

# A Trip On A Runaway-Flag Ship

Story On Page 2

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## SEAFARERS LOG

Sept. 2  
1955

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

### Labor Day - 1955

Most American workingmen and women will have a day off this coming week, and most will be paid for the day. The day is Labor Day.

As a trade union, the SIU feels that it has contributed something toward making this an important American holiday.

After listening to a long string of Labor Day speakers one begins to think that all the benefits and conditions enjoyed by American workingmen and women were here when the Pilgrims landed or were given over by employee-loving bosses.

Seafarers are familiar with the route seamen traveled from the "field days," the blue linen, the no overtime and two-pot ships and the shipping crimp. The memory is too close at hand to be forgotten in a maze of holiday oratory. Other workers, too, have their bitter memories:

#### *Unions Ended Abuses*

Textile workers remember the eight and ten year old children who were forced to work 14 hours a day at the looms.

Auto workers remember the company police forces who spied on every move, and the body-sapping speed of the assembly lines.

Miners remember the unsafe pits and inadequate ventilation that gave us a new word—silicosis.

Garment workers remember the bundles they lugged home from the shops to sew on until far into the night at piece rates.

All of these abuses and thousands more are now under control, but not as a result of Labor Day bombast. Trade unions led the way to end everyone of these abuses.

#### *Made Country Great*

In paying tribute to Labor Day we should, of course, take note of the tremendous revolution that has taken place in this country over the past twenty years. Credit can in part go to that indefinable knack for mass production, mass distribution and mass consumption that is our country. More credit, however, must go to the people themselves who not only made this phenomenon possible but went further by forming unions to win for themselves the money to buy these products, the time off to enjoy them and the security of their position to play and buy for the future.

Seafarers on Labor Day can take stock of their gains with pride. They are no longer "neither among the living nor the dead," as the courts at one time described seamen. In job security, high wages, paid vacations, medical care for themselves and their families, pensions and working conditions Seafarers stand in the front ranks of those who have done the most to make Labor Day a true holiday in honor of America's workingmen.

# SIU CHARGES 'WHITEWASH' IN CG REPORT OF SHIP LOSS

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**Full House.** It's always a "full house" for Seafarer Ed Singletary, FWT, of New Orleans, but when four of his daughters had tonsillectomies performed in a "four of a kind" operation on the same day, the new SIU family hospital-surgical plan proved a big help. Here (l-r), following the medical event, are: Mrs. Singletary, Carol, 12; Felicine, 9; Donna, 7, and Ruth 3, who had the operations, plus Marie, 10; Zada, 15 months, and Singletary.

# A Trip On A Runaway-Flag Ship

A ship on which the 3rd mate lacked a ticket, on which an AB sailed as steward, where the crew dwindled as low as 24 men and no articles were ever signed, where overtime was 40 cents an hour, when paid, and peanut butter sandwiches were the staple, where fire and boat drills were non-existent—

such a ship sounds more like a nightmare than the real thing. But that is just what the situation was aboard the Cambridge, which until a few months ago was an American flag vessel, the Dorothy Stevenson. She is but one of the more than 100 American vessels to go under a "runaway" flag, thanks to the liberality of the Maritime Administration.

The Cambridge now need not worry about any standards imposed by unions, the Coast Guard or any other agency. For when

her American owners transferred her foreign, they dumped overboard, along with the American flag, all the regulations on ship-

board safety, feeding, manning scales, inspections, maintenance and loading that are imposed on US ships by union contract or Government legislation. Moreover thousands of jobs were lost by American seamen. Under the Liberian flag which she now flies, there are no standards, only those imposed by the ship's captain and her owners.

Adding to the gravy for the American runaway shipowner is the fact that the present Immigration laws impose rigid restrictions on the time that alien seamen can spend in the United States.

### Fly In Crews

The American owner of the Cambridge, like the American owners of so many other runaways, makes it a practice to fly in completely alien crews. If these men act up and demand conditions they are subject to immediate deportation when their 29 days ashore expire.

The story of conditions aboard the Cambridge comes to the SEAFARERS LOG first hand from the Norwegian second mate and the American radio operator. The latter, a resident of Brooklyn, was

(Continued on page 8)

## He's Watching His Welfare



A proud father, Seafarer Ronald Wolf shows off his bright-eyed youngster, Larry, on a visit to SIU headquarters in New York. Wolf came in to pick up some literature about the new family benefits available under the SIU Welfare Plan.

# Union Men Found Best In Resisting Red Brainwashers

WASHINGTON—The longstanding fight against communism waged by the US trade union movement, spearheaded in maritime by the SIU, received a little-noticed offhand salute last month in the midst of the hubbub over publication of a new "code of conduct" for American fighting men.

The testimonial was in recognition of the ability of former factory workers who were prisoners of the Commies in Korea to withstand the party line and all the inducements offered to woo them away from the US.

According to the report of the Secretary of Defense's Advisory Committee On Prisoners of War, "the Red indoctrinators tried hard to win the support of factory workers. But as one of them put it, 'We'd heard all that guff before. Back home. We knew their line.'"

The report added, "in contrast, prisoners who had heard of communism only as a name, who never heard of Karl Marx, who were not exposed to Communist attempts to organize in the factories and the mills, were easier pickings for the Chinese and Red propaganda artists."

### Knowledge Is Defense

The comparison pinpointed the value of knowledge of the commie line "as a defense weapon" en-

abling workers who had seen the party in action to expose it in a true light.

It thus corroborated the ever-present view of Seafarers and SIU officials that they could not fight communism on the waterfront by letting it run its minor course without understanding just what the commissars were selling.

Accordingly, since the founding of the SIU as an anti-Communist union in 1938, Seafarers have always been urged to take note of and read communist printed propaganda; likewise the SIU was exposing the communists' aims long before anti-communism became a popular cause.

The experience gained has proved invaluable down through the years in defeating numerous campaigns fomented and led by communists on the waterfront.

# Launch New SUP Hall In Portland

PORTLAND, Ore. — The Sailors Union of the Pacific will dedicate the latest in a string of new union facilities when it formally opens its new hall here on Labor Day, this coming Monday, September 5.

A combined Labor Day observance and building dedication ceremony is expected to be attended by many notables in the maritime and labor fields. SIU Secretary-Treasurer Paul Hall will be on hand to represent the Atlantic and Gulf District.

The SUP hall is a two-story structure, which will house the shipping hall, offices and membership facilities on the main deck and living quarters for union oldtimers and disabled members on the second floor. Twelve individual apartments, completely furnished, have been provided.

# SIU Stewards To Meet Sept. 12

Aiming for the standardization of steward department working rules on all ships contracted to the Union, in line with the overwhelming acceptance by Seafarers of the new streamlined feeding program, the SIU Steward Department Committee at headquarters is currently meeting informally with galley personnel and others prior to the opening of a formal meeting announced for September 12.

The gathering later this month will sift the varying sets of working rules on tankers, freighters, passenger ships and miscellaneous vessels in an attempt to formulate a master set of rules which can be applied to every ship in the SIU-contracted fleet. The result will then be a guidebook for all personnel in the department.

### Trial A Success

Instituted under the supervision of Assistant Secretary-Treasurer Edward X. Mooney, a new program embracing all phases of food preparation and meal service has been in effect for some time on ships in the Bull Line and Alcoa fleets, and more recently, on Waterman ships also.

Union representatives have gone aboard ships of these fleets to help introduce the new system, which is based on the concept of individual, "to order" preparation and service at mealtime, with a view to making meals more attractive and also to eliminate waste.

Although SIU ships have always been known as good feeders, it was felt that a new approach to galley operations could even enhance this reputation while simplifying the tasks of steward depart-

ment men. At the same time it would assure all Seafarers plenty of good food attractively prepared and served.

### More Side Dishes

In this way, the new system has introduced such ideas as the use of more sidedishes with meals, and carving meats to order and has done away with the practice of serving items not actually requested by the Seafarer. Crewmembers still have plenty of food, however, as the ordering of "seconds" and extra helpings is encouraged. The individual preparation meanwhile insures freshness of all items and cuts down waste. In this man-

ner, it is an asset both to the Seafarer and the ship operator.

The committee meeting, to which all Seafarers, particularly steward department men, are urged to submit suggestions, if they cannot attend in person, will be guided by progress reports on the new feeding program as well as the recommendations that come to headquarters from time to time dealing with galley and messroom problems. It is hoped that its findings will pave the way to a uniform method of operation in all SIU steward departments to continue the present high level of feeding on all SIU ships.

## SEAFARERS LOG

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

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SEAFARERS

## PORT O' CALL

**New York and Baltimore**  
675-4TH AVENUE • 1216 E. BALTIMORE  
BROOKLYN      BALTIMORE

## 2 Years Of SIU Library: 170,000 Books To Ships

Entering its third year of operation, the SIU ships' library program has already distributed over 170,000 books to seafarers aboard SIU-contracted ships, US marine hospitals and SIU halls in a two-year span, and will deliver an estimated 75,000 more in the coming 12 months. SIU Sea Chest representatives in all ports were due to begin the ninth quarterly distribution of 50-book packages to all contracted ships yesterday. In the same manner, 400 different titles have already been placed aboard every SIU ship since August, 1953.

The ships' library program, sponsored by the SEAFARERS LOG, was initiated to fill a long-standing need for up-to-date reading matter for seafarers. Prior to that, seamen had to depend upon periodic handouts by charitable groups and what they bought themselves.

### Large Assortment

Since reading is one of the few diversions available to merchant seamen at sea, the LOG stepped in and arranged with Pocketbooks, Inc., one of the country's largest packagers of paper-backed reading materials, to provide an assortment of 50 different books for each contracted vessel every three months. Ships due to be out at sea for longer periods of time were given two or three 50-volume packages depending on the expected length of the voyage.

The popular program, which Seafarers overwhelmingly endorsed in a special LOG poll last year, was eventually extended to provide proper reading matter for patients at the various US Public Health Service hospitals all over the country.

Distribution of the quarterly packages has been handled through the coastwise facilities of the SIU Sea Chest, which maintains representatives at all US major ports where SIU ships call.

### Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the Sea Chest building on 4th Avenue and 18th Street, two blocks from the shipping hall. By bringing their baggage directly there, instead of to the hall on 20th Street, they'll save themselves the extra trek up 4th Avenue later. The baggage room on 18th Street is open all day for the convenience of Seafarers.

## CG Waives Rules For Pacific Line

WASHINGTON—The Coast Guard, which usually throws the "book" at merchant seamen even for minor infractions of regulations, has just thrown that same "book" out the window as it applies to Pacific Micronesian Lines, Inc.

A waiver of all navigation and vessel inspection laws and regulations has been in operation since July 1, 1955, on the ships of this company, which operates vessels for the US Department of Interior in the Trust Territory waters of the Pacific.

### No Protection

The blanket waiver, good until June 30, 1956, applies to "navigation and vessel inspection laws relating to licensed and unlicensed personnel, passenger quarters, crew quarters, life-saving equip-

## Gov't Sets Hearing On Bernstein

WASHINGTON — Stale-mated for many years, Arnold Bernstein Lines will soon begin once again the job of clearing Government hurdles for getting its long-proposed low-cost US-flag transatlantic passenger ship service into actual operation.

Hearings on its bid for US operating subsidies have been ordered by the Federal Maritime Board at a time and place still to be determined. Application for the Federal aid was made early this Spring.

Bernstein originally received approval for a one-class, moderate-cost service in mid-1950.

But the Korean War broke out a few days later, and the two Government-owned transports he planned to convert for the run were sidetracked for Navy use.

### Convert Mariner

The objective this time calls for conversion of one or more of the new Mariner-type freighters, which would carry 900 passengers each in a uniform tourist service within the reach of most pocketbooks. His plans, accordingly, are not likely to be welcomed with open arms by the one major US-flag transatlantic passenger operator servicing the North Atlantic route, and will face similar opposition from foreign-flag lines as well.

Bernstein right now has no ships operating on any trade route. His bid for a Government subsidy is based on plans to offer a minimum of 20 transatlantic trips a year, pending possible construction of up to three other vessels "within the next five or six years." These would then be able to meet present requirements of the Maritime Administration for 52 passenger sailings annually in the service between US Atlantic Coast ports and Northern Europe.

The ships would run direct to the continent and would offer cafeteria-style eating accommodations at an estimated average round trip cost of \$360, or roughly \$25 a day for seven-day crossings each way.

ment and the number of passengers allowed to be carried on freight vessels" and other regulations.

It applies both to ships now in operation and others that may be acquired for travel in the Trust Territory of the Pacific Islands, as well as between the Trust Territory and all US ports, including territories and possessions, and foreign ports.

Disclosure of the waiver first came in the Federal Register dated August 24. It had already been in operation two months.



Photo taken early this year at hearing held by Coast Guard into disastrous sinking of LST Southern Districts. Israel Seeger (left) of SIU General Counsel Seymour W. Miller's office questions CG inspector Allee (2nd left) as members of panel listen.

## SIU Raps Report As CG 'Whitewash' In Ship Disaster

The SIU this week charged the United States Coast Guard with a brazen "whitewash" of its own marine inspection system and the operators of the ill-fated LST Southern Districts.

The Southern Districts disappeared in the Atlantic last December with a crew of 23, including twelve Seafarers and two SUP men. The only hint of its fate discovered so far came on January 2, when a tanker sighted one of the missing vessel's liferings floating off the Florida keys.

Announcement of the Coast Guard findings concerning the loss of the ship came in a report by the official hearing board which investigated the disaster in January and the review of same by the commandant, Vice Admiral A. C. Richmond.

Adm. Richmond indicated that no action will be taken against either the operator of the ship, the Southern Trading Co., or the marine inspectors who certified the vessel fit for what became her final voyage.

### Overruled Board

His review of the hearing record carefully minimized even the slight criticism by the board of both the company and the inspectors. "The case or causes for the disappearance of the Southern Districts are incapable of exact ascertainment," he stated. He did concede, however, that "whatever the cause or causes, it is probable the structural conditions of the vessel contributed thereto."

The board, in summing up more than 1,000 pages of testimony taken

at the New Orleans hearing, said the Southern Districts "could have been slightly overloaded" when she departed from Port Sulphur, La., on December 2, 1954, bound for Bucksport, Me., with a cargo of sulphur, and was "very near her maximum draft."

It also noted that the inspectors who went over the vessel in drydock in New Orleans just prior to the fatal voyage "used poor judgment in not going further in making a more thorough examination and tests of the bottom shell plating and tank tops" of the ship.

The three Coast Guard officers who comprised the hearing board also found that the company "should have given a more timely notice to the Coast Guard when the vessel did not report its estimated

time of arrival at Bucksport when such notice was expected." All of these findings were vetoed by the commandant in his review of the case.

The Coast Guard thus appeared unwilling or fearful of fixing responsibility for the disaster which paralleled the sinking of the Districts' sister ship, the Southern Isles, in 1951, from which only six crewmembers escaped.

### All LST's Banned

A key to the situation was the apparent intention of the Coast Guard to continue its ban on unlimited operating certificates for converted LSTs. Eight other converted LSTs have been idled since January. Two others, one of them an SIU-manned ship, the Beth-

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### Boxscore On US Coast Guard For Month of August, 1955

- Announced that neither Coast Guard inspectors nor owners were to blame for loss of LST Southern Districts with all hands. Hearing testimony indicated a "deal" had been made on safety standards.
- Waived navigation and inspection laws for a steamship company operating for the US Government in the Pacific. Threw out all laws affecting licensed and unlicensed personnel, quarters, life-saving equipment, etc.
- Published a four-page condensed list of new regulations governing the issuance, holding and revocation of seamen's papers and officers' licenses.
- Took steps to tell companies how to better prepare their ship's logs—to list "everything" that happens aboard—a veiled hint to record all disputes with the crew so the Coast Guard can intervene.

# SHIPPING ROUND-UP AND FORECAST

AUGUST 10 THROUGH AUGUST 23

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	13	4	4	3	0	2	7	9	26
New York	87	32	77	47	63	19	227	98	325
Philadelphia	29	6	21	7	13	5	63	18	81
Baltimore	59	29	47	32	26	19	132	80	212
Norfolk	7	11	15	10	12	9	34	30	64
Savannah	4	5	7	5	3	1	14	11	25
Miami	8	6	0	1	4	8	12	15	27
Tampa	6	0	7	3	5	3	18	6	24
Mobile	29	4	25	9	29	6	83	19	102
New Orleans	40	14	42	13	43	12	125	39	164
Lake Charles	9	8	8	10	4	7	21	25	46
Houston	14	10	12	6	8	8	34	24	58
Wilmington	11	1	2	2	2	7	15	10	25
San Francisco	28	13	13	18	15	8	56	39	95
Seattle	24	23	12	23	10	22	46	68	114
Total	368	166	292	189	237	136	897	491	1388

Port	Shipped												
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	8	0	0	0	0	0	4	2	0	12	2	0	14
New York	90	20	25	77	30	14	62	15	12	229	65	51	345
Philadelphia	22	3	1	19	6	0	9	5	1	50	14	2	66
Baltimore	43	12	1	35	16	9	25	7	2	103	35	12	150
Norfolk	6	11	15	9	5	11	4	3	12	19	19	38	76
Savannah	6	3	0	6	6	1	4	4	0	16	13	1	30
Miami	6	4	3	1	0	0	4	6	0	11	10	3	24
Tampa	5	2	1	3	1	0	4	0	0	12	3	1	16
Mobile	23	13	2	18	8	1	20	4	2	61	25	5	91
New Orleans	39	15	9	36	14	4	38	7	11	113	36	24	173
Lake Charles	13	3	0	9	11	4	4	3	1	26	17	5	48
Houston	21	6	0	16	6	2	10	8	0	47	20	2	69
Wilmington	4	1	0	0	1	1	2	1	0	6	3	1	10
San Francisco	10	4	1	7	9	2	12	7	0	29	20	3	52
Seattle	19	17	12	6	23	4	13	9	10	38	49	26	113
Total	315	114	70	242	136	53	215	81	51	772	331	174	1277

Shipping for the Atlantic and Gulf District levelled off during the past two weeks, following the 20-month high established in the previous period. The number of men shipped to jobs, a total of 1,277, still represented a healthy figure, however. Total registration was 1,388.

Of special note in the shipping developments was the fact that class A jobs climbed four percent to a fraction over 60 percent of the total, while class B shipping experienced an identical percentage loss, and dropped to 26 percent.

The fact that class C shipping remained pegged at the same mark it has held for several weeks indicated a lack of available class B manpower in all A&G ports except Seattle,

where class B shipping ran well ahead of class A.

All ports except Boston shipped men in class C, which has no seniority in the SIU. Class C shipping accounted for 14 percent of the total shipping.

Generally, the port by port picture showed improvement in three ports, declines in eight and the rest remaining the same. Miami, with a "freak" boom during the last period, and Wilmington and San Francisco, both of which have held fairly steady until now, showed substantial declines.

The levelling off in shipping, however, did not diminish the continued demand for manpower in most ports, especially in engine department ratings and, to a lesser degree, ABs. New York shipped 80 men in one hectic day and then ran slow again for several days at a time.

The following is the forecast, port by port:

**BOSTON:** Exceptionally quiet right now . . . **NEW YORK:** Still has plenty of jobs; continues short on engine, deck ratings . . . **PHILADELPHIA:** Continues fairly good; expected to stay that way . . . **BALTIMORE:** Slowed down; next two weeks should look good. -Texmar, Liberty Bell crewing up; several payoffs also due . . . **NORFOLK:** Holds good; should stay good.

**SAVANNAH:** Fair; registration light; not many men on beach . . . **MIAMI:** Fair, back to normal. SS Florida going into drydock at Jacksonville . . . **TAMPA:** Nothing doing . . . **MOBILE:** Holding its own; Council Grove to crew up. Expects more ships diverted to port . . . **NEW ORLEANS:** Good; should be even better in this period.

**LAKE CHARLES:** Holding firm; needs wipers, but is loaded on pumpmen . . . **HOUSTON:** Up again, but still not normal . . . **WILMINGTON:** Very quiet. Ships going elsewhere on coast . . . **SAN FRANCISCO:** Slowed down somewhat; nothing special expected . . . **SEATTLE:** Terrific; shipped more than registered. Boom likely to continue.

## SIU Award Winner Eyes Legal Field

One of two studious young ladies who will be entering college for the first time this month under SIU auspices, Susan Folts, of Tulsa, Okla., finds her scholastic future for the next four years well taken care of via the \$6,000 SIU scholarship award.

The daughter of Seafarer Myron E. Folts, who's now aboard the Fairland somewhere in the Orient, she also has another scholarship, a much smaller one, to her credit as well.

This one provides \$200 a year annually for four years' study at

This is the final article in a series dealing with the five 1955 winners of the \$6,000 SIU scholarship awards.

the University of Tulsa. "The Union award makes it look pretty tiny, of course, and has no strings attached to it," she commented. "But even though I can go anywhere, I'm going to be a stay-at-home for right now and go to Tulsa

anyway."

She hastened to point out that she had been accepted at Stanford University in California also, but "just wasn't interested going there now."

### Seeks Legal Career

An aspiring student of secretarial administration, Miss Folts is looking forward to a career years hence as a legal secretary or in some similar position. "It's a lucrative field, and that's always important to consider when you invest several years in preparing for something," she stated.

Winding up her summer earning some spending money as an elevator operator at the American Airlines Terminal in Tulsa, Susan is one of two children in the Folts family, and ranks her



Folts

brother Michael, 12, by six years. Her dad has been an SIU member since 1947 and sails in the deck department regularly. The family has lived in Tulsa for many years since coming from Arkansas where she was born.

Her father first got news of her good fortune while out at sea, and is naturally proud of his young daughter's accomplishments. Graduated from Tulsa Central High this past May, Susan wound up in the upper ten percent of her class by maintaining a grade of "excellent" in more than half her courses.

### School Musician

An active participant in student government, she also devoted a lot of her energies to the school orchestra and after hours as an officer of her church Sunday School. At school she also participated in girls' sports like field hockey and did some teaching on her own in ballroom dancing.

Her varied school and after-class activities are expected to aid considerably in her future training for the full-time business world.

Marriage is, of course, in prospect, but she also wants to make her way in the business world at the same time, so there's "nothing definite on that just yet," she added cryptically.

"I would like to thank all the people who made this award possible for the others and myself. I know it would be a lot more difficult to look ahead if it weren't for the fact that my father is an SIU member."

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

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

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

## Gets Lowdown On Shipping



Vacationing from school, one of the four 1954 winners of a \$6,000 SIU scholarship, Jack Game, 19 (2nd from left), is treated to an explanation of SIU rotary shipping by Baltimore dispatcher Eli Hanover (right). Young Game and his father, Eddie S. Game (left), paid a visit to the hall, while Jack is on vacation from studies at the University of North Carolina.

## Baltimore Beef-Clear, Hail Smooth Payoffs

**BALTIMORE**—Seafarers who recognize the importance of living up to the Union's agreements with its contracted operators are making it easier here for the operators to live up to their half of the bargain.

All business is proceeding smoothly these days, Port Agent Earl Sheppard reported, as the docket has been wiped clean of all beefs, large or small. The result is to make a smooth relationship between all hands, Seafarers, Union officials and company representatives.

The successful disposal of one major item that caused friction has cleared the way to a clean slate on beefs, following the Union's quick action in getting harsh "two for one" loggings of Seafarers by Ore Line skippers lifted by the Coast Guard.

### Late Reporting

The sore point for a time was the question of crewmembers reporting to the ships less than an hour before sailing, contrary to the agreement, and the masters

reacted swiftly to take advantage of the situation. Now, however, the loggings have gone by the board and Seafarers, in turn, are going by the book themselves. This happy result followed a thorough discussion of the problem at the last branch membership meeting, where Sheppard called on all SIU men to go by the contract and not give the company the smallest chance to throw its beefs back at the Union at the next time around the bargaining table.

Meanwhile, shipping for the port slowed down a bit, but the seasaw is due to go the other way once again in the coming two weeks. Sheppard said he counted on the expected crewing of the Texmar (Calmar) and the Liberty Bell (Tramp Cargo), as well as the regular callers in the harbor, to bulge the figures once again.

# US Cabinet Member Seeks Strikebreakers

For appointment call Miss [unclear] between 9 and 5.

EXPERIENCED mechanics, bodymen, polish men. Only top-quality men wanted. Union membership not necessary. Strike now in process. Permanent employment. General Motors training in Chevrolet and Cadillac available. A real opportunity for ambitious men who want to advance. Top earnings assured. Guarantee with percentage.

DOUGLAS MCKAY CHEVORLET CO.  
510 N Commercial St.  
Salem, Oregon.

The International Association of Machinists, AFL, is on strike against the Douglas McKay Chevrolet-Cadillac agency in Salem, Oregon. The company placed this ad for strikebreakers. Owner of the property is Douglas McKay, US Secretary of Interior and cabinet member. The firm wants the employees to give up security, seniority and holiday rights.

# New Moscow 'Line' Aped In CP Waterfront Pitch

The endless barrage of Commie propaganda mailed to US seamen was augmented last month by the first-time appearance of the CP Waterfront Section's "Portlight" in formal dress.

Seafarers who have grown accustomed to the Commie line peddled by this anonymous party handout now report getting copies boldly imprinted with the label "Issued by the Waterfront Section C. P. U.S.A."

This is the first time the familiar mimeographed handbill has thus identified itself openly, because the new CP line stemming from the Soviet false-front display at the "Summit" meeting in Geneva in July calls for "always-smiling" commissars who kiss babies instead of beating slave laborers.

The new line, evidenced in the beguiling performance of the Soviet agricultural delegation wherever it visited in the US recently, is carried through in the latest "Portlight."

Taking the neighborly approach to all issues, it speaks of a possible "summit" meeting of US maritime leaders to iron out past indifference. But nowhere in its brief for maritime unity does it scatter praise, except on the racket-ridden old ILA and on Harry Bridges' West Coast Longshore Union.

AFL President George Meany who has stood almost alone in his condemnation of the new Soviet approach charged the Government with a serious error. "We are giving respectability to people who are not respectable," the AFL leader declared.

At the same time, he recounted the long history of opposition to Communism in the trade union movement, which was the first

group to recognize the Soviet design and fight it on every front. Seafarers who continue receiving "Portlight" or similar CP literature are urged to read it and digest it. In that way, they can avoid being fooled by the smokescreen of phony propaganda.

# ILA's Crimp Sea 'Union' Gathering Dust In NY

The brief and inglorious history of the old ILA's phony seamen's union appears definitely to have come to end, following the departure two weeks ago of Keith Alsop, its erstwhile secretary-treasurer. Alsop headed south and hasn't been heard from since.

In turn, offices of the "United International Seamen's Union, Local 1824," remain deserted ex-

cept for a few hangers-on with no place else to go.

The false-front "union" lasted less than a year, devoting most of its time to preying on unorganized foreign seamen.

Alsop, ex-SIU Galveston agent, was defeated in the last SIU election and chose to throw in with the ILA and other elements which conspired to "get" SIU Secretary-Treasurer Paul Hall because of the SIU support given to the new AFL longshoremen's union chartered in 1953, following the expulsion of the old ILA for racket-domination.

The conspiracy reached a climax in the unsuccessful attempt to assassinate Hall last Christmas eve, in which ex-Tampa agent Ray White, his brother Steely White and others were implicated and eventually indicted.

In the course of the police investigation into the murder attempt, New York attorney Ben Sterling reportedly admitted handling over \$20,000 in ILA funds provided for the opposition group led by Alsop and White.

Eventually, when the UISU was casting about for a head man, Alsop moved into the new post of secretary-treasurer, which he occupied until his recent departure. He was reported last seen in Texas.



Attorney Benjamin B. Sterling leaves New York police station after being questioned concerning attempted murder of SIU Secretary-Treasurer Paul Hall last winter.

# Seafarers Speed Card Filing For Family Hosp-Surgical Care

Over 60 percent of all Seafarers have filed enrollment cards for SIU Hospital and Surgical coverage of their dependents in the last 90 days, the SIU Welfare Plan disclosed this week.

The 60 percent figure is considered relatively high because most Seafarers have been away at sea during the period, which has been marked by good shipping throughout the District. The new benefit is free to all qualified Seafarers' families.

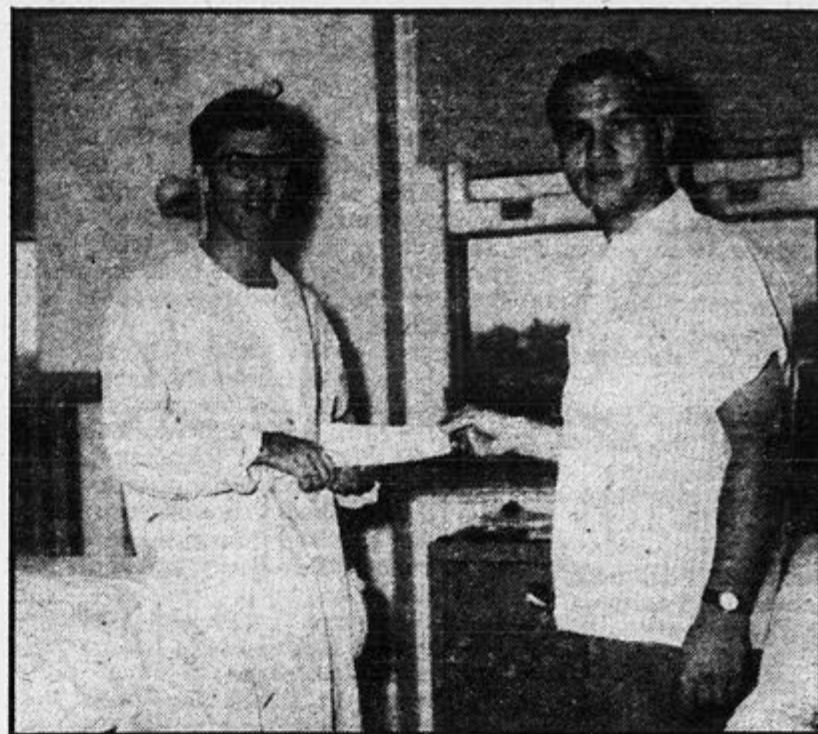
However, the extreme interest in the new benefits by the large family membership of the SIU has assured that most men who had an opportunity to file an enrollment card have already done so. In order to file for the dependents' benefits, a Seafarer must have an enrollment card listing the names, ages and status of his dependents on file with the Welfare Plan.

Cards are available at all SIU halls and can be obtained from any SIU patrolman meeting a ship. A supply sufficient for every crew was also furnished to every ship shortly before the benefits went into effect on June 1, 1955.

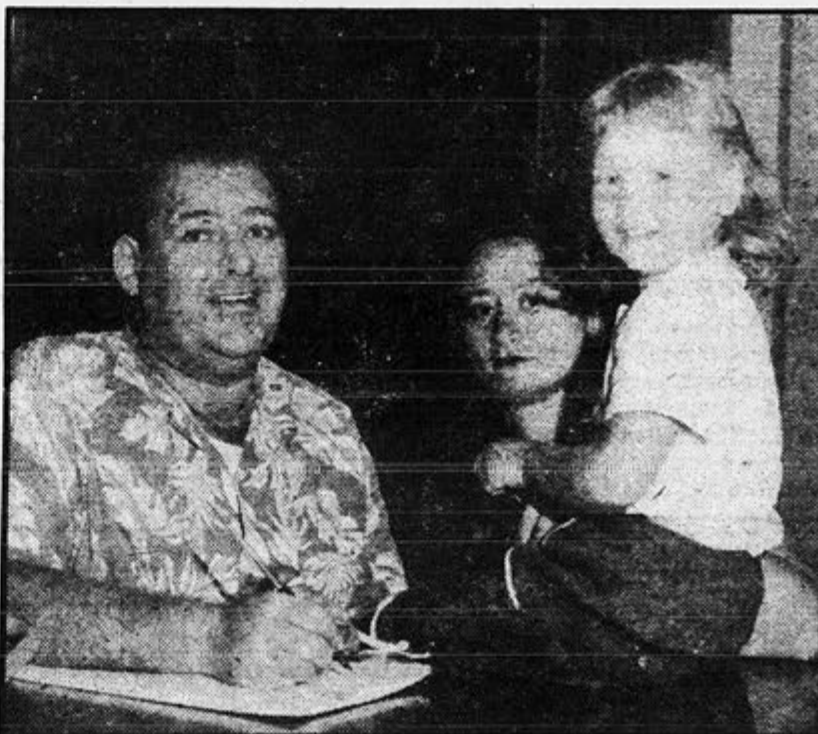
On another welfare matter, an interim report on the number of Seafarers who have re-filed beneficiary cards for the \$3,500 SIU death benefit following disclosure that 3,300 men had submitted faulty ones indicated that several thousand Seafarers had responded, many of them "just to play it safe."

A special four-page supplement published in the SEAFARERS LOG issue of June 10, 1955, listed the 3,300 names, along with suggestions on the proper methods for filling out the card.

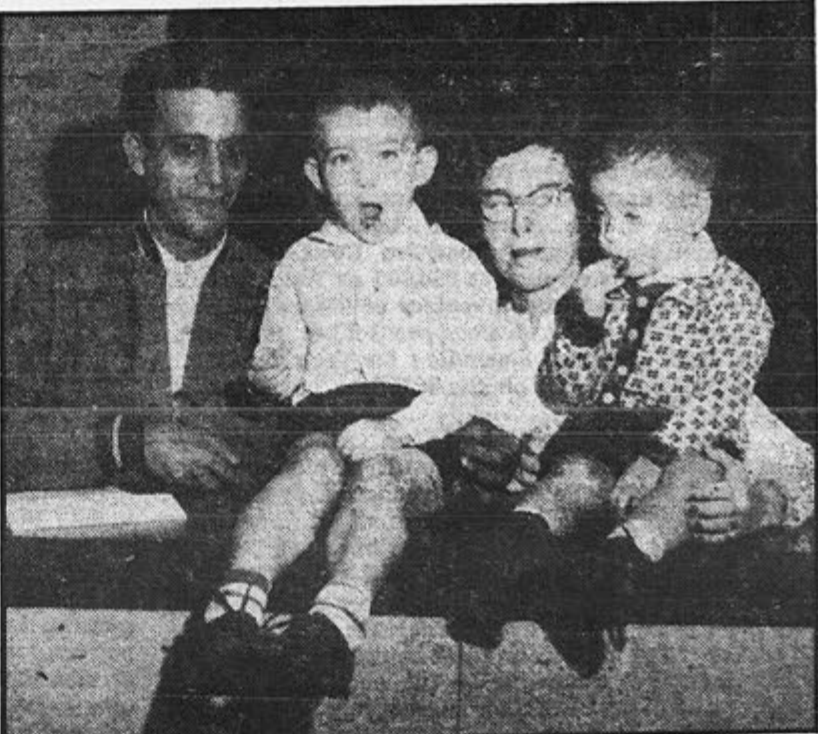
Seafarers whose names were on the list and who have not yet filed a new beneficiary card are urged to do so without delay. Failure to have a card on file can cause complicated delay on claims for the death benefit.



Seafarer Robert McKnew (left), a patient at the Baltimore marine hospital, receives check for \$125 in retroactive benefits from SIU Welfare Services rep. Tony Kastina. Because he was in and out of the hospital since January and was unable to meet 90-day seetime requirement, he was only eligible for partial benefits until Union went to bat for him.



Visiting SIU headquarters in New York with his wife and daughter, Carole, 4, Seafarer Sidney Bernstein shows the family how simple it is to file for SIU benefits under the Union set-up. Bernstein is MM on the Elizabeth.



The boys, Glenn David, 3 (left), and Patrick, 2, are pretty well occupied with candy efficiently provided by headquarters employees, as Seafarer and Mrs. Billy Burke visit the hall to inquire about SIU dependents' welfare benefits.

**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.

# 'Blackball' Issue Flares In NMU

Mounting resentment within the National Maritime Union over the acceptance by the CIO union's national leadership of company-imposed "blackballs" against union seamen has flared up once again on the NMU-manned flagship SS United States.

The issue came out into the open during a joint meeting of the ship's 1,000-man crew on July 13 amid a report on a crewmember who had left the ship and then found he was "blackballed" when he tried to return later.

"Nothing has been done for him . . . There is no reason for the union to recognize the blackball system no matter how it is considered—the blackball aids the company only," the steward delegate stated.

### Thousands Blackballed

A hint of the extent of the "blackball" system in which several major NMU companies engage—apparently with the full approval of NMU officials—comes from lists in the NMU Pilot over the past nine months. Twelve of the last nineteen issues of the Pilot devote space to announcements of "blackball" clearances in 439 instances against men who worked for US Lines and four other companies. The total for the US Lines alone during the period was 312, with the remainder split among American Export, Moore-McCormack, Grace and United Fruit Lines.

There is no way of estimating how many others are pending, as the Pilot pointedly notes that "any person who has submitted his name to the Port Committee in reference to clearance to ship can call at the Port Committee office . . . Monday through Friday, 10 to 11 AM." Moreover there are probably thou-

sands of men who have had their appeals denied or were told not to appeal.

The burden of getting a blackball lifted falls on the rank-and-filer. He must bring his beef to the union's port committee or the blackball will stand and keep him from obtaining a job with that company. This is regardless of the rotary, first-come-first served shipping system said to be in operation by the CIO organization in all fleets.

### No Union Help

An indication of the long standing of the blackball system within the NMU is the existence of a special "blackball" beef counter at its New York headquarters. Here the member who wishes to fight the blackball presents himself to the official in charge and hopes for the best.

However, as discussion aboard the SS United States has pointed out, there seems to be as little rhyme or reason for lifting the blackballs as for imposing them in the first place. Fines are within reason, US crewmembers assert, but blacklisting is contrary to basic unionism and is unjust to all seamen.

The tremendous number of men blackballed with US Lines alone was revealed by the ship chairman on the US, who reported: "I pointed out to Captain Mills that if they lifted their blackballs this ship would never sail short and could be supplied with personnel in 15 minutes. USL has followed the policy of blackballing a man not only when he is fired, but also when the man himself resigns."

### 'Curtain' Lifts a Bit

Meanwhile, the NMU administration-imposed "iron curtain" on the activities aboard the United States parted slightly in the last issue of the Pilot to permit belated publication of a watered-down set of ship's minutes from mid-July. This was the meeting at which NMU crewmembers on the ship emphati-



Photo taken from NMU Pilot shows longtime acceptance by that union of company blackball system—even to the point of providing a counter in the union hall. Men here are applying to have the company blackballs against them lifted. NMU crewmen have reported that sometimes men are blackballed solely for quitting a ship.

cally rejected NMU President Joe Curran's much-ballyhooed "Employment Security Plan" as a disguised forced vacation scheme.

Publication of the minutes in the Pilot apparently resulted from an earlier disclosure of their existence in the SEAFARERS LOG, which finally needed NMU officials in publishing them. The contract rejection, however, was carefully

played down in the Pilot account, which mentioned the crew's near-unanimous action only as an afterthought.

In an effort to further draw attention away from the pact rejection, the remainder of the page on which the story was carried was plastered with stories from lesser ships praising the employment plan.

# Water Beef Nets \$2800 In Seattle

SEATTLE — Crewmembers aboard the SS Shinnecock Bay who suffered through 14 days without hot water are showering, shaving and sharing \$2,800 in penalty money won them through the SIU contract. The penalty comes to \$100 per man in subsistence pay, Agent Jeff Gillette reports.

The only other beef of importance that was handled aboard incoming ships was the failure by Calmar Line to keep sufficient milk aboard while on the West Coast.

Prospects for the coming period are considered very good with several payoffs due in the port. Accounting for the excellent shipping of the past two weeks were the presence of such ships as the Kyska (Waterman); Barbara Fritchie, (Liberty Nav.); Heywood Broun, Coeur d'Alene Victory, and Battle Rock (Victory Carriers), and Shinnecock Bay (Veritas).

# Florida Goes Into Drydock

MIAMI — With the busy summer season at an end and the winter season still ahead, Seafarers off the SS Florida are themselves about to enjoy a short vacation. The Miami-to-Havana passenger ship is slated to enter drydock in Jacksonville on September 5 for inspection and minor repairs.

Otherwise, this resort city is playing host to an occasional coastwise freight ship. Agent Eddie Parr reports that the activity in the port and elsewhere in the A&G District left the branch without sufficient members for a quorum,

## Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Sept. 7, Sept. 21, Oct. 5.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for The Seafarers Log by Sidney Margolius, leading expert on buying

## Overstock Of 1955 Model Cars

September is generally not the best month for shopping, since it's the start of the season and manufacturers and dealers initially get full markup for goods which later in the fall will be marked down.

But it's a good month to shop for two items: 1955 cars, and canned produce, both being cleared to make way for the new models and the new pack.

There is a big overstock of 1955 cars, and dealers are under pressure to unload before new models start arriving in October and November. Automotive News estimated dealer inventories of new cars at 836,000 on Aug. 1, compared to the previous record inventory of 607,000 in May 1954. In some large cities dealers are selling 1955 cars at close to their cost, and depending for their profit on the sale of accessories and on the kickback on financing cars.

### Car Prices Out Of Line

The overstock is the inevitable result of high production without a corresponding price reduction by the factories. There are definite indications that cars are overpriced, and this is the real reason sales have not kept up with high production, since there is still a vast, hungry market for cars. For one thing, list prices of cars have gone up more since prewar than the average of all products in the cost of living index. For another, car manufacturers show how far prices can really be cut when they bid for fleet sales. The New York City Purchasing Department this year was able to get bids of \$1040 from Chevy, and \$1090 from Ford, for business coupes with standard transmissions. A private buyer would pay about \$1600 for the same cars. Manufacturers also have hidden profit in their phantom freight charge. They charge the dealer and the buyer for the full cost of shipping an assembled car from

the factory, when they actually ship the cars dismantled at lower expense, and put them together at regional assembling plants.

The present glut of 1955 models produces some lower prices for buyers, with the middleman-dealer really in the middle this year. This department's auto advisor, the technical man for a leading auto club, considers the '55 models the best yet, with Chevrolet and Pontiac especially improved over their previous models in power, handling and roadability. This year's Chevy not only has improved acceleration, but now has a ball-joint suspension like the one Ford introduced in 1954. This kind of suspension makes the car easier to handle around corners, provides an improved ride with truer steering and less "wander," and is considered by engineers to have a longer life with less realignment required than on the traditional kingpin-spindle suspension.

### Chevy, Pontiac Similar

Actually the Chevy has basically the same engine as the Pontiac. Chief differences are in the bore and stroke (giving Pontiac a little more power), and the cooling and oil systems. The 1955 Chevrolet has regained from Ford its position of most-bought car, even if not by much. Plymouth, too, has made sales gains with its bigger and more powerful 1955 models (that is, bigger and more powerful than its own previous models), and its easy-to-service design, with engine, ignition and brake components comparatively easily accessible. The 1955 Ford was not much changed from the '54 model, but it still has good roadability with its ball-joint suspension and its usual fast acceleration. The 1955 Studebaker also is longer and more powerful than previous Studebakers.

More overall length of course is showy, but not necessarily an advantage and often a disadvantage in traffic

and parking. The 1955 Chevrolet is shorter than the competitive makes but actually has about the same wheelbase, and its compactness is a help in many driving situations.

In selecting a car, look for what you need. If you don't need high power, don't buy it. The 1955 sixes are improved in power too, and even if they don't have the swooping acceleration of eights, they have enough for most purposes and definitely are more economical to operate. Some of the optional equipment which adds power, such as four-barrel carburetors, also adds to repair bills.

### Specials On Canned Goods

September is also a good month to look for special prices on canned goods at the supermarkets, as packers prepare to bring in this year's pack. You need have no concern about buying canned goods packed last year and now offered at reduced prices. These have been kept in temperature-regulated storage. Simply avoid buying any cans that show bulges or signs of rust. Save even more by buying Grades B and C, which have the same vitamin and other food value as the costlier Grade A, and by buying the less-popular packs, like the short-cut string beans, mixed or ungraded sizes of peas, and irregular-sized peaches and other canned fruits. All these are good comparative values.

Pork is becoming more abundant and its price tags are dropping. The choice, tender cuts of beef have gone up, so switch to the more abundant "Good" grade, which is even richer in vitamin and protein value than the marbled cuts, but not as tender. That means your best beef buys this fall will be in hamburger, stew meat and pot roast rather than steaks and roasts for broiling.

Eggs are going up too. This is the season to switch to pullet and medium-size eggs, which now offer more egg for your money than large ones.

# First Tanker-Dry Cargo Ship On Trials; Mobile Eyes Boom

MOBILE—Seafarers are watching with interest the trial runs of the new Ideal X, the first of Pan-Atlantic's combination tanker-dry cargo vessels.

If the run is successful, as expected, the company is expected to eventually get about one dozen of these ships operating between the East Coast and the lower Gulf areas.

Accordingly, a heads-up crew of Seafarers on the ship now is paving the way for possibly hundreds more jobs with this company, which, until the late Thirties, was the largest shipping operation of its kind in the world.

Although the forecast has nothing to do with it, shipping which tapered off a little during the past two weeks is expected to boom all over again for the coming period.

### Relief Men Shipped

Cal Tanner, SIU port agent here, reported, however, that the number of men shipped doesn't always necessarily reflect the true state of shipping affairs in the port. He explained that in addition to the regular deep-sea shipping total of 91 men shipped, there was also about 100 men shipped to various relief jobs in and around the harbor. In fact, even with this situation in existence "it was no easy task to get the men we did ship."

Several class C non-seniority men were shipped because of the unanticipated shortage of manpower in some ratings.

### Oldtimer Dies

Tanner also took the occasion to convey the sympathy of branch officials and his many former shipmates to the family of deceased Seafarer John Ziegler, who passed away recently. Brother Ziegler had shipped out of the Gulf area for many years, particularly as an AB.

## Doris Beat Dad Home



Returning from a 4½-month trip to the Far East, Seafarer L. C. Sawyer, Jr., of Belhaven, NC, found daughter, Doris Denise, born May 13, 1955, home to greet her new dad. Sawyer recently collected the \$200 SIU maternity benefit plus a \$25 bond for Doris from the Union.

He is survived by his mother, wife and three children. Burial was in Mobile cemetery.

On another note of local interest, the SIU agent described a junket taken by Seafarers after the last regular membership meeting to watch the first pro football game ever played in the Gulf area. The contest, between Detroit and the Washington Redskins, saw Detroit come out on top, 17-14.

## Flood Peril Still Grips Boston Area

BOSTON — Flood waters are still high around this area and continue to menace homes and industry, SIU port agent James Sheehan reports.

As of late last week more than 4,000 homes and business establishments in Boston were still flooded and indications were that if the water does not recede rapidly more homes and business areas will have to be evacuated as walls and foundations weaken.

The downtown area where the SIU hall is located is free of water but hundreds of Seafarers who live in the suburbs and out-state are repairing damage suffered along with millions of other northeasterners who were hit by the waters of Hurricane Diane.

Apart from the hurricane, shipping has slackened off a great deal and there is little to assure an immediate pick-up.

On the port of Boston itself, indications are strong that a state port authority will soon come into being to run Boston's shipping.

### Get That SS Number Right

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

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

## Lake Chas. Lure: Fish And Ships

LAKE CHARLES—Seafarers with black gang endorsements and a yen for some good fishing are invited to come to this port, starting immediately.

Port Agent Leroy Clarke reports a growing shortage of engine department men to handle the amount of shipping the port is getting these days. Firemen-watertenders, oilers and wipers can make their way out of here in a short time, he added.

The only job for which there is a lot of talent available is that of pumpman. On the other hand the branch registration list carries only one rated machinist, and he may be gone also as this is being read. There also never seems to be enough wipers on hand to handle the demand.

### Val Chem Back On Run

Ten Cities Service tankers contributed their efforts to the good shipping here, along with the Val Chem, which is out of the shipyard and back on its regular run into Orange, Texas, once again every 14 days. The Trinity (Carras), in Port Neches, Texas, and the Del Oro (Mississippi) here also had a hand in keeping shipping up at its present good level.

Aside from a few men receiving out-patient treatment, there are no Seafarers in the hospitals at the present time, Clarke added. The labor scene is also quiet, with all unions reporting their members working and happy.

for SIU MEMBERS!

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SEA GEAR & SHORE WEAR  
IN THE NEW YORK & BALTIMORE HALLS

**DEL ORO (Mississippi), June 19—**Chairman, L. Johnson; Secretary, J. R. Tourat. Suggestion made that cots be stowed away when not in use. Laundry should be kept clean and steward agreed to provide trash can. Discussion concerning ship's stores, in which steward stated that vessel loaded stores for 75 days.

**HILTON (Bull), June 11—**Chairman, O'Rourke; Secretary, L. Savior. All crewmembers were asked to keep the washing machine clean. A suggestion was made to put an electric timer on the washing machine. The first assistant engineer seems to be riding a couple of men. Treasurer reported \$12 in the ship's fund.

**July 3—**Chairman, B. Abrams; Secretary, J. Smith. Launch service and penalty cargo kept on record to be referred to patrolman. The ship's secretary reported kept the crew advised of all ship's news and happenings throughout the trip.

**YORKMAR (Calmar), no date—**Chairman, J. Watt; Secretary, R. Morgan. The ship's delegate reported that the company agent claimed he received no orders for stores from the ship. Captain promised he would get need-

## Digest of ships' Meetings

ed stores. One man missed ship in San Francisco. A new galley range is needed or repairs should be made.

**STEEL KING (Isthmian), July 7—**Chairman, Herayo; Secretary, Hernandez. All the latest bulletins and reports were read to the crew and they accepted same 100 percent. The crew supports the international policy all the way.

**ARCHERS HOPE (Cities Service), July 9—**Chairman, G. Gallant; Secretary, P. Hammel. Ship's delegate talked to the captain regarding fresh vegetables to be brought aboard. Captain will provide same when in season. Brother Rice was elected to the secretary-reporter post. There is a balance of \$3 in the ship's fund.

**ORION STAR (Oil Carriers), July 3—**Chairman, W. Telfner; Secretary, J. Aavilins. Larger fans are needed for foc'sles. Repair lists will be turned into delegates. Steward will ask for better soap powder and heavier cots. A vote of thanks was given to the steward department for fine food during this trip. Brother Vincius made a motion that the ship's delegate report to the patrolman only, and not have half the crew running to him with beefs. Carried unanimously.

**July 7—**Chairman, H. Knowles; Secretary, W. Stark. Communications and reports read to the crew in their entirety, and accepted by all hands.

**EDITH (Bull), July 4—**Chairman, C. Starling; Secretary, N. Maffis. The report on the SIU convention and agents' conference was read over to the crew three times and posted. The 8 to 12 foc'sle is constantly overheated and one brother asked the ship's delegate if he could see the captain about having a new porthole cut in that foc'sle. Question of replacement screen for engine gang settled.

**STEEL AGE (Isthmian), June 24—**Chairman, J. Clark; Secretary, C. Tobias. The steward department delegate asked that when the department delegates tell a man to put in for certain overtime, there should be no argument on this man's part but to comply with the request and keep record of same. All agreed to keep the door to the lower passageway closed at night to insure sleeping comfort. Treasurer reported \$21.17 in the ship's fund. Deck department had a meeting several days ago about a man who was hitting the bottle too hard and wanted to get him straightened out before he caused the crew some trouble.

**MORNING LIGHT (Waterman), June 18—**Chairman, J. Mann; Secretary, J. Linhart. A suggestion was made to change ship's library on returning to stateside. Request made to have keys made for all foc'sles. Motion made and carried that the captain give the crew a written statement of their earnings. One man missed ship in Mobile.

**CHIWAHA (Cities Service), July 7—**Chairman, J. Christy; Secretary, T. Clough. There is \$16 in the ship's fund. The ship was just crewed up after being in the shipyard for twenty-one days. Ship's offices were elected before crewmembers boarded the bus for trip to Jacksonville.

**DE SOTO (Waterman), July 7—**Chairman, J. Chemesino; Secretary, B. Varn, Jr. Ship's treasurer reported \$34.38 in the ship's fund. All bulletins from headquarters were read and posted.

**IBERVILLE (Pan Atlantic), July 3—**Chairman, Clyde Kretz; Secretary, J. Koval. A vote of thanks was given to the steward department. Garbage should not be dumped near gangway. Balance of \$51 in the ship's fund. A new ship's delegate was elected.

**ATLANTIC WATER (Metro), July 7—**Chairman, J. Zuris; Secretary, J. Monast. The crew's mess should be cleaned after using for recreation purposes. Beef on coffee referred to the

boarding patrolman. Vote of thanks given to crew for the good job they are doing aboard ship.

**MAE (Bull), July 7—**Chairman, E. Smith; Secretary, S. Berger. Everything in order except for failure of posting sailing board ship. There is a total of \$28 in the ship's fund. Repair list will be checked by chief engineer. New antenna put up and it works fine. Loud speaker attached to fantail. New communications read and approved.

Discussion held on the Merchant Marine and Fisheries Committee. Crew in favor of new welfare plan. Motion made by Brother Shea to back Paul Hall's stand against freezing wages and his action against transferring ships to foreign flag.

**OCEAN NIMET (Ocean Transportation), July 7—**Chairman, C. Simmons; Secretary, C. Volk. Twenty-five cots will be ordered from New York. Motion made and carried to establish a ship's fund and each crewmember will donate \$1. Engine department sanitary gear requested. A clock for the washing machine will be taken out of the ship's fund.

**MASSMAR (Calmar), July 3—**Chairman, Novak; Secretary, J. Eichenberg. Motion made by Joe Simmons to have all outcomes of beefs that are listed in ship's minutes posted in LOG. In this way the men that leave the ship will know outcome of said beef. Washing machine on boat deck drains in the galley. Steward department given a vote of thanks.

**ALCOA CORSAIR (Alcoa), June 5—**Chairman, T. Costello; Secretary, J. Roberts. Ship's treasurer reported that there is \$254 on hand in the ship's fund. New ship's delegate was elected.

**ARCHERS HOPE (Cities Service), June 26—**Chairman, A. Fringer; Secretary, G. Gallant. A special meeting was held for discussion and action on infringement of bargaining rights and wage freeze. There will be no payoff this trip and all permits will have to take out probationary books on arrival in Lake Charles. Motion made by James Hart to telegraph headquarters of action taken on Bonner Bill pertaining to wage freeze. It was suggested that men using washing machine turn same off when finished.

**ALCOA RANGER (Alcoa), May 25—**Chairman, F. Greff; Secretary, G. Bosc. Motion made and carried that the Alcoa Ranger be paid off every other trip. Amendment to the above motion carried, that if the payoff is every other trip that the crew be allowed to draw to the fullest extent on their overtime.

**ALCOA PURITAN (Alcoa), July 13—**Chairman, C. Parker; Secretary, H. Kilmon. Repair lists completed and handed in for this trip. Will see patrolman about getting better launch service in Guayanillo, Puerto Rico, and about getting shelves installed over all the crews bunks. Some disputed overtime.

Motion made and carried to accept and concur with headquarters communications. Suggested that crew get something different for night lunch. See patrolman and inquire why ship has a perpetual port list. Crew to stop putting trash in linen bin.

**ANN MARIE (Bull), June 21—**Chairman, N. Flowers; Secretary, L. Calderon. Boston agent was contacted regarding stores shortage. Drinking fountain to be kept more sanitary. Welfare enrollment cards were mailed out. Ship's fund—\$3.66. A committee of three men were elected to buy new radio. It was requested that crew get new library and DDT bombs. Vote of thanks to steward department.

**ARIZPA (Pan Atlantic), July 10—**Chairman, R. Newell; Secretary, B. May. Repair lists to be turned in. No beefs. Discussion and suggestions on getting better Slop Chest. Better grade of meats will be requested. Bosun quite ill and captain will see whether he can have him flown home from Gibraltar. Vote of thank to steward department.

**BEAUREGARD (Pan Atlantic), July 3—**Chairman, A. Kessen; Secretary, J. Reed. No major beefs. Repair lists to be turned in. Ship's treasury \$15.86. Motion made and carried to accept and concur with headquarters communications. Lockers to be checked and replaced. Crew praised new ship's minutes form. Vote of thanks to captain.

**STEEL SCIENTIST (Isthmian), June 25—**Chairman, J. Newman; Secretary, J. Hollen. A suggestion made that all hands donate \$1 toward ship's fund. The slop chest should be checked due to the shortage of necessary items. The welfare department was notified about Brother Roa being taken off ship at Calcutta. There is a balance of \$20 in the ship's fund.

**OCEAN DINNY (Maritime Overseas), June 26—**Chairman, G. Ringo; Secretary, C. Murray. Two fans to a room are needed. Galley should be painted. Repair lists for all departments will be turned in to the ship's delegate.

**ALCOA PIONEER (Alcoa), July 3—**Chairman, M. Baxter; Secretary, James Pursell. One man left ship in Venezuela due to a back injury. Discussion on having new bed springs placed on bunks that do not have them. Discussion on keeping laundry clean. Crewmembers were asked to be more quiet in the passageways while men are sleeping.

# A Trip On A Runaway-Flag Ship

(Continued from page 2) the only American citizen aboard aside from the captain.

The second mate joined the ship in New Orleans last October, while she was loading grain for Germany. He signed on at 80 pounds (\$208) a month. Subsequently the second mate was "promoted" to radio operator at 90 pounds (\$234). His overtime was 50 cents an hour, a difference of 10 cents over the unlicensed crew.

He soon found out that he was the only one on board who knew anything about navigation. The 3rd mate had no ticket, and he suspected that the chief mate and captain had very little experience



either, because they were continually calling him while he was off watch to ask him what to do.

### No Crew Rules

Incidentally the rest of the deck department consisted of a bosun and six to eight ABs depending on the number of men aboard at a given time. The engine department operated part of the time with three engineers, two oilers, two firemen and a wiper while the galley gang varied from three to six men.

Whenever any department was short-handed, the other men had to do extra work without extra pay. The scuttlebutt was that the captain, chief mate and chief engineer divvied up the pay of men who left the ship.

This variation in manning scales is perfectly legitimate under Liberian law. All the law says is as follows: "A vessel documented under the flag of the Republic of Liberia shall not be navigated unless she has in her service and on board such complement of officers and crew as are necessary for her safe navigation . . ."

In other words, if the operator thinks he can get by with ten men, he can sail the ship accordingly and there is nobody who can stop him.

In addition to the practice of undermanning, the two crew-

members reported that the captain freely shuffled ratings around, without regard to the men's experience. The original steward on the ship apparently had been a pretty decent one. He got disgusted with conditions aboard and the supplies he had to work with, since the captain would do all the purchasing himself. When he left the ship, one of the ABs was "promoted" to steward.

Subsequently, the ship's utilityman was "promoted" to steward on the basis, apparently, of his pot-washing ability.

### Couldn't Quit

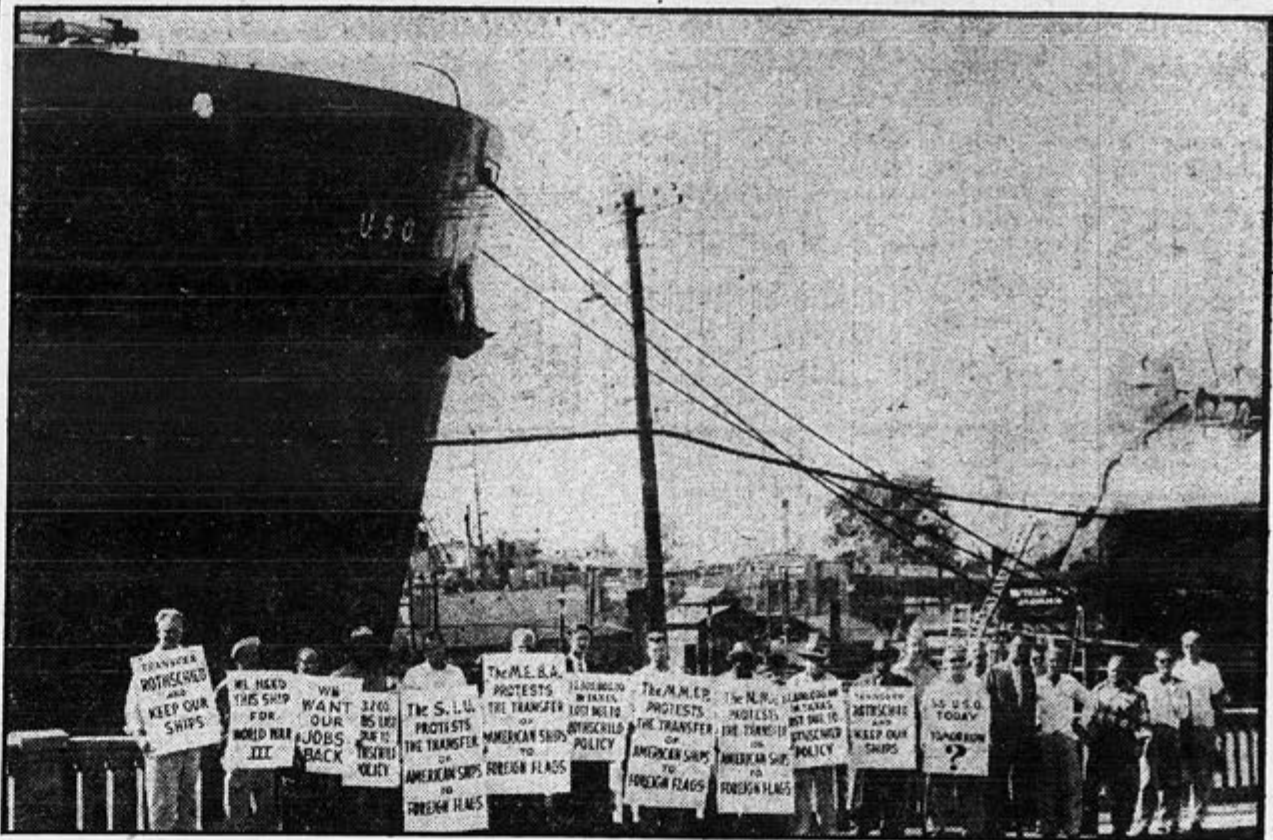
The American radio operator reports that he was hired by the company in New York and flown to Halifax to join the ship there. She was anchored in midstream, he said, so that he had to take a launch out to get aboard. As soon as he got on the ship he had misgivings and wanted to leave immediately, but since he was out in midstream he had no way of getting back ashore and no funds to get back to New York.

When he examined the radio shack, he found that the equipment was in particularly bad order, with at least 50 repairs needed. Other departments on the ship, he reported, were in similar shape.



Among defects in the operation that he recounted were the following:

- On one leg of the voyage the lifeboats were left uncovered.
- The ship had no hospital and no medicine chest.
- Fire and boat drills were never held so that crewmembers had no rehearsals on what to do in an emergency.
- The radio direction finder was improperly calibrated. This condition was never corrected.
- The compass repeater was not working correctly.
- The ship did not carry a slop-chest.
- All working gear was kept locked up at all times and seldom



During period US Government was allowing American ships to transfer to the runaway flag nations all maritime unions took protest action. Here pickets stand before the Liberty ship USO, one of 100 ships which were transferred. The easy ship transfer policy of the Maritime Administration encouraged transfers in wholesale lots. Later, the new administrator said the practice had actually worked a hardship on the government, which by then could not find ships at the freight rates it was willing to pay.

issued to the crew. The result was that one AB severely injured his eye while chipping without goggles in the Mexican port of Mazatlan. It took 24 hours, incidentally, before the captain sent the man ashore for medical treatment.

These practices, while bad enough, were worsened by the basic shipboard wages and conditions. The ABs on the ship were getting \$98.80 a month base wages and 40 cents an hour overtime. Actually, overtime payments were virtually non-existent.



ent. That was because no overtime was paid for any work done while on watch, weekdays or

weekends. If the men were not called out off-watch they did not collect.

The lack of overtime was such that the 3rd engineer protested vigorously to the chief. He was fired for his pains and turned over to the Greek consul in a German city, who saw to it that he was shipped back to Greece. The example of the 3rd engineer was enough to keep crew grumbling down to the minimum. If any man spoke up he was threatened with the same treatment.

### Never Overtime

The 56-hour week, they added, applied both in port and at sea and no crewmember was entitled to days off while the ship was in a port. Since no articles were ever signed, the crew had no idea where the ship was going or how long they were expected to stay on board.

With all conditions on the ship neatly fouled-up, food was no exception. To begin with, a two-pot system was the rule. The captain, chief mate and chief engineer were in one class and the rest of the officers and crew got the slops.

The three top officers ate in their own rooms where they had burners installed for keeping the food warm. The utilityman-turned-steward spent his days and nights sneaking special dishes up to the officers at all hours.

For the remainder, it was a different story. At one stage of the voyage in Panama five men became ill with various stomach disorders after being served infested food. The food was in such



bad shape that the crew messman refused to serve it. Most crewmembers played it safe by living off bread, jam, peanut butter and any canned goods they could lay their hands on. The poorness of the food was the result of faulty refrigeration combined with inferior stores.

### Frying Pan Into Fire

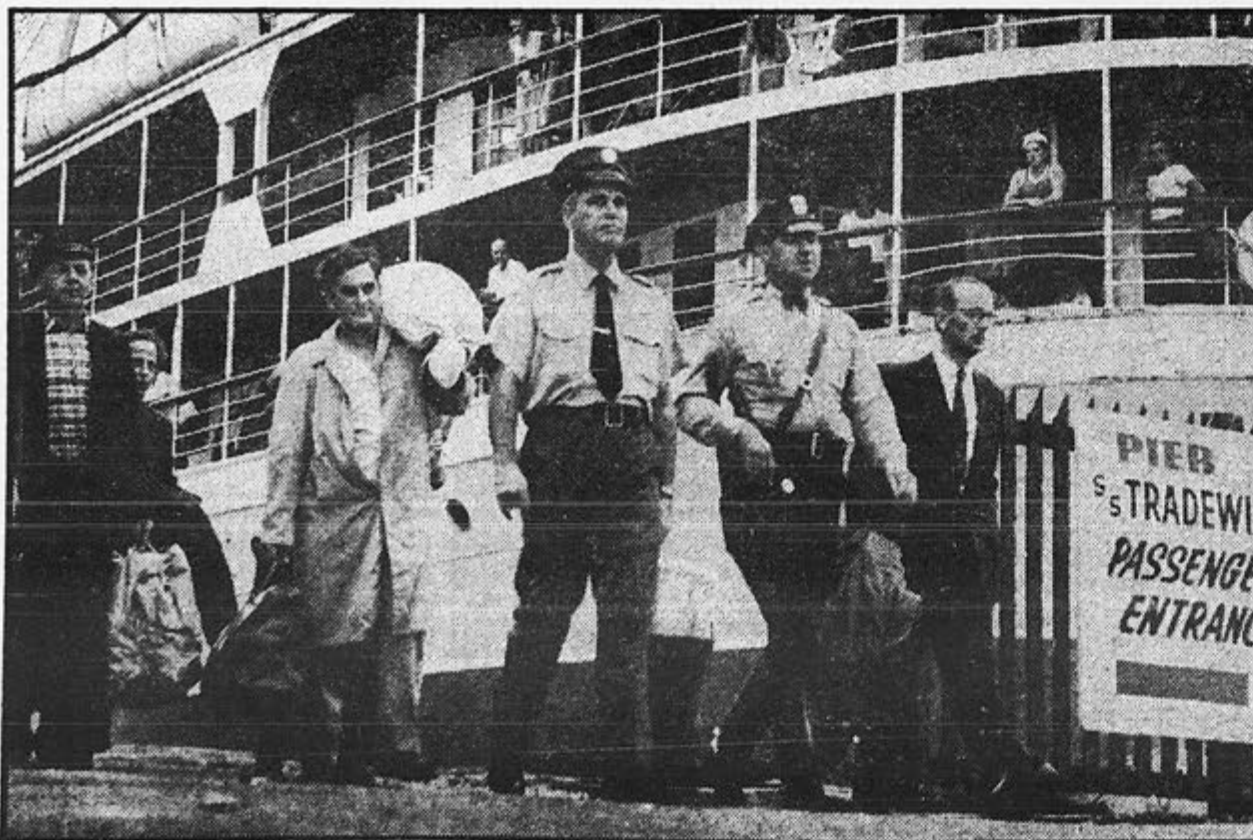
When the ship got back to New York, they reported, the crew got a special treat—fresh milk one day of the nine. By this time the radio operator and second mate were

thoroughly disgusted and got off the ship. Many of the other crewmembers did likewise, but because they had only a few days left of their 29-day shore leave, they were forced to take another Liberian



ship, where no doubt they encountered the same kind of conditions.

This then, is the way an American shipping operator runs his business when he is given the opportunity. The fact that the Government, through the Maritime Administration, has permitted and encouraged such practices speaks volumes for where the real interests of the responsible officials lie.



The policy American shipowners show toward their crews once they are free of US laws and American trade unions is shown by this picture. German crewmembers protesting low wages have been put off the SS Tradewind in Miami and turned over to US Immigration and Miami police for deportation.

PHOTOS

LETTERS

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WELCOME



## Inquiring Seafarer

Question: There is a bill in Congress to establish medals for seamen who perform acts of bravery at sea. Do you favor medals for seamen?

**Walter Schlecht, AB:** A medal doesn't prove anything as far as heroism is concerned. I was a Navy lieutenant in World War II and have about ten medals, but what good are they? Heroism and bravery are what they mean to the man involved and no medal can adequately reflect the man's deed.



**Salvador Rodriguez, MM:** I'm in favor of medals to give official recognition to the bravery of merchant seamen. The medals would not only honor the seamen but, in our case, would bring credit to the SIU and the crews dispatched through the Union hiring hall. I'm all for them.



**James Sealy, MM:** I believe it is a good idea to honor a brave seaman or a brave crew. If a man shows exceptional courage and saves a shipmate in an emergency he deserves recognition in some way. A medal will show that his fellow seamen and the public believe him to be an outstanding man.



**John Hunt, AB:** I don't go for medals, scrolls and all other trappings as such because a lot of them are handed out for publicity purposes only. A seaman, however, who has shown bravery by his action beyond the call of duty rates honor and recognition by his fellow men.



**Harry Wright, Wiper:** Establishing awards is fine with me, but I believe that many men feel that their deed was what was expected of them and not something for which they should be dragged up and hung with a medal. The thanks of those involved is enough.



**Kuno Schopfer, Elect.:** An award to seamen would give a man pride in his deed and give others pride in being part of the maritime industry. Also this would be a way to make shore-siders better acquainted with our work. Hundreds of seamen who have deserved such honors are unknown and unrewarded.



## SEAFARERS IN ACTION

The traditional generosity of Seafarers to shipmates who run into trouble was demonstrated by the crew of the Elizabeth recently. While aboard the ship Seafarer Ed Guzszynsky got a radiogram that his wife was about to undergo surgery.



Nelson

Crew members promptly chipped in \$72 and the ship's officers sweetened the kitty so that Guzszynsky could catch a plane and be home for the emergency. Ship's and steward department delegate on the Elizabeth is Allen Friend. Joseph Wagner is the deck delegate while R. Vellinga represents the engine department.

Repair work on the Steel Flyer has been handled promptly and in tip-top shape, the crew reports, thanks to the services of Harry E. Schockney, black gang delegate, and Frank S. James, chief electrician. Crew-members gave these two Seafarers a warm vote of

thanks for their efficient work. Schockney joined the SIU in New York on June 15, 1943. He is 33 years of age. James joined in the same port in 1948, and hails from Mobile.

The August 3 membership meeting in all ports were under the guidance of a number of rank and file Seafarers, including C. Bogucki and C. Martin in Philadelphia; Wm. Harrell in Norfolk; Phil Reyes in Mobile; H. Shuman and J. Bragg in Savannah; S. W. Cantrell in Lake Charles; and in the West Coast ports, H. M. Thomas, H. Pederson, M. W. Cross, K. Foster and J. Sampson. All of these brothers held various elected meeting posts in these ports and acquitted themselves well.

It's certainly convenient to know that the ship's slopchest will be open any time of day when you're in need of cigarettes, shaving cream or any other item. Or putting it the other way around, it can be an awful nuisance if you have to wait a day or two for the man in charge to get around to it.

Crewmembers of the Steel Worker had the good fortune to enjoy the convenience described above because chief steward Fernando Senent was "open for business" any time a member of the crew was in a shopping mood.

Senent also did a good job of running the feeding department, the crew reported.

Seafarer C. W. "Red" Cobb got some lavish praise recently from the gang on the passenger wagon Del Sud. A ship-board meeting went unanimously on record to thank him "for the many times and ways he has proven himself one of our finest seafaring union men." Cobb should have a good idea of unionism by now because he has been an SIU man for over 14 years, joining in New Orleans back in May 22, 1941. He sails in the steward department and comes from Tennessee originally.



Cobb

Appreciative for the attention he shows to his duties, crewmembers of the Iberville (Waterman) have formally thanked Seafarer William A. Padgett, ship's delegate, for his cooperation in getting a new refrigerator for the crew's pantry. The siege of heat this summer wore the old one out completely, the same as it did everyone else.

The crew of the Marymar reacted pretty much along the same lines to another veteran Seafarer, James H. Nelson. Nelson, who joined the SIU way back in January, 1939, was engine delegate on the Marymar and was commended for doing a really fine job. This seafaring veteran holds all ratings in the black gang.

## Crewing Of Lay-Ups Hypos New York

NEW YORK—The crewing of one ship fresh out of idle status and the prospect of several more vessels coming out of lay-up forecast continued good shipping out of New York, which has been booming all summer long.

Several operators have indicated they will be bringing ships out of lay-up in the near future, according to Assistant Secretary-Treasurer Claude Simmons, New York port agent. "Thus the future shipping picture here remains bright," he stated.

A full SIU crew was provided for the Government-owned Duke Victory, which is being operated by Bull Line. This ship is the latest recruit in a string of boneyard break-outs reported in recent weeks, and more are apparently on the way.

### All-Hands Busy

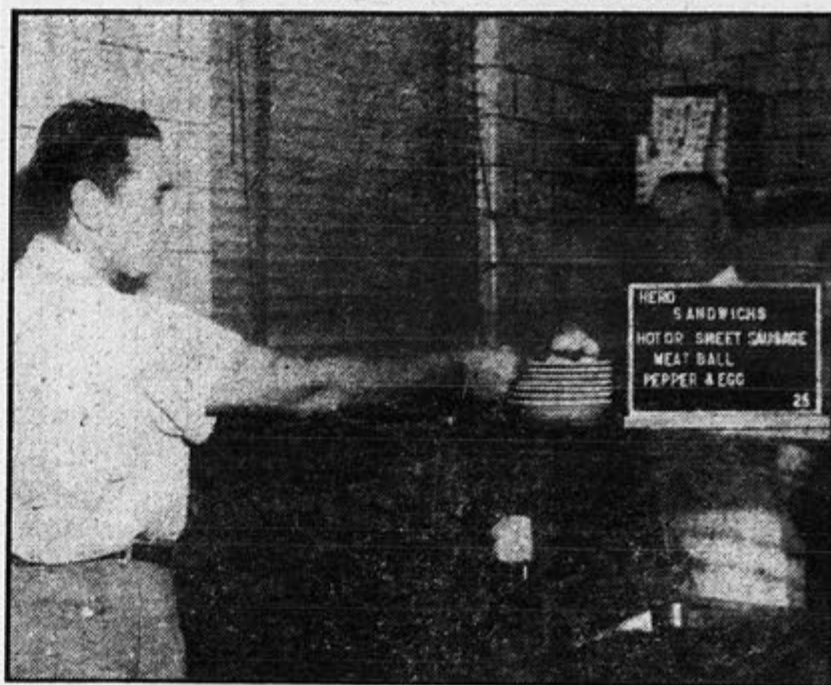
Simmons also noted that the business of the port is keeping all hands busy. "But we are happy to be able to report that our troubles are few, beefs are at a minimum, and the ships' crews and company officials are cooperating with us to maintain a smooth operation."

The main trouble faced by headquarters branch officials has been that "we almost needed boats ourselves in order to make the ships coming in, since we have had so much water around here from hurricanes and floods. After a long dry spell, rain has become a little strange to us here."

In addition to the ships expected to be coming out of the boneyard in the near future, he added, there are also a number of ships due in from the Far East and elsewhere, along with the steady callers in the port. "Accordingly, no one should have too much trouble getting a run of his choice."

Although the number of jobs shipped dipped slightly from the previous period's record high, there was no lack of activity. The dispatchers had one hectic day

## "Hero" Meets His Master



Reaching out for one of those 25-cent "hero" sandwiches featured on the menu of the SIU headquarters cafeteria, this Seafarer is all set to munch the popular food item. Prices on other items are low also, including five-cent cup of coffee.

filling a total of 80 jobs that they'll remember for a long while. All in all, the port handled 23 payoffs, seven sign-ons and 11 in-transits during the last two weeks.

## Heavy Cargo Market Ups Ship Prices

War-built Libertys and T-2 tankers are bringing the highest prices in the used ship market since the boom days of the Korean War. The present strong cargo market has zoomed the prices and has even brought back into trade ships that were awaiting break-up for scrap.

In the past four months the price of Libertys has risen nearly 15 percent with two Libertys sold recently in London for \$885,000 and \$865,000. More unusual was the purchase of two freighters—one 35-years-old and the other 34-years-old—for use as cargo carriers. The ships had been earmarked for scrap.

### Coal Cargoes

Accounting for the price boost of Libertys is the large amount of high rate cargo available, particularly coal for the United Kingdom, the Continent and the Far East.

Many of the tankers are being taken from lay-up and converted into ore carriers, a new, booming trade.

The asking price is now reported to be \$950,000 for an American-built Liberty under foreign flag and \$500,000 for the same type ship under the American flag.

The boost in price is seen as being particularly unusual inasmuch as these vessels are all middle-aged and are well into the years when repair costs mount heavily.

## MA Moves To Rejuvenate 2 Libertys

WASHINGTON — Estimates now indicate that two modified Liberty ships augmented with experimental power plants under the Maritime Administration's much-ballyhooed Liberty ship conversion program may finally put to sea by next May.

Contracts covering two proposed conversions have just been awarded to the Newport News Shipbuilding and Drydock Company and the Baltimore yard of the Bethlehem Steel Co.

The ships involved are the John Sergeant, which the Newport News yard will fit with a 6,600 shp open-cycle gas turbine propulsion unit, and the William Patterson, which will have a 6,000 shp free piston generator gas turbine unit installed by Bethlehem.

### Lengthen Bow

In addition, the contracts cover varied modifications of each ship, including the lengthening of the bow sections to allow for the increased speeds being built into both vessels. The estimated completion of both jobs in nine months will be followed by extensive yard tests and sea trials.

The Liberty conversion program has been authorized by the MA as a possible means of updating the vast Government-owned stockpile of war-built vessels in line with current shipping needs. Nearly 2,000 of these ships are in various reserve fleets on all coasts.

Two other experimental power plants are being readied for other Libertys assigned to the conversion program so that the best possible plant can be determined.

## Sign Enrollment Cards

Seafarers are urged to make a careful double-check when they fill out their enrollment cards for the new family hospital-surgical benefits provided by the SIU Welfare Plan, because many of the cards filed so far lack the signature of the Seafarer involved to make everything official. The absence of a proper signature at the time of a claim can complicate or delay approval at the worst possible moment when aid of some kind is actually needed.



# MONEY DUE SEAFARERS

# MISSISSIPPI SHIPPING CO.

# IN UNCLAIMED WAGES

Unclaimed wages in excess of \$5 each are being held by the Mississippi Shipping Company for the following former crewmembers of company-owned and government-owned ships. When applying for the money, furnish Z-number, Social Security number, rating, name of vessel and period of employment. Write to company at 1300 Hibernia Building, New Orleans, La. This money covers period up to December 31, 1954. Company-owned ships:

Smith, Warren W. Valeri, Arnold Snyder, Richard E. Soe, Laure Sololowki, Alex. Solito V. A. A. Jr. Sommer, Daniel Soria, Antonio Sovclius, Gasta Sparkman - Davenport, James P. Spellman, Joseph Spencer, Theo. A. Sperry, Frances Spivey, G. W. Sposato, H. R. Stachowicz, J. J. Stanek, Joseph F. Stapleton, J. C. Starke, Curt Steffens, L. A. Stephens, Edwin Stewart, David Stewart, Samuel Stokes, Alvin Stone, Lotus Storm, S. Straham, Jack B. Strate, Chas. R. Strawn, Francis Stroud, Dixon Suez, Aurelio Suarez, Louis Sullivan, R. M. Sumpter, James Surritt, Herschel E. Suttiff, Harvey S. Suttiff, Jack I. Sweet, Harold W. Swindoll, R. H. Swing, Philip Tait, Wiley W. Tannehill, Boyd Tannler, Alfred Tarlton, Harold Tavares, Jack Taylor, Frank Taylor, Stanley S. Thaxter, Raymond Thibodeaux, K. A. Thomas, Harvey L. Thomas, James D. Thomas, Wilson Thomassen, J. Thompson, Albert Thompson, A. F. Thompson, Charles Thompson, Harry Thompson, Hermon Thompson, James Thompson, Roy C. Thompson, Wm. E. Thorn, Victor D. Thornhill, Dan Thornton, H. C. Thornton, William Thorne, Alfred Thurman, Aubrey Tingley, Benj. W. Tomlinson, K. L. Tonazal, Ruardo Topolan, Garabed Torres, Faustino Touart, Joseph R. Trahan, Sam G. Trahan, Harold J. Tramontani, J. M. Treadway, William Treuil, Clifton Tromberl, Angelmo Tubman, J. M. Tucker, Ernest Tunnell, J. R. Turner, William J. Turner, William P. Underwood, John Ussery, Cleveland

Birdhill, Jack Black, Robert F. Blackford, Ralph Blackman, Joyce Blaine, Al. L. Blamco, David Blanchette, Robert Bliss, Herbert C. Bion, John Bloom, Louis B. Bogrand, Roy B. Botes, Bernard J. Bond, Benjamin Bonds, Minor C. Book, Frederick Boroski, George Boss, Richard D. Boudreaux, Charles Boudreaux, E. J. Jr. Boyett, Russel N. Braden, Chas. Bradley, Dewey D. Brannigan, V. L. Brashier, Elton W. Breau, Earl G. Brennan, Timothy Briant, Louis P. Brightwell, Wm. Briguera, Gregorio Britt, Fred Brosig, August A. Brown, G. Brown, George Brown, Harold W. Brown, James R. Brown, Richard L. Browning, E. Bruce, William T. Bryant, James A. Buckley, Thomas J. Buckner, Henry Bucuyan, Fred Bulger, Arthur Bunn, James E. Burley, Willard Burris, George Bursey, H. Burton, Edward C. Burton, Raymond Busby, Benj. F. Bush, Leonard Busciglio, G. T. Bush, Leonard H. Bush, Marion L. Butler, John Butler, Owen Byrning, Harvey L. Cabrera, Reginal Cacas, Herman H. Cailet, Wilbert F. Cain, Earl Campbell, James Caputo, Anthony Carbone, Carl Carburne, Pasquale Carlson, John A. Carney, Lee O. Carpvich, Phillip Carr, Lev Carswell, James Caruso, Giuseppe Caruso, Joseph Cary, K. A. Casanova, Ray H. Casas, Herman H. Castanotto, Jos. Castanzo, Catalano, Ebbille Causey, John P. Celmayster, Sylvain Cedra, J. J. Chance, Robert Chandler, Albert L. Chandler, George Chapman, W. A. Chee, Choy Loi Chevane, Berdth W. Childress, S. C. Chittly, Eugene Christal, George G. Christian, John W. Christy, Charles W. Civello, Anthony J. Clark, Gerald Clark, James P. Clifford, U. B. Coats, J. W. Cobb, Clarence Cobb, John L. Coggins, Wm. Coleman, Gordon C. Colligan, John T. Collins, Floyd C. Collins, Frank M. Collins, H. D. Collins, H. T. Collins, Joseph Colpe, Juan A. Comeaux, Alvin Conners, T. J. Constanton, E. Cook, John J. Cook, M. C. Cooper, Clarence H. Cooper, V. B. Copland, Edward Corbert, R. C. Corley, Norman D. Corriean, Elmer Corriean, E. T. Costello, Joseph A. Costello, Rozello Coumas, Chester R. Craddock, Leonard Crafts, Earl Crane, Thomas Cresson, William Corft, Ernest Crowe, Alca B. Cuccia, Jacob Cummings, Floyd Cummings, John R. Cummings, Ralph Daly, Joseph G.

Danaher, James A. Davenport, J. P. S. Davenport, J. W. F. Davis, Earl J. Davis, Harold A. Davis, J. H. Davis, James W. Davis, Ross Davis, Roy E. Abadie, Joseph A. Adams, Sidney Adams, James H. Adams, James J. Adams, John E. Addison, Walter Aker, Sam L. Akridge, L. Alberto, Mario Alderman, T. J. Aleimaran, Joe Aleivzo, James G. Allemen, Camille Allen, Geo. A. Alleva, William Allison, Blair Alonza, S. Alston, Robert Amacher, Robert Amador, Roaul Anagnoston, Alex Anderog, Fred Anderson, Sigurd Anderson, L. D. Anderson, W. J. Ard, Dwight Arena, Louis L. Arreola, Sergio Arroyo, Amedeo R. Arsenault, Joseph Askew, Mm. D. Atkin, Edward L. Auers, Arved E. Avar, Edward Babcock, J. G. Babbitt, Ronald Bachot, Frank N. Baggett, Milton Bahr, David A. Baker, Harrison B. Baker, Newton Baldridge, Lorraine Balush, Leonard Balliet, H. T. Banister, Robert Bankston, A. F. Bankston, C. Jr. Barbler, P. Barblier, Livio U. Barfield, John Barnes, Edward T. Barnes, J. V. Barroner, F. W. Bartori, Dimitri Basar, M. C. Bashore, F. D. Bastiano, Frank Battle, James C. Baudine, Armand Bechtold, Vernon Bednowski, F. Begg, Alfred Bellonde, Harold L. Benish, Wm. J. Bennett, Roger Benley, J. F. H. Benz, Charles Berger, David Berry, Lawrence F. Bickler, Raymond Bice, James R. Bigwood, John Billitor, Woodrow Davis, Wilson Handley, John Hane, John E. Hansen, Paul E. Hansen, John T. Hanson, Thomas E. Harper, E. L. Harper, Joseph B. Harr, Sidney Harris, Harold Harris, R. L. Harris, Wm. E. Hart, Albert Hartle, Roy G. Harvey, Emmet L. Harvey, Leo J. Harwell, G. E. Hauke, Adam A. Hawkins, J. Hawkins, Stanley Haworth, Lafayette Haychuck, M. M. Hebert, Eric J. Hebert, Roland Heckman, Earl Hee, B. Heiduckl, Stanislaw Hellend, Elmer G. Hendricks, J. Hendrix, Donald Henkle, T. M. Henry, Hayden Hensley, Chas. R. Herald, Ralph H. Hernandez, P. J. Hernandez, S. Hernandez, Tony Hessman, Clarence Heuer, Otto C. Higgenbotham, L. Higgins, Wm. E. Hightower, Wm. M. Hill, Arloe Hill, Hughie H. Hinchy, Joseph H. Hippard, Chas. L. Hiscoch, Carleton Hodges, C. C. Hodgkiss, Wm. H. Hoffman, John A. Hoare, William C. Holland, H. A.

MacGregor, Wm. Maffeo, John Maffie, Earle Magurek, Andrew P. Maley, Richard J. Maloney, George J. Maloney, Michel Mansold, Stephen A. Manning, Elliott E. Mao, Koo Shih Marcentel, Burgess Marcombe, Huey Martin, Julio Markham, Sydney L. Marte, Domingo Martin, Jules A. Martinez, Loui Martinez, Noe G. Martinez, Richard G. Martinson, John Maticot, Jules A. Matchett, Ed. H. Mateo, Francisco M. Matherne, Ivy E. Mateo, E. J. Matulich, Sidney A. Mauldin, H. V. Mauterstack, U. S. May, William Melody, Thomas M. Meo, John F. Merl, Peter Mercer, Wm. Merritt, Richard Milan, R. S. Milburn, Harold R. Miller, Edward Miller, Raymond Miller, Russell H. Miller, J. J. Keenan, Wm. S. Keith, Paul J. Kelly, John T. Kelly, Lang M. Kelso, Charles F. Kennedy, John Kerfoot, Fred E. Keys, John P. King, John A. King, Morris R. King, Thomas A. Kinsler, Joe Kofonis, Markos Kohler, Warren W. Komieski, Joseph Koske, Earl Kraus, James D. Kretzer, Gustav Krieg, Barney L. Kroger, Carl Kross, Teddy Kuckne, Wm. H. Lachney, Milton J. Lake, H. D. Jr. Lamb, Joseph A. Lamgo, Antonio S. Landrum, Oliver Landry, Antoine Landry, James Landwerlin, L. L. Larsen, W. T. Larson, Arno E. Larson, Gustof A. La Soya, Michael Latapie, Jean Laufer, James Lauzon, Stuart M. Lavelle, Wm. J. Lavery, John B. Lazar, Joseph A. Leahy, F. G. Le Blanc, Joseph Le Blanc, P. C. A. Lee, James Lee, Theodore E. Lee, Tinnerman J. Lee, Victor Lehnig, Armond L. Leister, D. H. Jr. Lemoine, Adam Jr. Lemoine, Sam J. Lemoine, Vernon E. Lera, Anthony D. Leva, Anthony D. Leverman, Egon T. Libby, Leonard A. Liles, Thomas Innum, Leo E. Lisser, Joseph E. Luizza, Giacomo Luza, Michael Longley, Julian Lopez, Ernest R. Lopez, Giuseppe Lorse, Nils Loute, Charles Lovem, Wm. A. Lowerback, Bennie Lowe, Edward B. Lozes, Frederick L. Luizza, Giacomo Luke, Adgar W. Luna, Carlos M. Lundy, Arthur W. Luxemburg, Robert Lyle, Samuel Lynchard, Billy E. Loca, Manuel Lynn, Billy C. McAvo, Arthur McBride, Phillip C. McCarthy, A. W. McCarthy, Jack I. McCracken, Geo. McDees, James McDowell, T. G. McDowell, T. O. McIntosh, Howard C. McInturf, Ralph G. McKeever, John McKenna, John J. McLaughlin, James F. McLaughlin, T. J. McLaughlin, Donald L. McMillan, Cecil R.

Liprincott, James Lockler, Jesse J. Lohse, Peter Long, Franklin Lopez, Albert H. Lowery, C. J. Luke, Edgar Lutz, Joseph Lutz, Marvin D. McAleer, Harold McCaffry, R. W. McCarthy, Jack McCallan, Earl L. McGown, Frank McInness, Lawrence McKinstry, Albert McNabb, Sewell T. Madden, J. L. Mahaffey, L. J. Maher, Lee T. Malone, Thomas Manning, Sam H. Manuel, Harold Marie, Francis A. Markham, C. L. Marques, Jose Marques, Jose A. Martineau, J. A. Massey, Thomas B. Matherne, D. T. Mathews, Robert C. Mato, Daniel Mattei, Anthony Mayes, H. S. Jr. Mayo, Obie L. Mazuk, Chester Medina, Julius J. Medina, Miguel L. Medrano, F. Foster, Paul S. Francis, Joseph P. Frasier, Elmer L. Friddle, Marahal R. Fritz, Charles C. Galatis, G. Gallardo, Jose Gannon, Charles Garcia, Armando O. Garnell, S. E. Geanusse, Peter George, John H. Gibson, Den. Gill, Homer W. Glazer, Edward T. Glendon, John R. Glover, Fay F. Godwin, Charles E. Gonzalez, Cofereno Gonzalez, Gilbert Gray, Herman E. Green, Herbert O. Grennen, Leo H. Grezory, Ervin J. Griffin, L. O. Griffin, Loyd J. Grim, Harold A. Guerrero, R. G. Guild, Maurice G. Guthrie, B. R. W. Gypin, Arthur L. Hackelberg, E. H. Haislett, Tullie Hall, Donald Halverson, Denver Hammock, Whitten Hare, Michael D. Harris, Homer G. Hartman, Charles Hary, Henry Hauptmann, E. E. Haynes, C. M. Hebert, V. A. Henry, G. E. Henry, James P. Hermes, Gerald Hernandez, E. F. High, Robt. G. Holmes, T. W. Mr. Holmes, Oliver Hong, Yuan Hoover, Daniel B. Howard, Walter D. Huff, Warren G. Huggard, Edward F. Hughes, Wm. J. Huriburt, Leroy H. Hyland, Daniel Jackson, Robert J. Jacobs, John Jacobsen, S. Jim, Harold Johnson, Harold Johnson, Carl R. Johnson, John R. Johnson, Robert C. Jones, Vincent R. Jones, Walter R. Jones, Luciano Jung, Sing Casey, James Castillo, Thomas Cathcart, Paul Cavanaugh, Thomas Copiano, Theo. Chal, Joseph E. Chalkias, S. G. Chapman, T. A. Chase, H. Chee, Choy Lol Chlotis, Evange Christian, Aloy Christian, E. F. Jr. Cleater, John Cline, Delmer Cohen, Jay C. Copins, Claude F. Conklin, Frank N. Conrad, Jos. Contreas, Juan Cooks, Cyrus M. Jr. Cooper, Ed. Cosper, Lonnie Coyne, Joseph Crawford, Eida R. Crooks, C. M. Jr. Crowley, John Crowley, Joseph A. Curlett, Francis A. Curran, John Daly, Michael P. D'Ambrasia, N. E. Damm, Paul Daniel, B. Darawick, Michael Davis, Alvin Davis, Lloyd J. Davis, Wm. J.

Government-Owned Ships  
Abate, Mario Abbey, Richard Adams, James P. Adamson, George Adherold, Fred Alpaugh, K. H. Ames, Omar O. Andersen, Alfred Anderson, Wm. P. Anglin, Joseph Antill, Allen Apalopoulos, Cirilos Arena, George H. Arledge, Geo. D. Armstrong, James Atschaffe, Jos Aubert, Golden A. Bach, Irwin Balaskos, George Ballance, Ocie M. Barlow, Joseph E. Barnes, Eugene P. Barnhill, Darrell Becker, Edward Bell, Clarence E. Bencic, James Bender, Anthony R. Bennett, Charles R. Bendit, Kenneth Berberick, E. J. Bivins, A. E. Blanchard, R. F. Blanchett, Harvey Boggs, Harold W. Bongsangue, N. Boss, Richard D. Boucher, Joseph Bourrillon, D. Boyd, Chas. Brady, Robert B. Bramea, Wm. G. Brands, Henry Branna, James C. Breedlove, L. J. Jr. Broadus, Jerry Brock, Robert L. Brown, H. M. Brunell, Victor D. Buck, Lin E. Bulger, Arthur Buzas, Fred, Jr. Butler, Shirley Cahoon, Dennis Calmi, Joseph Caisen, Solly R. Caldeira, A. B. Callahan, M. J. Caloptakas, Theo. Camp, Auden Z. Campbell, Walter Cantrell, R. D. Cantwell, Hubert Cap, Daniel W. Caporale, Alfred Carraway, Wm. N. Carrier, Geo. C. Cart, George B. Carver, Roy M. Casey, James Castillo, Thomas Cathcart, Paul Cavanaugh, Thomas Copiano, Theo. Chal, Joseph E. Chalkias, S. G. Chapman, T. A. Chase, H. Chee, Choy Lol Chlotis, Evange Christian, Aloy Christian, E. F. Jr. Cleater, John Cline, Delmer Cohen, Jay C. Copins, Claude F. Conklin, Frank N. Conrad, Jos. Contreas, Juan Cooks, Cyrus M. Jr. Cooper, Ed. Cosper, Lonnie Coyne, Joseph Crawford, Eida R. Crooks, C. M. Jr. Crowley, John Crowley, Joseph A. Curlett, Francis A. Curran, John Daly, Michael P. D'Ambrasia, N. E. Damm, Paul Daniel, B. Darawick, Michael Davis, Alvin Davis, Lloyd J. Davis, Wm. J.

(Continued on Page Fifteen)

# MEET THE SEAFARERS

**LEONARD SPIVEY, Boson**  
Six-foot-two, medium complexion, brown hair and green eyes are the identifying characteristics of Seafarer Leonard T. Spivey.

Born in North Carolina, April 11, 1921, he came to Baltimore in the early '40's and worked as a mechanic at the Martin Bomber factory. His trick was the graveyard shift from 11:30 PM to 7:30 AM. After a long stint as a man behind the man he decided he could do more for Uncle Sam by helping to get the war goods to the fighting fronts. So early in 1943 he went to the St. Petersburg Maritime School's deck classes. He began his voyaging as an American seaman six weeks later.



Spivey

Sailing at that time for Spivey was strictly "for the duration". However, after the armistice, every trip was his "last trip", only to be followed by "just one more".

He did leave the sea for one summer to work in Baltimore as an electrician for a utility company while they converted a dangerous poison gas to natural gas. "That's the longest I've stayed away. I was happy to get back."

### Likes Poker

During off hours aboard ship, his shipmates know him as a man who loves a good game of poker. However, he reads occasionally but gets more enjoyment out of passing the time by talking over a hand of cards and winning a sizeable pot.

Only thing that bothered him during the war was that an enjoyable game might be interrupted by enemy planes bombing. This did occur several times, and he was rather disheartened when once he had to spend five hours on a 3-inch 50 when it could have been spent drinking coffee and playing cards.

Baltimore has been his sailing port regularly for the past twelve years. By 1957, he is hopeful of buying a new home in the Belair Road section of Baltimore where his three little ones and his wife can wait for him to return from the seas.

**JULIUS B. SMITH, Elect.**  
Most men get the lust for the sea at an early age, but this was not true of Seafarer Julius Bill Smith.

Born October 22, 1900, in the small farming town of Mischoppen, Pa., he lived in the immediate area until 1940. By that time he was married and had a son, Edward. It was just before the war that he ventured southward to Baltimore to look for work at the Bethlehem Shipyards. After he was settled, his wife and boy joined him to live in the small community of Brooklyn, just outside the metropolitan area.



Smith

During World War I, Julius was too young to wave the flag for the United States; during World War II, they said he was too old. There must be something that he could do regardless of his age, he decided. His determination led him to the merchant marine to help carry the urgently needed equipment and material to the American youths and allies in far-off lands.

It wasn't that easy though. He didn't have the papers and necessary qualifications to sail out in the ocean. He finally managed to get hired aboard an intercoastal tug, eventually working up to the deepsea ships and the SIU.

### Swore Off Sailing

In 1947, when he was sailing on the Cubore (Ore) through the Windward Pass from Santiago, the ship took a terrific list and virtually limped into Baltimore. This made Smith cautious of the sea. He swore he'd never again put his name on a ship's crew list. He stayed ashore long enough to receive his electrician's endorsements and decided to try it again.

His most serious injury to date makes Julius blush. While aboard the Yorkmar, he hit his elbow on a ladder and paid no attention to it. The next morning he was awakened by an unbearable pain in his hand, wrist and arm. That everyday accident caused him to receive treatment at the Baltimore Marine hospital for several months.

## 'Do You Smell Something?'



Twenty-three men died last December when the LST Southern Districts was lost without a trace. Earlier another ship of the same company, the Southern Isles, sank with the loss of 17 men. The Southern Isles was definitely overloaded—even the inspector admitted to that—but cause of the Southern Districts' loss is not as clear, for there were no survivors.

One of the unfortunate aspects of marine disasters is that the organization responsible for the safety of these ships—the Coast Guard—is also the agency which investigates and reports on these tragedies. Just as it has so often been found that police departments that investigate reports of police brutality find no evidence, so it must be said that the Coast Guard likewise can be expected to find no evidence of wrongdoing on its own part.

The fact remains, however, that if the safety minimum on American merchant ships is to be maintained, then the group responsible for that safety must be answerable to someone other than itself.

### Must Protect Crews

If "deals" are to be made by the owners with the Coast Guard to evade safety minimums some action must be taken to protect the men who must man those vessels.

If the question of whether or not to repair a ship is decided solely on the basis of cost, then safety will come second, especially when the Government agency involved gives its okay.

The widows and orphaned children of the men lost on the Southern Districts deserve a great deal more than the report issued by the Coast Guard absolving themselves and the company of all blame. Likewise, the thousands of men sailing America's ships today deserve the protection and, more important, the enforcement of US ship safety laws.

Whitewash is a word carelessly used these days, but after one reads the Coast Guard report and the accompanying letter by the Coast Guard commandant, it is the only word that rightfully applies to the disaster of the Southern Districts. As far as the SIU is concerned, this is by no means the end to this case.

## LABOR ROUND-UP

New problems for plumbers in the atomic age include handling of titanium piping costing \$1,100 a foot for various atomic energy installations. Consequently the AFL Plumbers International Union is undertaking a program of stepped-up teacher training so that apprentice plumbers will be equipped for the demands of the atomic age.

Office employees working for the Supreme Council of the Knights of Columbus in New Haven, Conn., ended a four-day strike with a 17-cent package increase. The 300 office workers are members of AFL Office Employees Local 329. Part of the package includes sick leave, vacation and holiday improvements.

Washington's buses and streetcars are running again after being idled by a 52-day strike of AFL operators and mechanics. Workers for the Capitol Transit Company netted a 15-cent-an-hour pay increase plus several fringe benefits. Fares also went up, from 15

to 19 cents. About 3,000 men were involved.

Some 125,000 miners in the northern soft coal fields have just won a \$2 a day wage package, following agreement between John L. Lewis' United Mine Workers and northern mine operators. The pact provides that hourly wages will go up 15 cents starting Sept. 1, and will be boosted by ten cents more on April 1, 1956, to make up the \$2 figure. The miners also got guaranteed time and a half for Saturday work and double time for Sundays. Up until now they got the overtime only if they worked the five or six days previously.

More guaranteed annual wage news was made by the CIO Steelworkers Union when it signed a contract for 52-weeks' guaranteed pay with the American Can Company. Union spokesmen hailed the settlement as a true guaranteed wage and indicated they hoped to make it the pattern for next year's steel negotiations.



'There's One In Every Crowd'

—By Seafarer Robert "Red" Fink



Bites Lawson Beef — Gets A Mouthful

Every time a guy opens an oyster he always nourishes the hope that maybe this time he'll find a gleaming, valuable pearl on the inside. The hoping goes on endlessly; only the oysters seem unwilling to cooperate.

Aboard the SS' George A. Lawson, one brother took a bite and did find an unexpected gem. But he was having beef, not oysters. It wasn't exactly a jewel that he found either; it was a .22 caliber bullet.

The crewmember involved was concerned right away about his choppers. He almost blew up on the spot, of course, because he had tried to bite the thing in two until he found out what it wasn't.

Certainly he had a beef about the beef. It was definitely a "bum steer."

But he bore up pretty well, and managed to down the rest of his meal without incident. Not that the beef wasn't tasty. It was just that the "impurities" bothered him.

There's no indication what the reaction to the tale was when he told it to the messman, who passed it on to the cook who told the steward about it. The ship's minutes of July 13 are almost bare on details, except for the salient fact

that the unnamed Seafarer in question bit beef and came up with a bullet instead.

How the missile got there in the first place, of course, is another story. The smart boys are saying that the company port steward corals his own stock and isn't too fussy now and then if it weighs in a little heavier than expected because of its extra cargo.

Actually what probably happened is that the beef still seemed a little too frisky when the Lawson's cook mounted it on the cutting block and he just peppered it, but good.

Chairman of the ship's meeting at which the incident was officially reported was S. Woodruff. The secretary was H. S. Greenwald. Joseph A. Long is the ship's secretary-reporter.

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LOG-A-RHYTHM:

Stray Not, My Dear

By M. Dwyer

When I am dead, and o'er me,  
Bright April shakes out her rain-drenched hair,  
When leafy trees bow down,  
Their branches wet with morning dew,  
When birds begin to fly about and sing,  
My dear, I will not care.

These things I shall not see, nor hear,  
No senses have the dead;  
I will have peace,  
While all above me, including you,  
Are in such torment and distress.

When ships still sail and balmy breezes blow,  
When gulls still cry their message to the wind,  
When waves roar high, and lash against the shore,  
Your absent days will give me pain no more.

Perchance you'll think, and yearn for me, someday  
But too late will your longing be  
For I will have sailed by then,  
Unto the port of no return.

Then, if you care to seek me out  
And o'er my grave you stop and kneel to pray  
Waste no teardrops then, on me, my dear  
For I shall be long dead,  
And more cold-hearted than you are now.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.



Puzzled like everyone else about the bullet in the beef, Jimmy Cox, baker (left), and Andy Kudlow, cook, pose in galley of the George Lawson.



Mealtime aboard the George A. Lawson on another occasion, when beef was just beef and did very well at it. Pictured (l-r, clockwise) are Tony Michalski, oiler, engine delegate; Monte Smith, AB, deck delegate; Bob Everton, OS; Blackie Peters, OS; Roy Peebles, AB, and Carl Ainsworth, AB.

Burly

"Bad trip, lousy ports . . ."

By Bernard Seaman



# 'Jury-Rigged' Baker Shines On Bienville

The fact that the steward department—"the least unsung medium aboard ship," in the words of Seafarer William Calefato—can prove its versatile abilities in the face of an emergency was amply shown recently on the Bienville, a Waterman ship on the Far East run.

As far as the steward department on the Bienville is concerned, "no matter how it's battered, it always rises," he said.

This came about recently when the baker suddenly became afflicted with "mal de mer" and had to retire from his duties posthaste.



Pierson

The lack of bread might have been a real calamity, except that Leroy Pierson, steward, stepped in to fill the breach.

"Looking at the steward, you would not suspect that his talents in actual performance at a galley range or oven are superior to those displayed ashore," Calefato commented.

"We didn't have those monotonous square loaves that you always see. We had twisted rolls, bread cups and the kind of luscious pastry that would make most French pastry cooks go back to school," he added. These helped further enhance the very palatable menu turned out by chief cook Frank Atkins, assisted by third

cook Edwin Vireia."

Calefato pointed out also that the crew, which heartily sympathizes with the seasick baker, can't be blamed for secretly hoping now and then that he stays that way.

## NO Cowgirl



Familiar to Seafarers—patients at the New Orleans marine hospital, where she's been putting on shows every month, is Ruby Dee Villars, "The Crescent City Cowgirl." Duska "Spider" Korolia sent in the photo.

## Fresh Fish On Steel Navigator



A couple of kettles of fish which provided some sport of Seafarers out in the Persian Gulf on the Steel Navigator are displayed by proud fishermen (l-r) Schopfer, 2nd elec., Evans, bosun, Gillis, MM, and Sanchez, AB. Seafarer Lars Nielsen, who took the photo, said he wanted it known definitely that these fish were not caught in a saloon.

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

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## Thanks For Aid By Seatrain NY

To the Editor:

My thanks and appreciation to Captain J. J. Wenzel of the Seatrain New York and fellow crewmembers who put me ashore at Key West, Fla., with appendicitis recently.

At a time when the seriousness of my situation was not clearly apparent, Captain Wenzel exercised caution in having the Coast Guard remove me from the ship. Within a few

## Letters to the Editor

hours my appendix had ruptured, but I was already at the US Naval hospital here, where an operation saved the day.

From my experience over the past four weeks I would venture to say that a man could hardly expect more competent medical care anywhere in the country than he receives here. The doctors are among the best, and though my recuperation has been slow, it has given me an opportunity to observe that a merchant seaman is given the best of attention by the hospital staff.

Seatrains Lines also acted promptly in seeing that I had transportation for returning to New York. Again I'd like to thank all concerned and wish them smooth sailing.

Frank Flanagan

## Chickasaw OK's New Feeding Plan

To the Editor:

As ship's delegate of the SS Chickasaw I wish to express the appreciation of the crew and myself for the new system of feeding our Union has adopted, and which Brother Phil Reyes is introducing aboard this vessel.

This ship has always been feeding well, like any SIU ship should, but when Brother Reyes came aboard to ride with us for several days, the food and service became even better. We are all for that.

Like many other members, we were wondering from what we read in the LOG what this new-fangled idea of feeding was, before Reyes came aboard. To our surprise, we learned it was not a new idea, as we had thought, but was the application of plain common sense to the preparation and serving of food, which has to be prepared right and served right in order to be enjoyed. This Brother Reyes is demonstrating to us.

### Knows Job

Headquarters should be congratulated in its choice of Reyes to help the steward department establish the new system, as many Seafarers know him to be not only thoroughly familiar with steward department work but also no mean cook in his own right. He demonstrated this when he went to the galley and did the work with the gang to familiarize it with the mechanics of the new system.

From what I heard from the crew and most of the steward department, including the steward, who is a good Joe, Brother Reyes' presence aboard the ship is welcome.

At our regular shipboard meeting where he explained the new feeding system, Reyes an-

swered many questions to the satisfaction of the crew and invited all suggestions and criticisms to be sent to headquarters. This we approved 100 percent.

### Need Set-Up Permanently

After the meeting, many brothers voiced the opinion that we should have a headquarters representative riding SIU ships between US ports on a permanent basis. He could help us solve minor food beefs and problems aboard the ships before they really get acute.

If he is aboard the ship for several days and observes conditions, he can acquire a thorough and familiar knowledge of the beef, and can help remedy it on the spot. To this, I say "Amen."

In conclusion, let me congratulate our Union officials who are responsible for instituting the new SIU feeding system, and may I hope, along with the members of the crew of the Chickasaw, that this system is not something temporary, but will be a part of our existence as a progressive Union.

Gus L. Taylor  
Ship's delegate

## Fan Letter For Seafarer's Poem

To the Editor:

In the July 22 issue of the SEAFARERS LOG there was a poem in the "Log-A-Rhythm" column titled "Baby Prayer," by Harry Price.

I have mislaid the LOG and would like to know if you could please send me a copy of the above-mentioned poem.

My husband and I really enjoy the LOG very much and look forward to reading every issue we receive. Keep up the good work.

Mrs. Olga Bagley

(Ed. note: A copy of the LOG containing the material you requested is being sent to you.)

## Hails Kindness Of Mae Crew

To the Editor:

I want to take this opportunity to thank the crewmembers of the SS Mae (Bull) and everyone else who donated for a wreath at the time of death of a loved one.

It was appreciated by all.

John O'Toole

## Thanks Chemist Crew For Help

To the Editor:

I hope you can print a line of thanks to the mate and crew of the Steel Chemist (Isthmian) for saving my life on the dock in New Orleans.

I understand that a long-shoreman drove me fast to the marine hospital where they are doing an excellent job. Thanks again to all of them for their kind help.

M. Oschitzki

## Welfare Data Aids Indians

To the Editor:

I am writing to acknowledge your recent letter with most sincere thanks.

We appreciate very much the trouble which you have taken in giving us such detailed information about the new Seafarers Welfare Plan.

This material will be very useful to us in planning welfare measures for seafarers in India.

C. P. Srivastava  
Directorate General of Shipping, Bombay, India

## Member's Wife Wants LOG Home

To the Editor:

My husband, John B. Geissler, is SIU book G-567. He gets the LOG on all the ships he is on and has shown me several copies.

It is a wonderful publication. Please put my name on your mailing list for the SEAFARERS LOG.

Right now, John is shipping out of this bustling old Port of New Orleans in the steward department.

Mrs. Doris Geissler

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

## Anniston Trip In Fine Shape

To the Editor:

The SS Anniston, with coal cargo loaded at Newport News, has arrived, after a crossing with exceptionally good weather, at Rijika, Yugoslavia.

This ship is the second one being crewed by Seafarers for this company, so the crew is aware that we are in a way on trial, and is doing a job in such a manner as to be a credit to the Union.

The chief engineer and the first mate, in turn, while unfamiliar with our agreement, show a willingness to cooperate in carrying out its provisions.

We held a shipboard meeting on August 14 and found everything in order except for a few details that can no doubt be corrected easily. Steward J. L. Beale has his troubles but, in his usual good way, is getting the wrinkles ironed out as fast as could be expected.

As this is being written, the word has just been passed that Captain Tkacz is pleased with the crew and apparently has no beefs. That, I think, is just as good as adding a good many jobs to our ready, willing and able list.

V. C. Burns

## Wife Now Sees The Light Too

To the Editor:

My husband, who has been sailing with the SIU for 16 years, has had nothing but praise for the Union. I, on the other hand, being married to him for three years, didn't see that all was well.

I wrote to you in 1953 or '54 asking why wives and children weren't covered for hospitalization, what were the benefits of having seniority, etc. You always answered my questions, saying these things were being studied.

But, the recent May 13 issue of the LOG, detailing all the advantages being provided for dependents under the SIU Welfare Plan, made me join with my husband in praise. And I am sure all the wives of Seafarers feel the same as I do—we belong.

Achievements like the Union recently made call for a celebration. How about organizing a dance to be held at one of the Union halls and let the women get together for a change. We could cry on each other's shoulders discussing the fact that we are married to "no-good husbands" whose first love is the sea and that in spite of all that we wouldn't change them for any frustrated man ashore. What about it?

Mrs. Neston A. Paine

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:

Eileen Patricia Vaughan, born June 13, 1955. Parents, Mr. and Mrs. William Vaughan, New York, NY.

Bruce William Cash, born July 29, 1955. Parents, Mr. and Mrs. Joseph Cash, Winthrop, Mass.

Elaine Joyce Brinkenhoff, born July 30, 1955. Parents, Mr. and Mrs. Albert C. Brinkenhoff, New York, NY.

Diane Lynn Hilburn, born August 5, 1955. Parents, Mr. and Mrs. Thomas Hilburn, Fairhope, Ala.

Deborah Jean Whisenant, born June 30, 1955. Parents, Mr. and Mrs. Marcus Whisenant, Baltimore, Md.

Michael Roy Clark, born March 14, 1955. Parents, Mr. and Mrs. Roy Clark, La Porte, Tex.

Rickie Brian Laurent, born August 3, 1955. Parents, Mr. and Mrs. Edwin Laurent, Pasadena, Tex.

Larry Edmund Hensley, born July 22, 1955. Parents, Mr. and Mrs. Charles Hensley, Camden, N.J.

Carmen Antonia Hernandez Rivera, born July 11, 1955. Parents, Mr. and Mrs. Juan Hernandez, Puerto De Tierra, PR.

Michael Donovan, born June 30, 1955. Parents, Mr. and Mrs. Joseph Donovan, Boston, Mass.

Clifford Michael Aversano, born July 25, 1955. Parents, Mr. and Mrs. Michael Aversano, Brooklyn, NY.

Denise Sorensen, born August 2, 1955. Parents, Mr. and Mrs. Ejuind Sorensen, Brooklyn, NY.

Maria Cynthia Smith, born July 31, 1955. Parents, Mr. and Mrs. Lawrence Smith, Algiers, La.

Kathleen Mary Baker, born July 12, 1955. Parents, Mr. and Mrs. Norman Baker, Portland, Me.

Beverley Anne Bowley, born July 21, 1955. Parents, Mr. and Mrs. Robert Bowley, Copague, LI.

Kevin Michael Spence, born August 3, 1955. Parents, Mr. and Mrs. Leonard Spence, Brooklyn, NY.

Ramon Suarez, born June 20, 1955. Parents, Mr. and Mrs. Antonio Suarez, Brooklyn, NY.

Edward Churchill Cromwell, born March 12, 1955. Parents, Mr. and Mrs. Edward C. Cromwell, East Lynn, Mass.

Sherry Lee Slayton, born August 2, 1955. Parents, Mr. and Mrs. James Slayton, Rome, Ga.

Deborah Lynn Haigley, born May 28, 1955. Parents, Mr. and Mrs. Arden Haigley, Baltimore, Md.

Bob Nolan Webb, born July 2, 1955. Parents, Mr. and Mrs. James Webb, Mobile, Ala.

Jeannette Griffith, born July 3, 1955. Parents, Mr. and Mrs. Thomas Griffith, Brookhaven, Miss.

Melvin Joseph Wolinski, born July 13, 1955. Parents, Mr. and Mrs. Frank Wolinski, New Orleans, La.

Report On Ship Disaster Is CG 'Whitewash': SIU

(Continued from page 3) coaster, is running on a certificate limited to inland waters.

The failure of the Southern Districts to come out of the storm which it was entering when last sighted on December 5, 1954, appears to be coupled directly with the structural condition of the vessel and the certification that she was fit following repair work at a New Orleans drydock.

The SIU challenge of the Coast Guard procedure governing the case stemmed principally from the admissions in the record by its own inspectors and by the operating manager of the company, E. F. Railsback. The damaging testimony by Seafarers who had sailed the ship up until her last voyage was later corroborated by much of what CG and company officials disclosed.

'Deal' With CG

One of the more explosive disclosures at the January hearing was testimony by Railsback concerning an understanding between the operators, the Coast Guard and the American Bureau of Shipping to allow the ship to "get by" with patched plating under the power plant instead of renewing the plates as required by safety directives. The agreement, made early in 1954 avoided replacement of worn and damaged plating which would have required expensive rebuilding of that portion of the ship.

Expressing the regret of the Union that the Coast Guard which, in this instance as in so many others, occupied the dual role of judge and jury in reaching its final verdict on a matter involving its own personnel, SIU Secretary-Treasurer Paul Hall called upon the Coast Guard to explain its questionable action not only to the survivors of the missing men, but to all seamen whose safety at sea rests largely in the hands of Coast Guard marine inspectors.

"Given testimony," Hall stated, "that a ship has a variety of major and minor defects, that wooden plugs were used to stop leaks below the waterline, that a Coast Guard inspector conducted a survey of the engine room over a cup of coffee in the salon with the chief engineer, that seamen with 15 years of experience admitted this was the 'first ship in my life that I was ever afraid to ride,' given all this, the Coast Guard has chosen to look the other way.

"We're still left with the original question of what happened to

the Southern Districts. Somewhere there is an adequate answer. This whitewash of all concerned is not the solution," he added.

Nineteen Charges

In filing their suit for losses on behalf of the men's survivors, attorneys had listed 19 general specifications citing the company's responsibility for the disaster on the basis of testimony offered at the hearing and other facts uncovered later, and attacking its claim for limited liability.

They went further, relying upon the testimony of Railsback and others, in charging not only was the vessel unseaworthy, but also that the company knew it was such

and thus was liable much beyond any limited figure applied in court.

Seafarers lost aboard the ship were: Sotirios Galardos, 22, Norfolk; James H. Brandon, 38, Tampa; Louis B. Cook, 53, Lake Charles; Thomas Nicholas, 29, West Lake, Fla.; Frank Famiglio, 18, New Orleans; Samuel B. Thomas, 35, Thomson, Ga.; John Daniels, 36; Conway, SC; Wladslaw Hinc, 46, Philadelphia; Purdom Morris, 30, Fordyce, Ark.; William T. Cooper, 27, Savannah; James B. Sellers, 29, Savannah; Victoriano R. Martinez, Norfolk.

The two SUP men lost were Herman Klotz, Jackson Heights, NY, and Billie Nolan, Miami.

FINAL DISPATCH

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

Holger Pedersen, 57: A heart attack proved fatal to Brother Pedersen, who died on July 7, 1955. Burial took place at sea aboard the SS Council Grove. Joining the Union in 1951 in the Port of Galveston, Brother Pedersen had been sailing in the steward

department. His beneficiary is a friend, Calvin Jones, of Houston, Texas.

Robert Miller, 35: On August 3, 1955 Brother Miller died of accidental electrocution due to a shorted electric drill. Burial took place at Forest Lawn Cemetery in Norfolk, Virginia. A member of the engine department, he had been sailing SIU since 1949, when he joined in New York. He is survived by his wife, Beulah Miller of Norfolk, Virginia.

NOTICES

The following men are asked to contact SIU headquarters or the nearest SIU hall as soon as possible on a matter of importance to them:

- B. L. Bone, Allen L. Boone, J. F. Billot, John W. Butler, Frank N. Bachot, T. L. Blackledge, G. W. Berthold, C. Burns, J. T. Bowman, Robert J. Coleman, Jose Cubano, Frank F. Caeloppo, S. C. Carregal, Eida R. Crawford, T. W. Cassidy, J. C. Clevenger, W. C. Dawley, G. Del Signore, William G. Dyal, Marion P. Edge, B. Eerman, Frederick Engle; D. B. Fields, John P. Forget, A. R. Fetcho, K. M. Fletcher, T. J. Gray, Peter Garvin, L. E. Gregory, W. Hughes, F. Hauser, John J. Hart, V. A. Herbert, P. J. Harayo, Edgar H. Hay, M. V. Howton, F. R. Hattaway, E. K. Iverson, W. J. Jackson, S. Jackson, J. S. Kornek, C. Kinnke, Joseph Kissel, Stephen B. Kutzer, C. J. Kerrigan, M. R. Knickman; T. L. Laningham, F. A. Lord, Horace Ledwell, Robert Lipscomb, James A. LaCoste, P. V. Marsh, Coy L. Morrow, J. H. Moses, G. Merola, T. Merosa, A. D. Nash, Martin T. O'Toole, F. E. Perkins, Leroy D. Pierson, K. F. Parks, B. J. Pancelio, E. Pappel, J. E. Roberts, D. N. Roditas, R. R. Rice; W. Sloberman, W. M. Stanley, K. G. Sanford, H. St. Clair, Albert E. Stout, S. P. Schieffler, Warren E. Straw, William K. Sutherland, Frank Semole, J. R. Schultz, E. J. Swatski, H. S. Sosa, William J. Smith, H. S. Thomas, William D. Thimongé, T. L. Thompson, Walter Toblaon, V. E. Williams, E. C. Yeaman, Stan T. Zetterman.

Earl Henry Cahoon, 55: A resident of St. Johns County, Florida, Brother Cahoon died of heart disease on May 26, 1955, in New Orleans, La. Place of burial is not known. Sailing in the deck department for nearly nine years Brother Cahoon had joined the Union in New York. He is survived by his brother, Bruce Cahoon of St. Augustine, Florida.



Joe Daniel Bodiford, 58: Brother Bodiford died at Coral Gables, Florida on July 26, 1955, of heart trouble. Burial took place at Mount Olive in Luverne, Alabama. He had been a member of the SIU from the early part of 1953, and had been sailing as an AB in the deck department. He is survived by his daughter, Mrs. A. H. Smith of Savannah, Georgia.



MEET YOUR OLD SHIP MATES AT THE SIU'S OWN Port O'Call IN THE BALTIMORE AND N.Y. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INTL UNION-AEG-AFL

MONEY DUE

(Continued from page 10)

- Sewell, Noyle E. Tulp, John Jr. Shain, J. Unsher, Allen Shelton, Dale Vanos, Jan J. Sierra, Leslie Vasseur, C. E. Sigafosse, B. J. Verschoot, Wm. C. Simmons, Wm. H. Waldrop, James L. Siverly, Lawrence Walker, D. C., Jr. Sloan, Armond E. Walker, M. E. Smith, Charlie P. Wallace, C. F. Smith, John Wallace, Melvin Soleau, Jos. L. Sorenson, Soren Springer, L. V. Sterling, James Stevens, Greer C. St. Laurent, H. Stockman, Richard Stokke, Sverre M. Stone, F. L. Stone, Henry Suires, Joseph J. Sylvester, L. E. Talbott, Elwood E. Terrington, T. R. Thomas, Ed. Thomas, James D. Thomas, John Thomas, Paul W. Thompson, A. Thompson, John R. Thonis, Antonio Thrasher, Julius P. Thurmond, Carl Tiernan, T. J. Tighe, Raymond Timmons, Ramond Torina, Samuel Trambie, Harold Triche, Jan L. Truxillo, Thomas

The following men have retroactive or unclaimed wages of from \$1 to \$283 each coming from the Paymaster, Alcoa Steamship Company, 17 Battery Place, New York 4, NY:

- T. Applewhite, Jr., O. Allen, E. Ainsworth, E. P. Achee, E. O. Aldridge, N. D. Abernathy, O. W. Alston, H. Arlinghaus, V. Alvarez, A. G. Boyd, J. B. Berrier, Jr., T. H. Brown, R. L. Brock, J. Brigham, R. J. P. Burke, M. D. Bozard, N. Breedin, G. D. Barfield, H. G. Burt, E. J. Bourgeois, B. J. Burk, J. V. Bissonnet, R. L. Booker, P. Bibao, R. H. Brooks, J. M. Barrett, Jr., J. C. Baudoin, J. H. Babson, F. E. Burley; C. L. Crabtree, J. F. Crawford, Jr., C. E. Carniel, R. E. Cuevas, J. Cobb, W. Conley, C. J. Corrent, C. C. Collins, E. R. Chappell, A. P. Colella, C. B. Coburn, E. F. Cox, I. C. Cox, M. Cobb, W. Chomjak, R. Davis, T. D. Dailley, I. J. Decaroux, J. P. Doyle, J. R. Davis, R. B. Dearmon, J. I. Decastro, A. Djuve, M. J. Darce, S. C. Day, R. E. Dunne, H. O. Diamond, E. E. Davidson; B. G. Edelman, M. W. Eayers, J. E. Eubanks, D. E. Emory, J. T. Edwards, L. W. Franklin, A. R. Fry, R. Ferreira, J. W. Faircloth, O. Fillingim, J. P. Faulkner, A. C. Fivek, R. P. Flynn, Jr., P. S. Foster, J. S. Fason, D. B. Fields, L. E. Foskey, H. Gallagher, T. M. Griffith, C. F. Gardner, A. E. George, T. J. Gaffney, A. J. Gallagher, I. J. Gargas, G. Gordon, B. R. W. Guthrie; D. H. Horn, S. Halvorsen, G. A. Hawkins, H. C. Herring, S. F. Hayes, A. C. Headricks, R. G. Hurley, Jr., P. Hinds, V. J. Hebert, J. J. Hart, H. E. Horn, R. B. Hunt, H. Hill, F. E. Ingram, R. L. Jones, W. D. Johns, E. C. Jordan, C. F. Jackson, F. Jarrett, C. D. Jernigan, B. Jackson, F. Johnson, B. Johnson, B. R. Jarvis, R. K. James, J. B. Kigore, A. C. Kimberley, J. J. Kemp, J. King, J. C. Kueider, J. J. Kennedy, J. C. King, Jr., K. W. Kelly, J. J. Krohn, J. T. Kelly, W. Kunak; R. C. Lumpkin, J. A. Lazar, R. L. Littleton, A. M. Lester, M. Lubiejewski, P. H. Lacothe, H. M. Lee, H. J. Lee, C. B. Lewis, W. Levene, E. Lafontaine, T. P. Lind, E. A. Lindgren, B. R. Leblanc, P. C. A. Leblanc, J. G. Lakwyk, J. B. Lp-uincott, A. La Porte, W. R. MacDonald, J. A. Morris, R. W. Martin, M. Martin, W. G. Murray, G. Martinez, M. Morsette, B. L. Messerall; R. C. Miller, J. W. Mullis, F. Martinez, M. E. Miller, C. Mullis, W. C. Miller, J. H. Morris, S. A. Mangold, J. H. Murray, L. Mizell, T. P. Martens, D. J. Moylan, J. R. Matthews, R. J. Moylan, G. D. McNeil, J. R. McIntyre, O. McLean, H. C. McCurdy, A. P. Nickels, A. S. Nelson, E. S. Newhall, J. Oosse, Jr., G. C. Oglesby, R. J. O'Brien, T. M. Orr, E. Olbrias, W. D. Ott, H. R. Peters, A. J. Panepinto, C. S. Perez; C. G. Pedersen, E. Painter, H. J. Pisatowski, R. L. Peacock, C. I. Polard, M. R. Perez, R. M. Powell, Jr., A. P. Power, J. T. Regan, H. W. Roberts, R. M. Rutledge, C. Rayfuse, J. Robinson, G. Ray, W. E. Roberts, E. Robinson, I. Ranew, Jr., H. T. Revels, N. T. Ragas, J. B. Rambo, J. E. Rounsavall, J. L. Rogers, W. J. Reed, W. O. Roberts, W. Rivera, C. L. Reeves, R. Da C. P. Ramos, E. S. Rau, F. L. Redner, F. M. Regan, M. Rial, W. H. Rhone; A. P. Stearns, V. J. Segesta, F. R. Sullivan, F. H. St. Mary, P. J. Senior, F. E. Shimelfenig, J. Scevlour, H. E. Salter, J. F. Smith, W. C. Scott, J. A. Slay, H. C. Stesch, Jr., R. W. Saunders, G. A. Sandlund, S. M. Simmons, O. E. Sargent, J. D. Sargent, J. G. Smith, T. A. Spencer, O. Simoncioni, F. Sarmiento, A. Silverstein, J. F. Siloway, C. R. Simmons, J. Silagyi, M. Straka, E. W. Seeley, Henry A. Sanders, A. Swensen; O. W. Trawick, W. R. Thompson, L. Teck, Jr., H. L. Thomas, H. S. Thomas, J. L. Taylor, C. Taylor, R. Threatt, A. Teodorini, J. Turk, Jr., R. D. Tutthill, D. C. Thompson, J. W. Thomas, C. I. Transton, T. Vasquez, P. Vasquez, D. Visser, M. L. Vissier, J. H. Vallot, A. Vargas, P. Vlachou, B. R. Vega; M. A. Wehre, P. Wicks, W. M. Whiteker, J. E. Williford, R. Harold Wilson, E. A. Wright, J. R. Wolfe, C. Waldrop, R. L. Welch, A. E. Wenger, J. P. Williamson, H. C. Willingham, R. D. Williford, A. S. Young, J. T. Yates, V. Zambito, C. K. Zal, J. L. Zimmer.



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



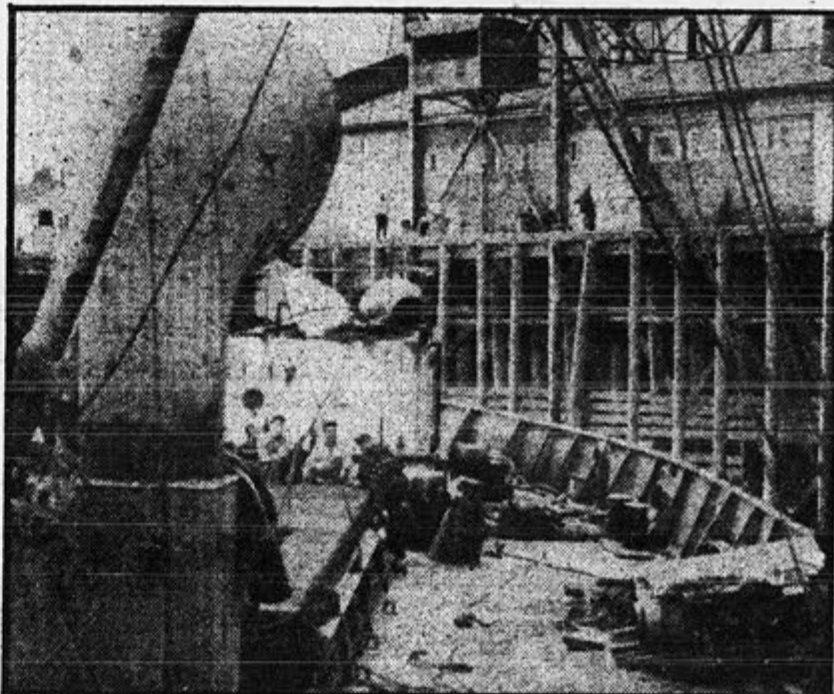
## A Cargo of Grain for India

It was probably fitting that a ship named the Amerocean spent the Fourth of July in Calcutta. The name signifies America spanning the oceans to deliver goods all over the world, and grain for the millions of India certainly fills the bill.

For the Seafarers on the ship, the monotonous long haul across the Pacific passed without incident. Crewed up out of the SIU Seattle hall on May 12, the ship sailed from Vancouver, bunkered in Manila and Singapore, called at Vizagapatam, India, to discharge some cargo, then proceeded north to Calcutta, 500 miles away, arriving July 4.

On her return to Vizagapatam, she took on a full load of manganese ore and sailed home for Baltimore. "Just another routine trip," said Seafarer Don Ruddy, steward, who supplied the excellent photos.

Dockside at Vizagapatam, India, the Amerocean discharged 2,000 tons of cargo to lighten her load for the trip to Calcutta. They got there in the middle of the monsoon season.



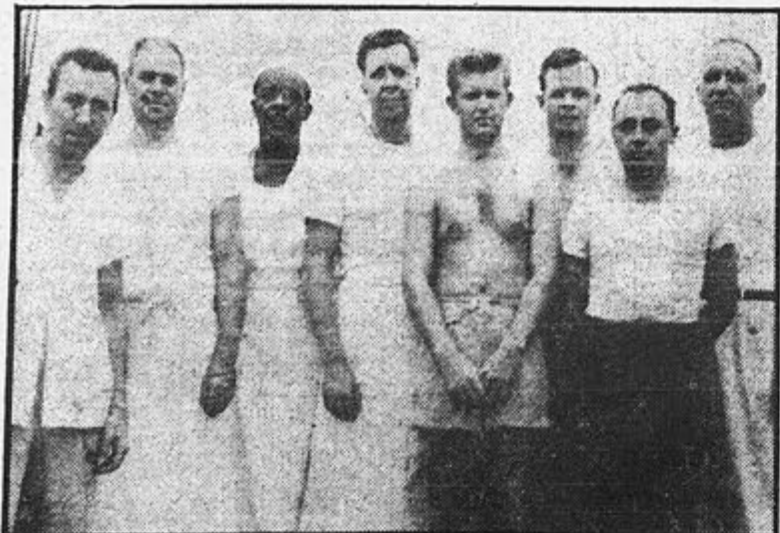
Pulling away from dock at Vancouver, Wash., the Amerocean was crewed with Seafarers from the Seattle SIU hall. Good crew, said Ruddy, made monotonous trip "a pleasure."



Haircut kills time. Pedersen, NCB, clips King, wiper.



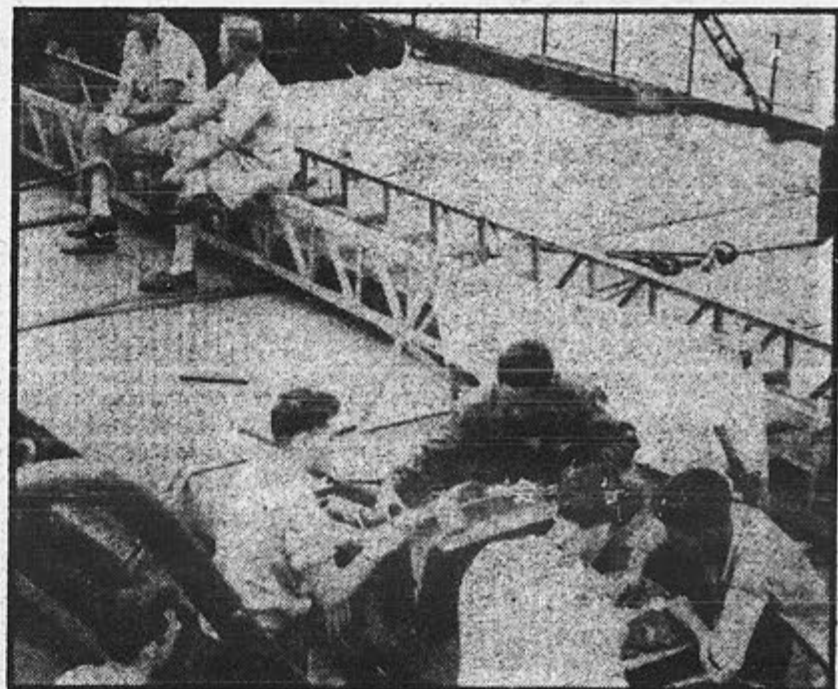
Card game busies (l-r) Pedersen, NCB; Osborne, AB; Turner, FWT; Dunne, OS; Eubanks, MM; Burlison, OS.



Galley gang included (l-r) Swanson, Brezina, Harvey, Pedersen, O'Neil, Eubanks, Clevenger, Ruddy, steward. They did heads-up job; by all accounts.



Ship's medic, 2nd mate R. Simmons, treating George Glennon, DM.



Getting bunkers in Singapore, ship was visited by native peddlers. Serio, fireman; King, wiper; Pedersen, NCB, bargain, as Allen and Thomley, ABs (seated), have coffee. Bumboats and peddlers are everywhere in the Far East.