. A vote of thanks given to the ship's delegate for a job well done.

STEEL AGE (Isthmian), November 28—Chairman, F. Brannan; Secretary, B. Carter. Motion made and carried to contact the port steward about lack of good linen and better blankets. Motion made to have laundry fixed so as to have sufficient drainage at all times. All literature that came aboard this vessel while in Far Eastern ports will be turned over to the patrolman upon arrival in New York.

AMERSEA (Amerosean), October 4—Chairman, R. Air; Secretary, George Firtle. Discussion on wearing shorts and greasy clothes in the messroom at meals. The steward asked everyone to turn in all extra linen before arrival in Brazil.

November 18—Chairman, R. Air; Secretary, D. Coker. Names of performers (Continued on page 17)

Heroism Of SS Steelore Crew Feted

(Continued from page 3) with the highest traditions of those who follow the sea,

"Be it resolved that Captain Raymond, his officers and crew be commended highly for their deeds and congratulated for their splendid example of seamanship, which exemplifies the excellent standards of the American seamen who today comprise the American Merchant Marine."

Seafarers William Mitchell, DM; Henry Shepeta, AB, and E. J. De Bardelaben, steward, along with several of the officers, were the subjects of interviews and described the events of the trip.

Other Seafarers present were: Hipolito Ramos, AB; Geoffrey Mills, DM; William V. Matthews, MM; Norman R. Ulright, wiper; Charles Daroba, oiler; Edward A. Guerrero, MM; E. DeLaPena, machinist; Lawrence Johnson, OS; Harold T. Spier, AB; Joseph Padelsky, chief cook, and Samuel Disharow, 2nd cook.

"The Port That Built a City," produced by Miss Helen Delich, with herself and Ad Wienert as moderators, is a regular presentation of WMAR-TV which emphasizes the importance of ships and trade in people's everyday living by featuring waterfront activities throughout the port.

SIU Gives Him His \$\$ Worth

Last week was bonanza time for Seafarer William C. Lee in Savannah. As the result of Union efforts Lee collected \$1,744 in disputed maintenance money from the Calmar Steamship Company. Since Lee was on the shelf for quite some time with a slipped disc suffered in an accident aboard a company vessel, the maintenance money he obtained through the offices of the Union's general counsel made quite a difference in catching up with lost pay.

Lee's troubles began while he was aboard the Seamar (Calmar) as deck engineer. He was using a 24-inch pipe wrench on a winch because he had been unable to obtain the larger size wrench he needed. Because the wrench jaws were not big enough to give him proper hold they slipped, throwing him to the deck and injuring his back.

After spending a sleepless night in discomfort, Lee reported his troubles to the mate and got off the ship for medical treatment. When he checked in to a Public Health Service hospital doctors found he had suffered the spinal



SIU representative E. B. McAuley (right) delivers \$1,744 check to Seafarer William Lee in Savannah as William Lee, Jr., looks on.

Report Lost Baggage Check

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

injury and was in for a long siege of medical treatment.

Stalled On Payments

Subsequently, Lee presented a claim for maintenance to the company. When company representatives stalled him repeatedly on the ground that his claim needed further investigation, he turned to SIU Welfare Services for help.

Before the company would pay, it was necessary for the SIU to call up its legal aid to insure enforcement of the contract. The result was that the company had to come

through with \$1,744, which at the \$8 daily rate specified in the Union contract amounts to 218 days maintenance and cure.

Previously Lee had collected \$200 from the Union Welfare Plan plus a \$25 defense bond from the Union in the form of maternity benefits for the birth of his son, William Lee, Jr. Consequently the payments represent nearly \$2,000 which Lee would not have obtained without a Union contract and the services established by the Union for Seafarers.

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:

Allen Adkin Cooper, Jr., born November 21, 1954. Parents, Mr. and Mrs. Allen Cooper, Baltimore, Maryland.

James Daniel Sherman, born January 3, 1955. Parents, Mr. and Mrs. Charles Sherman, Dickenson, Texas.

Susan Marie Lewis, born December 21, 1954. Parents, Mr. and Mrs. Robert Lewis, Cortes, Florida.

John Roy Twaddell, born September 29, 1954. Parents, Mr. and Mrs. Roy Twaddell, Bellingham, Washington.

James Stephen Meeks, born December 22, 1954. Parents, Mr. and Mrs. James O. Meeks, Hampton, Georgia.

Louis Hermino Rivera, born January 2, 1955. Parents, Mr. and Mrs. Robert Rivera, Jersey City, New Jersey.

John Ralph Welch, born December 21, 1954. Parents, Mr. and Mrs. Elbert M. Welch, Covington, Louisiana.

Linda Susan McNeely, born January 5, 1955. Parents, Mr. and Mrs. James McNeely, Brooklyn, New York.

Jackie Ann Daigrepoint, born December 15, 1954. Parents, Mr. and Mrs. Robert Daigrepoint, Jr., New Orleans, La.

George Gilbert Glass, born January 1, 1955. Parents, Mr. and Mrs. John Glass, Brooklyn, New York.

Wanda Diane Perry, born De-

cember 20, 1954. Parents, Mr. and Mrs. Eddie Perry, Mobile, Alabama.

Lynne Kay Brooks, born January 9, 1955. Parents, Mr. and Mrs. James Brooks, Richlands, North Carolina.

Pattie John Mulivrana, born December 30, 1954. Parents, Mr. and Mrs. Donald Mulivrana, 316

Nob Hill Avenue, Seattle, Washington.

Sam Zanca, born November 7, 1954. Parents, Mr. and Mrs. John Zanca, New Orleans, La.

Eric Helmer Anderson III, born January 4, 1955. Parents, Mr. and Mrs. Eric Anderson, Jr., Brockton, Mass.

Long-Term Patient Sent Close To Home By Union

A seriously ill Seafarer who was about to be committed for long-term treatment has been transferred to a hospital in his home city through the efforts of SIU Welfare Services. The transfer will enable his parents to visit him regularly and keep in close touch with his course of treatment, which would not have been possible otherwise.

The Seafarer had to be taken off the Steel King in the port of Singapore for medical treatment. He was flown back to the US for further observation and treatment in New York.

While he was in New York, his mother contacted the SIU Welfare Services Department asking if something could be done to have him transferred to a Philadelphia hospital. She explained that he was a Pennsylvania resident who had been born and raised in the city. Welfare Services promised to look into the situation and see if anything could be done.

Meanwhile, legal complications had arisen over the Seafarer's course of treatment and a hearing was scheduled.

A postponement of the hearing was secured while Welfare Services contacted hospitals in the Philadelphia area seeking admittance for him. The Philadelphia

Seafarer was a long term resident of the city.

The next step was to secure release of the Seafarer from New York. Welfare Services was successful in this respect, on condition that New York would not be

responsible for transportation expense.

Consequently arrangements were made through SIU Welfare Services and the Seafarer was driven down to Philadelphia and admitted to the hospital there without incident.



Parents of ill Seafarer, thank Seafarer Jim Morgan (left) for helping move him from New York City to hospital in his home town. Morgan was one of two Seafarers who made trip along with SIU Welfare Services representative.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 1-31-55 To 2-11-55

No. Seafarers Receiving Benefits this Period	898
Average Benefits Paid Each Seafarer	50.66
Total Benefits Paid this Period	45,492.72

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,400.00
Death Benefits	9,455.50
Disability Benefits	2,325.00
Maternity Benefits	4,600.00
Vacation Benefits	24,812.22
Total	45,492.72

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	628,665.50
Death Benefits Paid Since July 1, 1950*	1,161,873.85
Disability Benefits Paid Since May 1, 1952*	78,145.00
Maternity Benefits Paid Since April 1, 1952*	336,300.00
Vacation Benefits Paid Since Feb. 11, 1952*	4,059,495.41
Total	6,264,579.76

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	629,308.11
	Welfare	419,982.32
Estimated Accounts Receivable	Vacation	113,041.26
	Welfare	105,115.00
US Government Bonds (Welfare)		1,720,194.88
Real Estate (Welfare)		261,325.21
Other Assets - Training Ship (Welfare)		117,902.40
TOTAL ASSETS		3,426,372.17

COMMENT:

The College Entrance Examination Board has announced that the next 1954-55 series of tests are, Saturday March 12 and May 21, 1955.

Of the 33 applicants who have applied, 9 have taken the examination and their grades are in. The remaining 24 applications are in process of completion and should be available for the Scholarship Committee at the June 25 meeting, providing all applicants qualify.

Submitted 2-14-55

Al Kerr, Assistant Administrator

Don't Send Your Baggage COD

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

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

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

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Quite a few of the long-term patients at the Staten Island hospital seem to be coming around these days, which is good news. It's nice for them to get back on their feet again after a long stretch on their backs, particularly when it means for many of them coming closer to that "fit for duty" slip.

Brother Fred Hauser, one of the brothers who has been in drydock for quite some time now, had the cast removed from his leg and can be found working himself back into shape in the physical therapy room. Seafarer James Westphal, who suffered a stroke and was in rough shape for quite some time, was readmitted for further treatment recently and appears to be doing pretty well now.



Herrman

Seafarer Ahmed Hussien, who has been laid up since last August, has been fitted out with an artificial leg and got his first weekend pass since he entered the hospital. It must have felt good to be able to see the outside again for a couple of days. Serafin Lopez, who was in a Venezuelan hospital since last October and had a gall bladder operation came up to Staten Island a couple of weeks ago. He looks to be on the mend. He was on the Alcoa Ranger as fireman when he had to get off.

Abdul Mohamed, deck maintenance on the Alcoa Runner before he was hospitalized, is another brother who is doing pretty well now and looking forward to getting out.

Recent Admissions

Among the brothers who were admitted more recently was P. I. Irrardolasa, off the Steel Worker. He had a minor operation and expects to be out before long. He was bedroom steward on the ship before being admitted on January 24. George Herrman, AB on the Archers Hope last time out, went in for treatment February 7 for a leg injury.

Karl Wetterhorn is getting treatment for a ruptured disk in his back and figures to be around awhile. Welfare Services has moved his gear over to the baggage room at headquarters so he won't have to pay rent anymore. He was AB on the Robin Kettering before entering the hospital on January 18.

Other men at the hospital not mentioned here before include Edward Taylor who was on the San Mateo Victory; Angelo Ferrie, 3rd cook on the Michael; Carl Lundquist, AB maintenance on the Seatrail Louisiana; Heinrich Sterling, FWT on the Northwestern Victory and Christian Voss, who was night cook aboard the Barbara Fritchie.

The Manhattan Beach hospital had three men check in there. Francis Lynch and Ernest Smallwood have both been readmitted recently. John R. Klemowicz was also in Manhattan beach for a short period but everything is okay now.



Voss

Seafarers In Hospitals

- | | |
|--|---|
| USPHS HOSPITAL
NORFOLK, VA.
William H. Mason | HARBOR GENERAL HOSPITAL
LOS ANGELES, CALIF.
Thomas F. Galvin |
| USPHS HOSPITAL
GALVESTON, TEXAS
Clarence Bertrand
L.I. Floyd
Benjamin Grice
Andrew Noronha | USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Max Byers
Olav Gustavsen
Francis J. Haigney
John G. Kelly
C. McBrien |
| USPHS HOSPITAL
SEATTLE, WASH.
Herbert H. Armsfeld
Angeles Z. Deheza
Yue Kung Fah
Lester J. Haag
Samuel Ginsberg
D. M. Hebert | USPHS HOSPITAL
SAVANNAH, GA.
E. G. Brewer
Allen D. Edensfield
Rufus L. Fields
Jimmie Littleton
Angelo J. Martins |
| USPHS HOSPITAL
BALTIMORE, MD.
Thomas L. Ankersen
Ernest Atkins
Byrd O. Buzbee
E. DeLaCruz
Leo A. Dwyer
Louis Firlie
Joseph Gill
Gorman T. Glaze
Timothy Lees
George B. Little
Marion Luska | USPHS HOSPITAL
MEMPHIS, TENN.
Charles Burton |
| USPHS HOSPITAL
NEW ORLEANS, LA.
Mack J. Acosta
William R. Adlin
Samuel A. Bailey
Charles W. Barnett
George W. Books
Charles E. Brady
John G. Brady
Sebast. C. Carregal
Enoch Collins
Warren W. Currier
George S. Cutrer
Robert G. Dewey
Hal R. Ellis, Jr.
Fred Fagan, Jr.
Leo Fontenot
Miles C. Foster
Earl G. Garberson
Alfred Garcia
William Grimes
Kristian Gunderson
E. T. Hardeman
Edgar Harman
Earl L. Hodges
Konstant N. Kain
E. G. Knapp | USPHS HOSPITAL
DETROIT, MICH.
Tim Burke |
| USPHS HOSPITAL
BRIGHTON, MASS.
Frank Alasavich
Alfred A. Hancock | USPHS HOSPITAL
FORT WORTH, TEXAS
Benjamin Deibler
Virgil Harding
Woodrow Meyers |
| Peter Jimodes
Frank Simtone | SAILORS SNUG HARBOR
STATEN ISLAND, NY
Joseph Koslusky |
| | USPHS HOSPITAL
STATEN ISLAND, NY
Hussen Ahmed
C. H. Allardice
B. Callorina
Carl A. Carlson
John Doherty
A. Ferrie
George W. Flood
Estell Godfrey
Lonnie Hall
Fred Hauser
William R. Horne
P. I. Ibarrolasa
Serafin G. Lopez
Joseph Malone |
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MANHATTAN BEACH, NY
F. Bacomo
F. Bemrick
C. F. Blank
Robert L. Booker
Joseph G. Carr
Hoe Yee Choe
Jar Chong
John Driscoll
Bart Guranick
Domingo Guyal
Taib Hassen
Thomas Isaksen
Ludwig Kristiansen
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Juan Ruiz
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Samuel L. Vandal
J. Waldron
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Archibald McGuigan
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Melvin Moore
Eugene Nelson
Daniel F. Ruggiano
George Shumaker
H. Tuttle
Renata Villata
Virgil Wilmoth
Chee K. Zai |

Co. Mum, Union Obtains Vital Info

Although her Seafarer-husband was fighting for his life in a Navy hospital in Cuba, Mrs. Andrew J. Muller was not told by his employer of his condition and the circumstances of his near-fatal accident. It was only through the efforts of SIU Welfare Services and the cooperation of the US Navy that she was able to keep posted on his medical progress and the treatment he was receiving.

This situation prevailed although the employer, the Waterman Steamship Company, was receiving periodic reports from the Navy on Muller's case. A letter sent to the Guantanamo Bay Naval Hospital by a Waterman representative thanked the hospital "for your periodic progress reports on the above seaman ex SS Wacosta." It added, "Please inform the patient that we are keeping his wife informed."

The circumstances of Muller's accident point up once again the importance of notifying the Union immediately when any crewmember has been hospitalized in a foreign port. Had Welfare Services been notified in the first instance it would have made the information available to Mrs. Muller from the start.

Skull Fracture

Muller, who was AB on the Wacosta, suffered a compound fracture of the skull and other injuries last November 9 when he fell into a hold. That evening, Mrs. Muller said, she received a call from a Waterman representative. "He told me that my husband had met with a serious accident and had been



On the mend now, Seafarer Andrew Muller (left) chats with Welfare Services Representative Milton Flynn and Mrs. Muller.

13th, reporting improvement. Then they stopped coming.

What happened was that on the 15th, C. Brooks Morris of the company claims department wrote the Naval hospital that "we are keeping his (Muller's) wife informed." Apparently this was the reason

were made for daily reports to be forwarded to the Union office and relayed to Mrs. Muller. Subsequently, Welfare Services was informed by the Navy of arrangements to repatriate the seriously injured seaman. Since he was in bad shape, he could not be sent all the way to New York. Instead, he was flown to the Jacksonville Naval hospital.

Once he was there, Welfare Services saw to it that Mrs. Muller was flown to his bedside and made further arrangements for his transfer to Staten Island.

S.S. WACOSTA, V-57
Andrew James Muller
Injury - November 9th, 1954.

Dear Doctors:

Thank you for your periodic progress reports on the above seaman ex S.S. WACOSTA. Please inform the patient that we are keeping his wife informed.

Part of letter from Co. Representative to hospital.

taken into Guantanamo Bay hospital. He said he had no other information but that I should sit tight and they would give me a daily report.

"That," she said, "was the last word I got from the company."

The next night she got a telegram from the Navy in Washington giving her the first real information about the accident. It informed her of the skull fracture and said further, "you will be advised of daily progress and prognosis reports." Another wire came on November 11 and a third on the

that the Navy discontinued forwarding of reports to Mrs. Muller.

Meanwhile Mrs. Muller had called SIU Welfare Services in the hope of learning some more details. The Welfare Services representative called the company but all he was told was that Muller had met with an accident and that the company would "let him know" what had happened.

Arranged For Reports

Failing to get any information from that source, Welfare Services then contacted the Guantanamo hospital directly. Arrangements

Injury Was Blessing In Disguise



Seafarer Frank Nelson is happy that he fell off ladder on Southern Districts and had to be hospitalized just two weeks before the ship was lost. If not for the injury he would be consorting with Davy Jones instead of being attended to by attractive nurses at Savannah Public Health Service Hospital.

FINAL DISPATCH

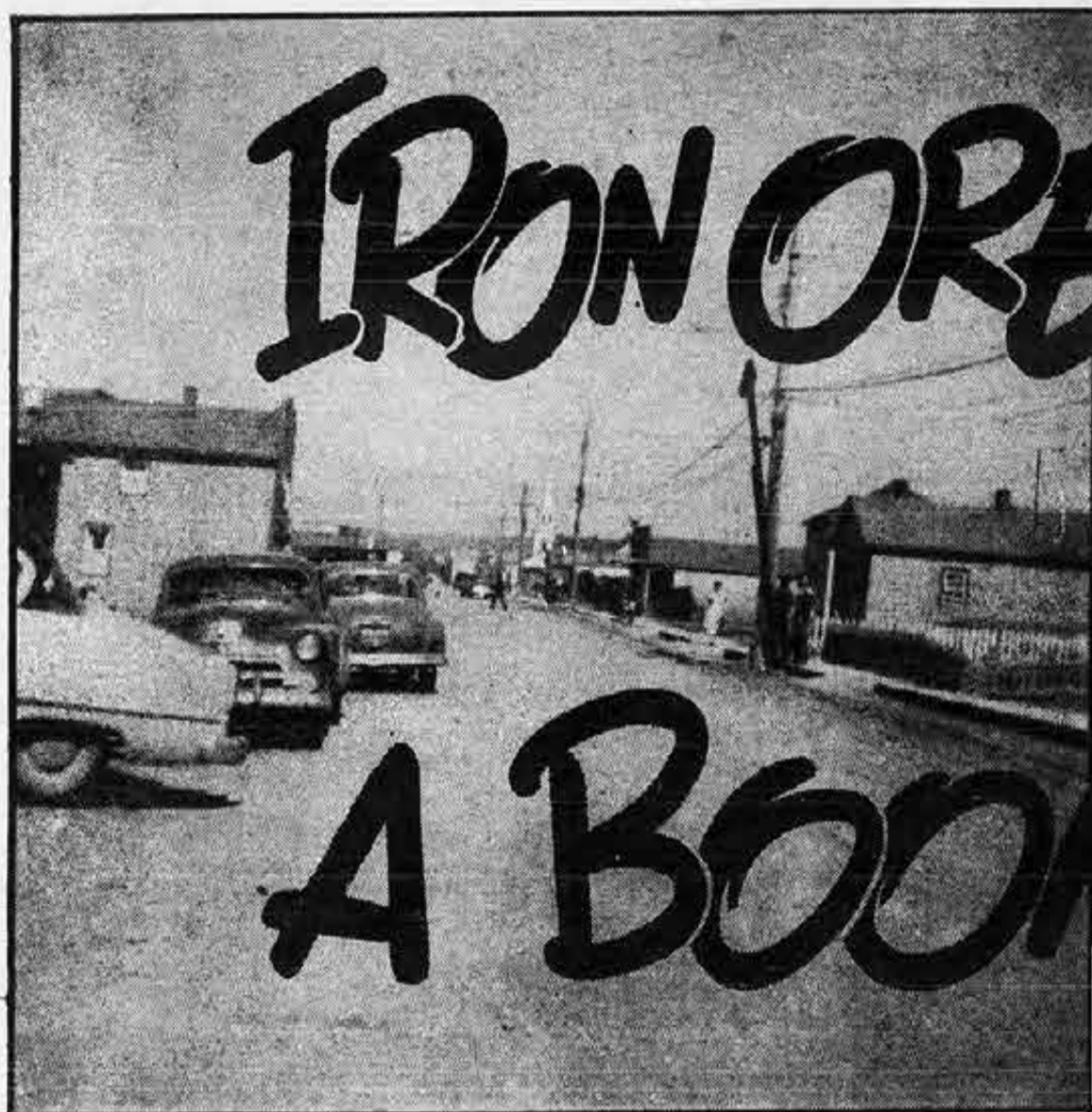
The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefits are being paid to their beneficiaries:

Peter Cheklin, 56: Brother Cheklin died on September 1, 1954, aboard the SS Mother M. L. Burial took place at sea. He had been a member of the SIU since 1944, joining the Union in New York, and had been sailing in the engine department. His beneficiary is a friend, Klaudia Nikitina, of San Francisco, California.

Henry Nitchmel Grant, 64: Brother Grant died of an injury on January 4, 1955, in Mayaguez, Puerto Rico. Place of burial is not known. A member of the Union since 1942, joining in New York, he had been sailing in the steward department. Brother Grant is survived by his sister, Adina Charlotte Grant, of New York City.

Henry Androvett, 51: Brother Androvett died in the Pilgrim State Hospital in West Brentwood, NY, on January 16, 1955. Burial took place at the Cedar Grove Cemetery in Flushing, New York. Brother Androvett joined the SIU in 1951 in New York and had been sailing in the steward department. He is survived by his sister, Mrs. Lillian Gillespie of Brooklyn, New York.

Frank J. Famiglio, 18: Brother Famiglio was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He joined the Union in New Orleans in 1953 and had been sailing in the deck department. He is survived by his sister, Miss Susan Famiglio, of New Orleans, La.



IRON ORE CREATES

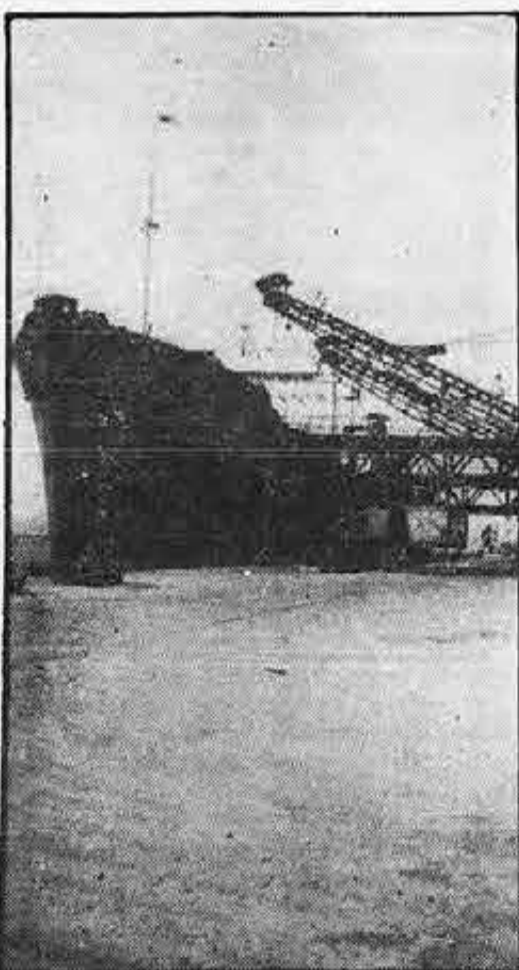
A BOOM TOWN!

One of the newest runs available to Seafarers is an eight-day round trip between Sparrows Point, Md., and the French Canadian port of Seven Islands, Quebec, main outlet to the sea for ore from the newly-developed Labrador fields.

Inaugurated last summer by the SIU-manned Chilore and Santore (Ore) after they were fitted with special radar gear for the trip up the Gulf of St. Lawrence, the run was closed out by ice in November. It is due to start up again soon.

Seven Islands, a 300-year-old former whaling port, is having growing pains from its new-found importance, but Seafarers like T. W. King, who made the trip on the Santore and furnished the photos for this page, have found the run a good one.

The boom for Seven Islands, however, is being felt also by those who are helping to bring it there. Prices for practically every item are high and going higher.



Ore docks are only a 15-minute walk from the main street of the town (large photo, top), but there are few diversions right now.



Three Seven Islands "belles" watch the action elsewhere as the Santore loads in the background. The ore deposits, 360 miles to the north at Knob Lake, are linked to the ore docks by a standard-gauge Diesel-powered railway.



Ore comes aboard on a conveyer belt device which can load a ship in six hours, if all goes well. An estimated ten million tons was brought out last year, and this will probably be doubled this season. The loading boss is on deck.



The shopping center in Seven Islands boasts two hotels, a bank-post office, grocery and another store. But the present prosperity will spur building as new ore deposits are being found all the time. Prices are high, though.