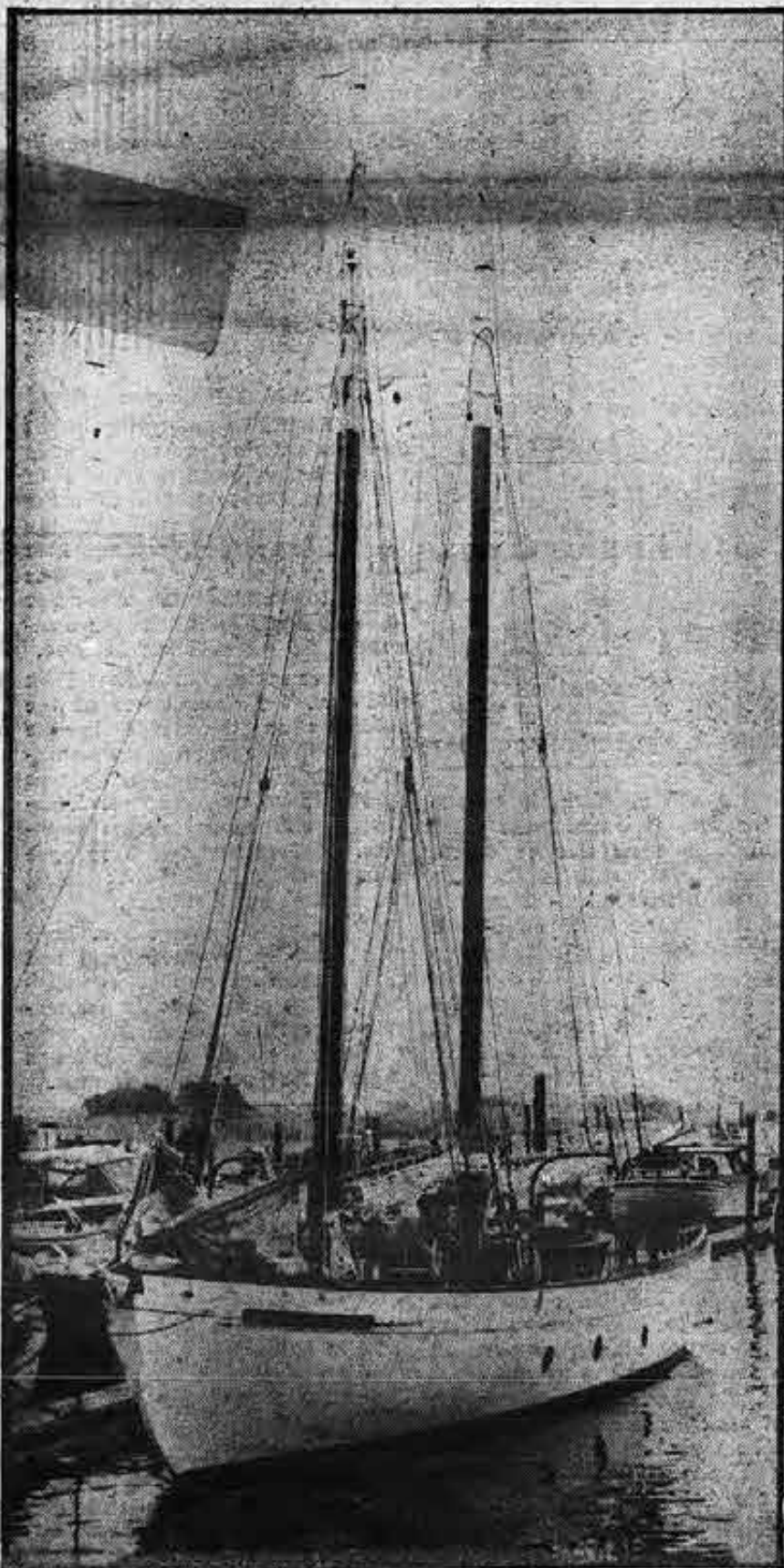


# UNION TO EXPOSE SLOPCHEST EVILS

## *Blast Dealer-Inspired Lawsuit*

Story On Page 3



**Slopchest Center.** Seafarers Sea Chest warehouse employees in Brooklyn check in another shipment of first-quality brand-name merchandise for use aboard ships' slopchests. Sea Chest success in servicing ships with quality goods at low prices to seamen has caused dismay among private slopchest dealers leading to Government civil suit charging SIU-operated corporation with "monopoly." (Story on page 3.)

**Sailing Orders.** "Andy Furuseth sails again." SIU Welfare Fund's training ship named in honor of founder of maritime unions, gets ready to weigh anchor and sail out of New York boat basin for outports where it will serve as key unit in Union's training and upgrading program for Seafarers. (Story on page 3.)

# Half Of US Tramp Fleet Given Gov't OK To Transfer

WASHINGTON—Despite strong objections from the SIU and other maritime unions, the US Maritime Administration is proceeding with plans to allow half of all US tramp ships to transfer to foreign flags.

Operating on the questionable theory that if half the US-flag tramp fleet of Liberty ships is allowed to go under foreign flag those Liberties remaining under the American flag will be in a better position to compete for cargo, the Maritime Administration has added a new regulation to its already liberalized ship transfer policy.

The latest MA ruling enables shipowners to transfer one out of every two Liberties they own, providing they meet the conditions announced earlier. On the basis of this requirement, a flock of mergers by small outfits can be expected in the near future. This would enable a company which owns one ship to merge with another in the same condition so that between them they could transfer one of their vessels.

The arithmetic of this system could likewise be applied in the case of a one-ship company and another owning three ships. A merger would enable them to put a foreign flag on two of them. One of the few limitations in the MA policy concerns the foreign countries to which transfers will be permitted. Only Honduras, Panama and Liberia will be considered.

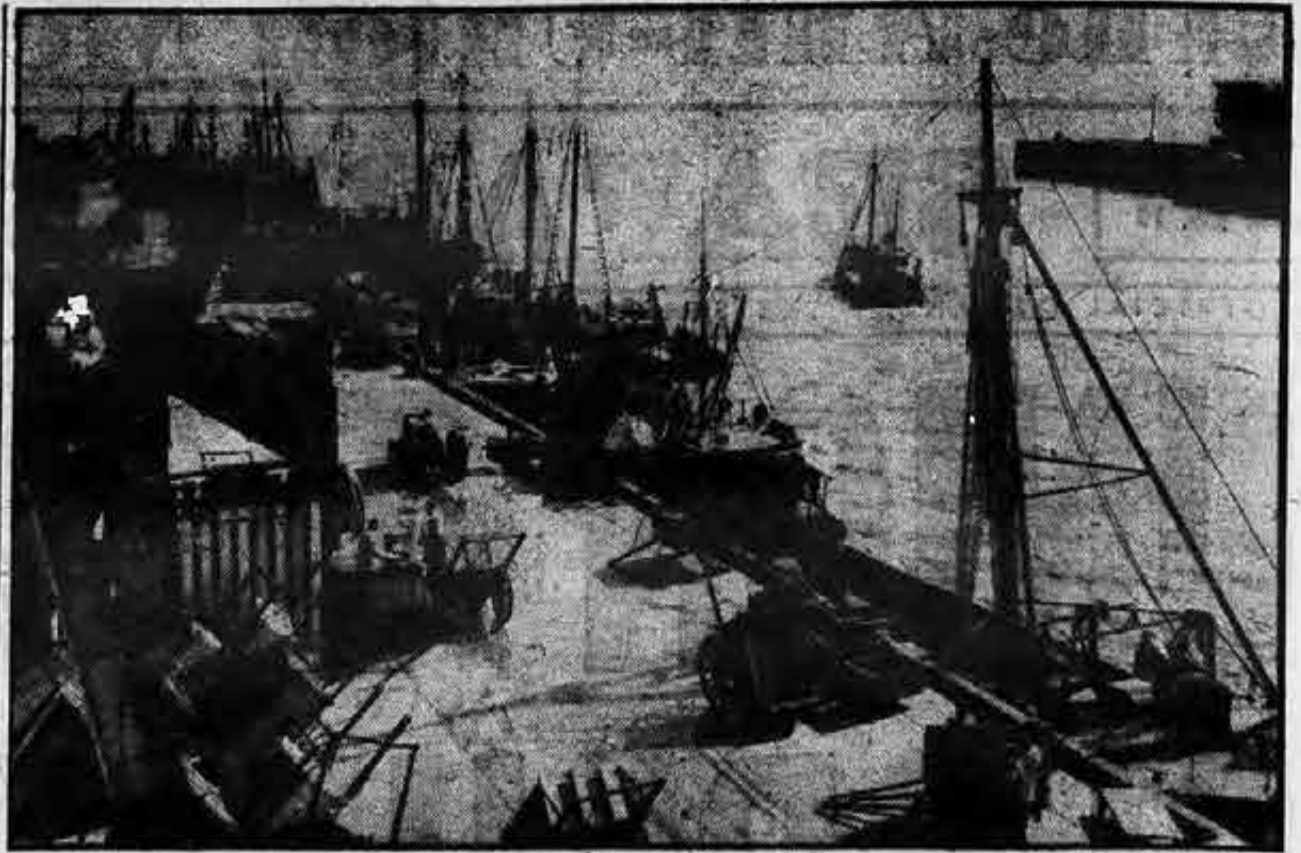
### Six Already Gone

Six Liberty dry-cargo vessels were approved for transfer in mid-August, bringing the boxscore so far under the MA's relaxed rules to ten vessels transferred. The latest six includes the formerly SIU-manned General Patton of the National Waterways Corp., which went Liberian.

Despite the fight paced by the SIU and other maritime unions here, aided by several Senate and House lawmakers unwilling to see still more US shipping leaving the country's already weakened merchant marine, the MA bowed to the pressure applied by trampship operators and devised an escape hatch policy tailored to their needs.

From July 1, 1945, to February 28, 1954, transfers have been ap-

proved for a total of 461 privately-owned vessels totalling some 2.3 million gross tons. On top of this figure, of course, are more than 1,100 ships sold by the Government for foreign-flag operation under the 1946 Ship Sales Act. Right now approximately 100 applications are pending at the Maritime Administration for further transfers, with more coming in, and approval can be expected for about 60 of them.



A portion of the idled Boston fishing fleet is shown tied up at the Fish Pier in Boston as members of the SIU-affiliated Atlantic Fishermen's Union continue to stay away from the boats. With fish prices at new lows, and wages affected accordingly, fishermen prefer to stay on the beach until conditions improve.

## Welfare Plan Will Run Baltimore Hall Cafeteria

Continuing the forward progress of Union welfare services for seamen, the SIU this week revealed plans under which the SIU Welfare Plan will operate the cafeteria at the Baltimore hall exclusively for seamen.

Thus, both New York and Baltimore will soon feature cafeterias, but each run under slightly different set-ups on an experimental basis. In New York, the Welfare Plan underwrites a portion of the expenses of the SIU Port of Call Corporation for operating the cafeteria as a service to seamen. The headquarters unit is open to the public. Plans are also afoot for operating cafeterias in other SIU port cities.

Announcement of the new service for Baltimore launches one more of the many welfare services of the SIU-contracted Welfare Plan, all of which are unique in trade union operations. Most unions generally stick to the conventional welfare benefits such as those for accidents and sickness. But even though the SIU has many of these too, due to the unusual occupation of seamen and the transient nature of their work, the services instituted by the Seafarers Welfare Plan go far beyond the usual benefits.

The program of direct aid to the members when they need it most is welfare in its purest form, and the wisdom of this type of service has been demonstrated many times over. The most recent occasion came in the recent shipping slump, when each week the Welfare Plan was able to offer facilities assuring seamen meals and sleeping quarters while awaiting a ship. As a result several hundred seamen are provided sleeping, laundry and shower facilities. Initiated in New York, this service is now spreading to other SIU port areas and will eventually be available throughout the Atlantic and Gulf District.

### Open 24-Hours A Day

In addition, the Baltimore hall, like NY, will be open 24 hours a day. The SIU offers the use of the modern, air-conditioned hall for recreation, television-viewing, card-playing, reading and lounging. Thanks to this type of welfare program, seamen don't have to choose between a depressing hotel room and the street. An indication of the success of this idea is the fact that in the current NY police round-up of drifters and "undesirables," not a single SIU man has

been caught in the net. As seamen know, by virtue of their transient-type work, they are often caught up in police dragnets through no fault of their own. These facilities at the SIU hall are, of course, separate from the rotary hiring hall for dispatching men to jobs, which the Union provides. But the Union will not stop there. As part of the continuing welfare program for seamen, future plans call for the construction of a hotel in NY under the auspices of the Welfare Plan. Property purchased by the SIU for expanding Union services, because

of its ideal location adjacent to the Union hall, has been sold to the Welfare Plan for the hotel site, so that this project now looms nearer.

### All Recently-Won

These services, along with the traditional list of SIU-arranged cash benefits, all seemed unattainable a few years back. Yet today our seamen have the security of a \$15 cash benefit paid by the Welfare Plan for as long as they are hospitalized for any illness or injury.

Another of several cash benefits, (Continued on page 7)

## Low Rates Tie Up SIU Fish Fleet

BOSTON—Virtually the entire Boston fishing fleet has been idle for the past two weeks as fishermen, members of the SIU-affiliated Atlantic Fishermen's Union, have simply stopped working because of the low price of fish. With haddock down to three cents a pound on the wholesale market, the fishermen say it does not pay for them to bother to take the boats out.

Fishermen work on the share system, getting a certain percentage of the value of the cargo. Consequently the rock-bottom price of fish has made it impossible for them to earn a living on the fishing boats.

### Asking Minimum

The fishermen are trying to get the owners to guarantee them shares based on a minimum of six cents a pound, but with the current depressed state of the market, only one fishing fleet operator, with five boats, has agreed to the guarantee. The other 50 to 60 boats in the Boston commercial fishing fleet are inactive.

A union spokesman in New York said that the chief cause of the doldrums in the trade is the upsurge in fish imports, particularly frozen filets, from such places as Newfoundland, Iceland, Scandinavia and other foreign countries. Fishing interests here have been pressing for import quotas, but without much success.

New York fishermen too, have been hard hit by the slump and have abandoned regular commercial fishing operations to concentrate on scallop fisheries. At present there are a dozen scallop boats active in the metropolitan area.

## Shrine Honors Lost Seamen

GENOA, Italy—Five hundred pounds of bronze from US ships sunk in battle was flown here for a shrine to all those who have lost their lives at sea.

The salvaged bronze will be made into a memorial plaque on the Ligurian coast, opposite an 80-ton statue of Christ that was sunk in 52 feet of water 500 yards offshore on August 29.

## Many Seek SIU Office; Nominations Near End

The volume of mail addressed to the "Credentials Committee" at SIU headquarters this week indicated a heavy response to the opening of nominations in the Union's regular biennial election. Eight days remain for Seafarers to nominate themselves or others for any of the 49 elective posts, with the deadline set for midnight, September 11.

The opening of nominations on August 12 followed the procedure prescribed in the Union constitution and followed in the last general election two years ago. All a Seafarer has to do to nominate himself is to submit a letter stating the office for which he wishes to run, along with proof of three years' seafaring as an unlicensed man, proof of citizenship and proof of two years' continuous membership in the Union.

Four months of the seafaring must be in the current year, except in the case of candidates already serving as Union officials. In addition, each candidate should submit a statement of 100 words or less summarizing his Union record and a passport photo of himself to be published in the SEAFARERS LOG before the election gets underway, in order to familiarize the membership with those running for office.

Urging the membership to run for the various Union posts open, which include all elective offices at headquarters and in the outports, SIU Secretary-Treasurer Paul Hall noted that "large-scale participation by the membership in the activities of the SIU has been one of the pillars of our Union's strength." A record total of 75 candidates ran for the 49 offices open in 1952.

The qualifications of all candidates will be studied by a credentials committee to be elected at headquarters following the end of the nomination period. The actual election will get underway for two months starting November 15, 1954.

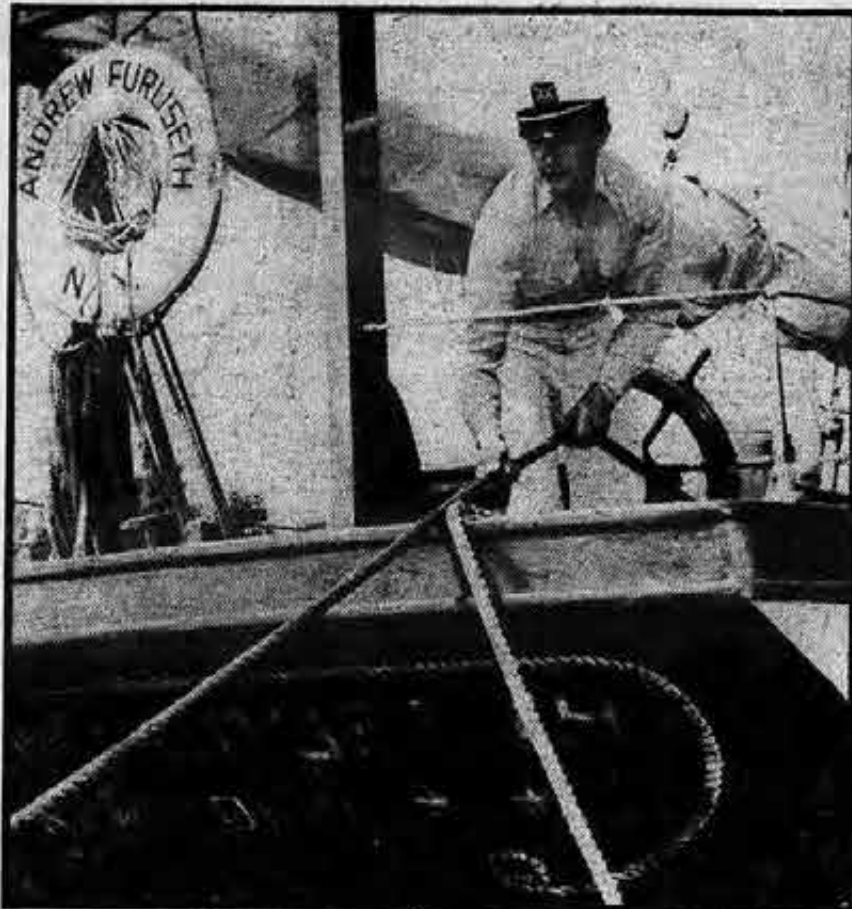
The 49 posts open are the same as those on the ballot two years ago except for one change. In order to assure all departments of representation at the headquarters level, the practice of electing six joint assistant secretary-treasurers will be varied to enable the election of one assistant secretary each for the deck, engine and steward departments plus three joint assistant secretaries.

## SEAFARERS LOG

Sept. 3, 1954 Vol. XVI, No. 18

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

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



Testing one of his stern lines while the SIU Welfare Plan's training ship Andrew Furuseth was moored at a Brooklyn yacht basin, Al Urbell, veteran bosun and skipper of the trim vessel, finds all shipshape. The Furuseth will be used to upgrade seamen.

## 'Andy Furuseth' To Sail Again

NEW YORK—The SIU Welfare Plan training ship, the Andrew Furuseth, is preparing to hoist anchor and put to sea as part of the SIU training program to upgrade seafarers.

The Andrew Furuseth will head for SIU ports in the Atlantic & Gulf District where it will initiate a year-round training program. The activity undertaken by the Andrew Furuseth will carry on the training program initiated by the SIU when it moved into its new Brooklyn headquarters in 1951.

The SIU at that time began a training program which resulted in the Union being in a position to man much-needed ships for the Korean war at a time when the entire nation was woefully short-handed of rated men. Hundreds of men trained at the SIU's headquarters training school were upgraded into the skilled ranks thus enabling the shipowners to meet their commitments in the handling of military cargoes.

### Trustee Survey

At the time the SIU headquarters training school was opened, a study was undertaken to improve the training program, with the result that a committee of shipowners and Union Welfare Plan trustees undertook a lengthy survey which resulted in the decision to operate a training ship where facilities are similar to an actual merchant ship. The vessel which is now the Andrew Furuseth was chosen when it was found she closely paralleled the "Avenger," the ship used by the Sailors Union of the Pacific in its shipboard training program.

After selection of the Furuseth, the Welfare Plan trustees mapped out a full program of fitting out the vessel with first class equipment to provide the best in training facilities.

By the time the vessel was fitted and ready for sea service, the actual training was delayed because of the SIU's full-scale participation in the AFL drive on the New York waterfront.

### Maintain Rated Strength

Despite the fact that the Korean war has ended and the industry is now in a slump, the current lull will afford the opportunity for men to upgrade themselves and improve their earnings. Likewise, the upgrading of SIU men will en-

(Continued on page 4)

# Union To Expose Ship Chandlers' Slopchest Abuses

Full proof that the SIU Sea Chest exists to service the membership and protect it from unscrupulous and mercenary slopchest dealers is being offered in answer to a legal challenge to its existence. The Sea Chest, SIU-owned and operated service that supplies slopchest to ships on a competitive basis, is confident that the facts of its operations will serve to defeat a Government suit obviously inspired by the complaints of ship chandlers and slopchest dealers.

The civil suit, filed in the Brooklyn Federal District Court by the Justice Department on August 20, charges that the Sea Chest is maintaining a "monopoly" and that the Union is using its economic power to "coerce" ship operators into purchasing supplies from the Union-operated service.

Price C. Spivey, general manager of the Sea Chest corporation, ridiculed the charge of "monopoly," pointing out that the Sea Chest has never, at any time, serviced all SIU ships. "There are a good number of SIU-contracted ships that have never taken on a Sea Chest slopchest even though in every instance, the Sea Chest has offered quality supplies at prices below the competition. And those ships that have taken our offers have done so on a competitive basis. They are free to accept or reject them at any time.

### Non-Profit Operation

"The success of the Sea Chest is due solely to one factor.

"Inasmuch as profit is not the primary reason for existence, we have been able to service seamen with the best quality brand merchandise at reasonable prices. We have never made a nickel in profit. The high quality of Sea Chest goods has enabled seamen for the first time to free themselves from the grip of the unscrupulous ship chandler who has victimized them for years.

"We consider the current suit a welcome opportunity to expose the sordid kickback and price-padding system whereby ship suppliers have been milking seamen for the last 70 years. It was the endless complaints of seamen themselves about these practices that led to the formation of the Sea Chest in the first instance."

Typical of these complaints down

## What Is A Slopchest?

For those readers who have never sailed and are curious as to just what a slopchest is, the following quotation from the US Code, Title 46, is self-explanatory:

"Every vessel mentioned in Section 666 of this title shall also be provided with a slopchest which shall contain a compliment of clothing for the intended voyage for each seaman employed, including boots or shoes, hats or caps, underclothing and outer-clothing, oil clothing and everything necessary for the wear of a seaman . . ."

The clause goes on to say that the contents shall be sold from time to time in the course of a voyage at a profit not to exceed ten percent "of the reasonable wholesale value of the same."

Slopchests were first put aboard ships under the law beginning June 26, 1884. They apply only to offshore vessels on voyages to ports other than the American continent. (Alaska is excepted in certain instances.)

through the years have been those about shoes whose uppers split from the soles after a few watches, the shirts and dungarees that shrank several sizes after one washing or fell apart after several wearings, the waterproof gear that leaked and so on. In most instances this was because the supplies were the poorest quality available or were seconds or rejects that had been cast aside by the manufacturer because of defective workmanship. These supplies were funneled to the ship chandlers and sold to seamen at prices of first-quality goods or higher.

### Cost Seamen's Lives

It is firmly believed by the Union that these vicious practices undoubtedly cost the lives of many seamen during the years of World War II. This was particularly true in North Atlantic waters where suitable cold weather gear was a must for survival in case of a ship sinking. The many complaints about wartime slopchests, and the unsuccessful attempts of Government agencies to maintain their quality are sound basis for this belief.

From the very beginning, Spivey said, when the Sea Chest started

supplying ships early last year, the ship chandlers and slopchest dealers have been out to cripple the Union-owned service. An organization calling itself the Slop Chest Dealers of America was formed specifically for the purpose of combating the Sea Chest.

The first impact of Sea Chest competition after its formation was a sharp break in shipboard

(Continued on page 17)

## 'Carol' Raises Boston's Roof

The hurricane "Carol" which swept up the East Coast this past Monday and Tuesday, inflicting heavy damage in some coastal areas, didn't appear to affect shipping any, but it did take a swipe at the SIU hall in Boston. The big blow belted the Union building there and lifted a four-foot hatch right off the roof and dropped it four floors to the ground. No injuries were reported, however. There was no damage to any of the other SIU branch halls along the Atlantic seaboard.

# Commies Dig In As Gov't Ok's ILA

Government certification of the AFL-expelled International Longshoremen's Association as bargaining agent for pier workers in the Port of New York signalled a major victory for the Communist Party and the New York waterfront mob last week.

Announcement of the certification order by the National Labor Relations Board in Washington August 27 was seen paving the way for the Communist Party to go all-out in its efforts to dominate the uneasy waterfront situation. In the face of this, the new AFL International Brotherhood of Longshoremen made plans to continue unrelenting its 11-month fight to drive the old ILA out of the port.

The role of the Commies in the dock picture was symbolized by the gleeful reaction of the "Daily Worker" to news of the certification order. The sentiment of the CP organ was echoed on Monday in a special edition of the discredited "Dockers News" which set the tone of the Commie's fu-

ture campaign. "We must now all unite behind the ILA . . . to consolidate this victory," it declared. Neither publication made mention of the mob or the shortcomings of the old ILA which they had freely criticized in the past.

### Bridges \$10,000

The reaction by Commie West Coast longshore leader Harry Bridges followed the same pattern. In the closing days of the election campaign, Bridges provided thousands of pieces of campaign literature for the old ILA, in addition to a \$10,000 gift to the mob cause. John L. Lewis, another benefactor of the old union, provided \$100,000 or more to the ILA campaign fund and has already received his reward in the form of

the New York local of tugboat men, formerly part of the ILA and now affiliated with his United Mine Workers.

Action by the Government in declaring a winner to the May 26 pier election between the AFL union and the outfit expelled from the Federation a year ago for mob domination was based on simple arithmetic. As a result of the May balloting and the disposal of various blocs of challenged votes, the AFL emerged with 9,144 votes, 263 short of the margin held by the old ILA.

Then, with 666 challenged ballots remaining, 491 were thrown out on the ground that they were the votes of supervisory employ-

(Continued on page 4)

## It's Final! '50-50' Now Cargo Law

After keeping the entire maritime industry in suspense for over a week, President Eisenhower signed the permanent "50-50" bill into law. His action came just two days before the deadline for signing, which would have meant a pocket-veto for the measure.

In signing the bill, the President disregarded strenuous objections from both the State and Agriculture Departments to the "50-50" principle. It is believed that these objections were responsible for the President's delay in acting.

### SIU Victory

The President's approval means a complete victory for the SIU, which has fought for seven years along with other maritime groups to put "50-50" into foreign aid appropriation bills year after year. With passage of a permanent bill, the "50-50" principle in foreign aid is now firmly established, which assures American shipping 50 percent of all Government cargoes falling into that category. Since US shipping is now carrying less than 30 percent of commercial cargoes the bill is an extremely important prop to private operations, particularly to non-subsidized shipping companies.

The President did say that in his opinion Congress should change the provision covering offshore purchases for the Armed Forces as well as some other minor provisions of the law.

While the signing was a victory for the SIU and US flag shipping, it was a setback to foreign-flag operators who spearheaded the opposition to the measure, using their countries' diplomatic missions and the US State Department to oppose "50-50" at every turn.

# THE ANTI-UNION MEDICINE SHOW



Mention the word "shipowner" to a union seaman and chances are he will get his guard up right away. After years of defending his union against the shipowner, the seaman automatically figures it's best to keep on his toes anytime one of that breed comes within ten feet. But today there's a new coalition of anti-union chicken hawks trying to torpedo seamen's unions. Taking advantage of the periodic slumps of the maritime industry, a traveling medicine show of "me firsters" is swooping here and there to inflame the minds of seamen over the difficulties that their unions face in adjusting to conditions in the industry.

At the moment one of the favorite targets of these birds of prey is the SIU's Canadian District. That organization has severer problems than most maritime unions because Canadian deep-sea shipping as a result of cut-rate foreign-flag competition has gone to pot completely, and on the Canadian side of the Great Lakes a dual union outfit headed by a skipper who once ran a company hiring hall is attempting to monkey-wrench the district's operations. But at one time or another nearly every maritime union has been dive-bombed by this traveling troupe—the Sailors Union of the Pacific, the Marine Firemen, Oilers and Watertenders Union and the National Maritime Union in particular.

## Line-Up Always Same

The personalities in the traveling circus may change their spots from time to time, and may pick up some odd company on the way, but basically the line-up is the same everywhere. The troupe is composed of three elements, the Communist Party, always willing to put a burr under the saddle; lawyers whose professional ethics are on the skimpy side, commonly known to rank and file seamen as shysters, and an odd assortment of phonies that can be found at the fringe of the labor movement. The latter include unsuccessful ex-officials, would-be officials without talent, and a few fastbuck boys who heard from someone that unions are a good business to look into.

The Communist Party's motives of course, are well-known to seamen by now. They are simply to disrupt and destroy democratic unions, take them over and then use them as instruments of the Soviet Union's foreign policy. They aren't famous for being fussy over whom they pay up with in the process. The shysters also have a simple and clear-cut motive. Competition between the ambulance chasers always gets rough when the shipping industry slumps and there aren't enough injured seamen to go around.

The phonies are another breed altogether. They aren't smart enough to go to school and become shysters, they don't understand what the Communists are talking about but they sure would like to pickard it the rest of their lives. It isn't the base wage that attracts them, it's all the sidelines they could develop if they were "in."

Local situations may vary of course. Up in Canada, the group has found it convenient to make goo-goo eyes at a dual outfit run by a certain Captain McMaster. On the West Coast, Harry Bridges is always their handy boy, for after all, he's got a few friends of his own who can be useful. Else-

where, organized mobs who want an in on unions are a handy medium of operations.

Whatever the local circumstances, the pattern of operation is pretty much the same. The key is the publication of an "opposition" newspaper, or bulletins supposedly put out by certain rank and file members of the union or by some so-called "committee." And if a few union men can be suckered into fronting for the operation, so much the better. All of these papers and hand-bills have a certain sneery, negative flavor, something like an egg that was fried in last week's rancid oil. Rather than offer any positive suggestions for the problems that beset the union, they prefer to swing a meat hook at personalities. All of this swinging is from downstairs; the lower the better, and if family members or other innocent bystanders get hit below the belt in the process, it's just the breaks of the game.

## Publish Smear Sheets

Seafarers in the past have received the publications of these people, the "West Coast Sailors Journal," the "Black Gang News," the "Rank and File Pilot," and similar such slime sheets. With the Canadian District currently the favorite plaything of the combine, Seafarers have been "treated" to some real vicious mailings on their ships, bearing the lofty name "Sic Semper Tyrannus."

One thing that the hit and run troupe overlooks, though (and this may be due in part to their unfamiliarity with the workings of maritime unions), is the fact that the average maritime union, more than unions in other industries, has a tradition of bringing beefs out in the open and dealing with them through membership action. The practice of secret elections, referendums on important policy matters and other democratic procedures are well established in the maritime field, which makes things a little tough for somebody on the outside trying to work his way in.

Today's favorite target, Canada, offers a lot of interesting angles. For one thing, there is a nucleus of unhappy ex-officials of the old Commie-controlled Canadian Seamen's Union around. This was the Communist-dominated outfit that was put out of business by the SIU Canadian District. There are people in Canada who will never forgive Canadian Seafarers for that. Then the SIU Canadian District is a young union which just recently got its autonomy, so the promoters figure that it could be an easier touch.

In the main though, the unholy trio has found a comfortable home in the arms of Captain McMaster, who graduated into the union business all on his own. Since McMaster has been more active of late, the CSU people have stopped trying to operate on their own and have formed a working alliance with him. Using a few ex-Canadian District seamen as a front, they have been frothing at the mouth, on paper, and sending free samples in the mails to ships not only in Canada, but in the States as well. Despite the sniping from the



sidelines and the difficulties of the maritime industry in Canada, the Canadian District has been making real progress by sticking to union business. Recently it took one of McMaster's biggest companies away from him by a 5½ to one vote.

## Commies Attack SUP

Out on the West Coast, its an old story that for many years the Communist Party has been putting the blast on the Sailors Union of the Pacific. The "West Coast Sailors Journal" was its medium of operations for quite some time and it concentrated, like all these other sheets, on personal vilification of SUP leaders as well as members of their families. Of course, the waterfront section of the Party has had considerable aid and comfort from Harry Bridges who is always happy to do the Sailors Union a bad turn. It got so that in the last economic beef of the Sailors Union with the ship-

owners, both Bridges and the "West Coast Sailors Journal" did their best to break the strike. How they figured this would make the membership friendly to them is something of a mystery.

The shysters' activity on the West Coast has been considerably stepped up in recent months, the idea being that if the SUP can't be attacked on the ships, it might as well be harassed in the courts. Many of these same attorneys, by coincidence, can be found in the corner of one of Bridges' associates, when they or their runners aren't chasing down a potential case.

The SUP newspaper "West Coast Sailors" recently noted in referring to one of the several devious schemes of shysters: "The point you should remember is: They (shysters) are not looking out for your interests. Their prime motive is to get their hands on you so they can make a big fat killing so they can pay off their ambulance chasers."

Another West Coast union, the Marine Firemen, Oilers and Watertenders Union, was the target of a particularly frantic attack when its members were about to vote on affiliation with the SIU. This was natural, because the MFOW move sent shivers up and down Bridges' back and his allies in the now-defunct National Union of Marine Cooks and Stewards. Somehow though, the "Black Gang News" was unable to convince the membership that joining the SIU would weaken the union and exile them to slavery. The Commies are now waging a campaign to get the MFOW to disaffiliate from the SIU.

Vincent Malone, president of the MFOW, has proved to be one of the most effective fighters against the combine and has kept the MFOW strong internally.

CIO unions aren't exempt from this kind of stuff either. The pages of the "Pilot," official publication of the National Maritime Union, have noted many times that some of the legal "talent" on the East Coast thought the NMU membership was just the group they ought to cuddle up to.

The "Pilot" noted in a recent issue that the anti-union shysters were also active in their camp. The paper reported: "This smear litera-

ture... comes from a group of lawyers, 'ambulance-chasers,' no less, who would like to get their hands on some union business, and through that victimize seamen for the profit of a few.

"A good part of the literature printed for the disrupters is being printed on the type of paper usually found around a lawyer's office, and we assume that they are borrowing the presses of printers who work for lawyers mostly. The presence of lawyers in this conspiracy is clear enough."

In the SIU, Atlantic & Gulf District, while these matters have not been problems, the fact remains that A&G members have been subjected to a barrage of the smear-type literature aimed at the SIU affiliates and other maritime unions. Seafarers have become used to this and treat it as the ranting and raving of union-busters. However, to keep aware of the doings of the anti-union medicine show, it bodes well to keep a weather eye cocked on these characters. They haven't made any headway anywhere, but the old saying "know your enemy" still holds true.

## Old ILA...

(Continued from page 3)

ees. The 175 ballots left therefore could not affect the outcome and the certification followed. The old ILA victory came in the second pier election in the port in five months. An earlier vote, in December, 1953, was voided on the ground of intimidation and coercion of longshoremen by the old ILA.

## IBL 'Watchdog'

The immediate affect of the NLRB certification order was a bid by old ILA officials to reopen negotiations with the shipowners for a new agreement to replace the one which expired last September 30. Meanwhile, the IBL indicated it would watch the proposed talks carefully to assure that the interests of its more than 9,000 supporters would not be undermined. It also assured AFL longshoremen that any attempted discrimination against them in favor of old ILA men would be fought in every way possible.

## Furuseth...

(Continued from page 3)

able the Union to furnish men in important ratings should the need for ships suddenly mushroom, a situation very possible in light of current world crises.

The Andrew Furuseth will establish an itinerary throughout the A&G District so as to allow the men in all ports to have the opportunity to use its training facilities. Normally the ship has a crew of one, the skipper being Al Urbelis, a veteran bosun who has been with the ship since it was purchased by the Welfare Plan. While a training class is aboard, the ship will carry a full crew.

In naming the training ship, the Plan has honored the father of maritime unionism and one of the founders of the Sailors Union of the Pacific, the founder of today's SIU. It was Furuseth who single-handedly broke the bonds that held seamen in virtual slavery. The fruits of his labor were the Maguire Act, the White Act, the Seamen's Act of 1915 and the Jones Act of 1920.

In keeping with the traditions established by Furuseth, the training ship will serve to carry out part of the SIU program to constantly improve conditions and the livelihood of all Seafarers.



Mysteriously freed after being detained for 52 days in Caracas, while Venezuelan authorities investigated the cause of a fatal collision involving the Alcoa Clipper, Seafarers Joseph Rusheed, QM (left), and Maurice Kramer, OS (center), describe their stay in the Venezuelan capital to New Orleans SIU Port Agent Lindsey Williams, after they flew back to the States.

## SA Crash Witnesses Free—Still Puzzled

NEW ORLEANS—Glad to be home after 52 days of cooling their heels in a Caracas, Venezuela, hotel, were Seafarers Joseph Rusheed and Maurice Kramer who returned to New Orleans August 22 after being detained by Venezuelan authorities in the investigation of a fatal collision between the Alcoa Clipper and a tugboat at La Guaira on June 26.

When the Clipper sailed on June 30, Rusheed, who was quartermaster on the wheel watch at the time of the crash in which three persons aboard the tug were killed, and Kramer, OS, who was working on deck, were held pending completion of the investigation. Taken ashore at the same time were Captain Yngvar Krantz, master; Clyde O. Eddy, chief mate, and Sam White, first assistant engineer.

Since then the men were detained in Caracas despite an offer by Alcoa Steamship Company to post bond to permit their return to the United States. They were allowed complete freedom of the

City of Caracas and were billeted at company expense in Caracas hotels, but were not permitted by Venezuelan officials to leave the municipal limits of Caracas until August 21 when Rusheed and Kramer were told they were free to leave Venezuela. White was permitted to leave at the same time, but Krantz and Eddy were held pending further progress of the investigation.

### Grabbed Plane

Rusheed and Kramer, who caught the first available plane out of Caracas for New Orleans, were at a loss to explain the Venezuelans' sudden decision to free them. Neither could they explain why Krantz and Eddy were still detained. Alcoa officials also were unaware of any decision to release the men prior to their return to New Orleans.

# Waterman Idles 15 Ships, 'Runaways' Rates Blamed

MOBILE—The crippling effect of runaway foreign flag shipping on the US merchant fleet was brought home sharply to Seafarers on the Gulf Coast last week when Waterman Steamship Corp. began laying up 15 of its SIU-manned off-shore ships.

First of the Waterman C-2 vessels to be laid up were the Arizpa, Alawai, Golden City, City of Alma and Morning Light.

Ten other ships were expected to go to the boneyard on their return to Mobile by mid-September. They were the Citrus-Packer, Lafayette, LaSalle, Maiden Creek, Mobilian, Warhawk, Wild Ranger, Warrior, Wacosta and Kyska. The company owns 33 of the C-2-type ships.

Cut-throat competition from low-wage, cheap operation foreign flag ships was blamed by Capt. Norman Nicholson, Waterman president, for the wholesale lay-up.

"We want to keep our ships running," said Captain Nicholson, "but we can't keep operating them at a loss."

Only unusual circumstances of an emergency nature will make it possible for ships on the lay-up list to put to sea again any time in the near future, he added.

### Face Grave Period

"American shipping is facing the gravest period in its history," Captain Nicholson said. "It is necessary for shipowners and representatives of all maritime unions, including the various longshore

organizations, to get together for an industry-wide conference to see what can be done to relieve the situation."

To illustrate his point, he said it costs Waterman, a financially sound company with a long experience of successful and profitable operation, \$60,000 more to operate one of its ships on a 60-day foreign run than it does a Dutch operator to make a comparable voyage. That figures out at an average of \$1,000 a day competitive advantage held by the foreign shipowner in operating costs.

As an example of what is happening to the US merchant fleet, Captain Nicholson cited the case of 60,000-ton ore carriers being built in Japanese yards for operation under the Liberian flag. One of these, the Ore Chief, already is in operation under Liberian registry. "Manned by foreign crews, these

ships can move ore at one-half the cost of US-flag ships," he said.

### Foreign Yards Busy

To add to the generally dismal outlook, more tankers are being built in foreign yards for operation under foreign registry than "the United States built during World War II," he said.

To these examples, Captain Nicholson might well have added the action taken by Maritime Administrator Louis Rothschild who during the first week of August announced approval had been granted for the transfer of 80 American-flag Liberty ships to "runaway" flags.

As pointed out by SIU Secretary-Treasurer Paul Hall, this action meant the loss of thousands of jobs in the industry and resulted in setting the transferred ships up in business against legitimate American operators.

## New Claims Act To Aid War-Imprisoned Seamen

Seafarers who were prisoners of war, either as civilians or members of the Armed Forces in World War II and the Korean War, may be entitled to cash benefits under a new War Claims Act passed by

Congress. A bill amending the War Claims Act has broadened benefits of the original Act of 1948 and covers many individuals not affected by the original legislation.

The bill provides for eight different kinds of claims, including one specifically covering merchant seamen who were detained during World War II but were unable to claim benefits under the 1948 act.

Other provisions call for \$2.50 per day indemnity to Korean war prisoners and benefits for American civilians interned in Korea by the Communists; detention benefits for US citizens captured in the

Philippines, Guam, Wake and Midway Islands and excluded from previous benefits; disability and medical benefit claims by civilians as a result of detention and mistreatment in World War II as well as claims of American citizens who served in the armed forces of an Allied nation during World War II.

It's expected that the new act will bring in an additional 14,000 claims and call for the payment of \$25 million in indemnities.

Any Seafarers who believe they might be covered by the new act should contact the Foreign Claims Settlement Commission, Washington 25, DC.

## Keep Draft Board Posted

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

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

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### Small Insurance Policies Costly

"Industrial insurance" is what the insurance industry calls the policies on which wage-earners pay weekly or monthly, generally 25 or 50 cents at a time. (The families themselves often call it "burial insurance.") Each family generally has several policies covering papa, mama and the children, and the insurance agent comes to the house every week or month to collect the premiums.

Because the weekly or monthly payments are low, such insurance seems cheap. Actually it's by far the most expensive of all insurance. The millions of families who buy it generally pay from 25 percent to 400 percent more than if they bought the same insurance on an annual basis. And while the cost of each policy seems little, by the time a family is paying on several of them it's paying out a substantial amount but has very little real insurance to show for it.

One wage-earner's family this writer interviewed had a number of these little policies. We added up the cost and found this family was paying out \$130 a year for insurance. The insurance was split among all four members of the family, and there was actually only \$1,000 of insurance on the breadwinner himself. That much genuine family protection (\$1,000 of insurance on the breadwinner) the family could have had at a cost of \$10 or less a year.

This family was making three mistakes in handling its insurance:

1. It had scattered it among all members of the family instead of concentrating it on the breadwinner. If any

of the other members of the family die, the burial expenses would be a financial blow, but not financial catastrophe. But, if the breadwinner goes, then the mother and children really are in trouble.

2. It bought poorly-chosen insurance on a weekly installment basis, and thereby further added to its cost.

3. It bought ordinary life insurance which has a cash refund value, but does not provide as much family protection for the same price as low-cost term insurance, and this family with young children needs maximum protection at this period when its kids are young.

Actually, if the family had spent its \$130 a year for term insurance on the life of the breadwinner, bought on an annual basis, he could have about \$13,000 worth of insurance, which would give his family some real assistance if anything did happen to him.

### High Administrative Cost

Here's how expensive weekly or monthly installment insurance is: The New York State Insurance Dept. discovered that several companies selling it were using more than 58 cents of each premium dollar paid in by the policy-holders for sales and administrative expense. These companies thus were paying back in benefits only 42 cents of each dollar people paid them for insurance. That's mighty poor insurance. This compares with the more usual 20 cents of each dollar expended by other companies for administrative expenses on industrial insurance, which is still a costly price to pay.

Why is industrial insurance so expensive that at least 20 percent of the price you pay must go for administrative costs? Well—the salesman must come to your house

to collect the 25 or 50 cents for each policy, and the company must make a separate bookkeeping transaction for each transaction, all of which you must pay for.

Insurance companies argue that if they didn't sell policies on a weekly or monthly basis, many people wouldn't have any insurance, because they wouldn't put aside the money to pay the bill annually or semi-annually. That certainly is an expensive service, and any family with the knowledge and character to do even a little budgeting can avoid it by dropping the same quarter into a budget box every week and paying the insurance themselves once a year.

To make it easier for yourself to buy insurance on the less-costly annual basis, instead of one large policy, take out several \$1,000 policies spaced some weeks or months apart. But be careful that you don't space the policies so far apart that you go into a new higher age rate on some of them.

The SIU Welfare Plan itself provides a Seafarer's family with a \$2,500 death benefit in case of his death (or any beneficiary he may designate). What additional insurance a family buys should also be concentrated on the breadwinner. The only reason to buy insurance is to replace the breadwinner's earnings in case he passes away and leaves a dependent family.

Often families will buy endowment policies for their children on this same weekly or monthly installment-insurance basis. But if you put that same money into Government "E" bonds, the savings will pile up faster, since there are no sales and administrative expenses deducted from the earnings of your investment.

# House Group Urges Curbs On MSTs

WASHINGTON—Confirming virtually every charge made by maritime unions and ship operators, a House Merchant Marine subcommittee has assailed the Military Sea Transportation Service for competing directly with privately-owned US shipping. Further, the committee indicated that the MSTs fleet is far larger than necessary and the bulk of its operations could easily be turned over to privately-owned ships.

At the same time the committee debunked a favorite MSTs argument that the ships were needed in case labor disputes interrupted the flow of military cargo in an emergency period. "In fact," the committee said, "seagoing labor has

maintained a consistent policy of refusing to allow disputes to interfere with the movement of military cargoes."

Meanwhile, MSTs is already the target of further investigation as the General Accounting Office is taking a good look at its operating expenses and the Hoover commission on Government reorganization, headed by ex-President Herbert

Hoover, is also surveying the agency.

Ship operators have long contended that privately-owned vessels could perform practically all of the services now maintained by MSTs at less cost, and at the same time keep ships running and produce tax income for the Government. They point to excessive MSTs manning scales and the high overhead costs of a Government agency that doesn't have to worry about profit and loss.

The House subcommittee interim report raked MSTs from stem to stern in the strongest terms. For example, the committee pointed out that MSTs was in the habit of operating over the same trade routes as berth operators, carrying cargoes that berth operators could easily handle. The result was that "private berth operators often sailed with less than full loads" while "competing vessels of the MSTs fleet have likewise been less than fully utilized."

In many instances, the Government has had to make up the difference to private operators through its subsidies. MSTs competition also cost the Government possible recapture of subsidy profits.

### Domestic Competition

The committee was especially critical of MSTs competition in the domestic trades. It recommended that a rigid rule be adopted barring Government-owned ships from the coastwise and intercoastal services as well as on runs to US territorial possessions.

Among its other recommendations the committee proposed that the Department of Commerce have a say in determining the size of the MSTs nucleus fleet as well as the Department of Defense, assuring that private shipping needs would be considered. It also called for a complete review of MSTs cargo handling, a study of passenger-carrying capacity and of ways to get more passenger ships, and steps to change handling of military cargo in conformity with normal commercial practices.

In the hearings that preceded the report, union and shipowner spokesmen carried the ball for the industry, with Government Representatives generally supporting MSTs.

# Eisenhower Vetoes Speedy Quarantine

The hope for speedy nighttime and weekend clearance of Quarantine has been killed by President Eisenhower's pocket-veto. The bill would have permitted off-hour inspections by the Quarantine Service in all major US ports. The bill provided that when a ship came into port after 6 PM or on weekends and the company wanted to clear Quarantine, it would pay for the Quarantine officer's services out of its own pocket at overtime rates.

### Would Save Money

The purpose of the bill was to put an end to time-consuming and costly delays that held ships up to the following day if they could not reach port during regular working hours. Payment of overtime to a Quarantine officer would save money for the operator.

In refusing to sign the bill, the President objected to the fact that it would give Quarantine officers preferential treatment on overtime over other Federal officers. He conceded that Customs and Immigration men were already receiving such treatment but said he didn't want to extend it to any other group of Federal workers without overhauling the entire Federal pay structure for all kinds of inspectors.

Since Customs and Immigration officers already operate under provisions similar to the vetoed bill, shipping interests felt that approval of the measure for Quarantine officers would speed up shipping services and make them more economical to operate as well as eliminating the long and often tiresome waiting periods.

# Death Takes Phil Levine Of Hq. Staff

Philip Levine, well-known Seafarer and a member of the maintenance staff at SIU headquarters for the past year, died suddenly Saturday, August 28, of a heart attack. He would have been 41 years old on December 19.



Levine

Levine, who lived at 475 Howard Avenue, Brooklyn, complained of feeling ill shortly after he returned home Saturday evening, and died before he could be rushed to a hospital.

Interment was the following day in Baron Hirsh Cemetery, Staten Island. He is survived by his wife, Yetta, and a daughter, Ellen Lee, 5.

Levine joined the Union in New York on July 29, 1949, and sailed for several years as second cook on the Sand Chief before joining the headquarters staff last spring.

# As I See It . . .

Paul Hall



ANOTHER UNION OBJECTIVE OF LONG STANDING WILL BE realized in the near future when the trim two-masted schooner Andrew Furuseth slips her moorings in New York harbor and heads out to sea. The sailing of the Andrew Furuseth will mean that the Seafarers Training School will have a fully-equipped sailing vessel on which unrated men can learn the rules and skills of seamanship.

It's long been a dream of the Union to be able some day to provide a complete training course in deck seamanship. As in the past, such as during the Korean War shipping emergency of early 1952, the SIU did establish shoreside instruction for unrated men with the result that a large number of men were upgraded and helped meet the urgent need for seamen at the time. In addition, the Union has for some time now made available printed booklets that are of considerable help to men who are preparing for Coast Guard examinations for the various unlicensed ratings.

Placing the Andrew Furuseth into service means that seamen no longer will have to shell out dough to private schools in order to get their ratings. Further, it is insurance against revival of Government-sponsored maritime training, which no matter how well it might be conducted, always threatened the security of maritime unions and the Union hiring hall.

Your Union has held from the beginning that it could, and would supply to the operators, all the trained, capable seamen they needed to man their ships efficiently. The sailing of the Andrew Furuseth is assurance that the Union's pledge will be met, and that the SIU will be prepared for any shipping emergency that might arise.

Since this ship is a key cog in the Union's program to strengthen itself and improve the status of its membership, it was only natural that it would be named after the father of all US maritime unions.

CERTIFICATION OF THE INTERNATIONAL LONGSHOREMEN'S Association as the bargaining agent for dockworkers in the Port of New York has rightfully been described as a temporary setback to AFL objectives on the waterfront. The chorales of glee with which the "Daily Worker" greeted the news is further proof, if any more were needed, of the strong position which the Communist Party now enjoys in the old ILA.

In the course of the pre-election campaign between the AFL and old ILA in this port, there was plenty of evidence that in the closing stages the Commies had moved in and made an unholy alliance with the waterfront mob in this port. Out on the West Coast Harry Bridges publicly lent a hand, and quite a few thousands in cash, to couriers sent there by Tony Anastasia. Practically from the day that the new AFL union was chartered, the "Dispatcher," Harry Bridges' publication, the "Daily Worker," and the "National Guardian," another Party mouth-piece, devoted a considerable amount of effort to lauding the mob that runs the old ILA and knocking the AFL union in the head at every turn.

To top the whole thing off, the "Dockers News," an old-time publication of the Communist Party's waterfront section, reappeared on the scene. And later on when the ILA ran out of the funds it had received from the sell-out of the tugboatmen to the UMW, the Communist Party's faithful were put to work as can-shakers for the mob.

Some uninformed people maintained that the reason the Commies were attacking the AFL was that they had no love for the waterfront mob, but hated the AFL more. However, since the AFL lost the election by the extremely narrow margin of 263 votes, the love feast between the Communist Party and the mob if anything, gets chummier by the day.

All of which again proves that the AFL and your Union in helping New York longshoremen who wanted no part of the old ILA were taking positive, constructive action. The SIU has always been proud of the fact that it has fought every attempt by the Communists to move in on the New York waterfront. The temporary victory they have gained in no way alters the justice of that fight.

# Cartoon History Of The SIU

New Headquarters For SIU

No. 71



Late in 1949, the continued expansion of Union services and membership facilities at SIU headquarters in New York made it obvious that the present site was inadequate. Accordingly, surveys of the port area were made to find the best possible spot for a brand-new Seafarers' hall.



The location of a suitable site across the river in Brooklyn was followed by membership approval in all ports on May 10, 1950, of the proposed new headquarters. Architects and builders were called in to plan the remodeling of the three-story former school and factory building selected.



A far cry from its predecessor at 51 Beaver Street, the new hall was to be a model union showplace with all possible comforts and conveniences for the membership built in. Construction got underway slowly, however, as war broke out in Korea in June and building schedules had to be thrown out the window.

# SIU NEWSLETTER from WASHINGTON

Over 65 steamship lines are pounding at the doors of the Maritime Administration in an effort to transfer their vessels to foreign registry. Most of these are the owners of Liberty dry cargo ships.

Recently, the MA drastically liberalized its transfer policy so that of the approximate 130 Liberty tramp ships under the American flag, probably one half, or some 65, will be transferred to the flags of Liberia, Honduras and Panama.

The new transfer policy of MA covering Liberty dry cargo ships is this: For every two ships owned by a company, one will be eligible for transfer. There are expected to be a number of mergers of tramp operators because those owning but one vessel must first merge with another company owning a ship so that one will be transferred and the other will remain under the US flag.

Transfers of privately-owned vessels over 1,000 gross tons approved varied greatly from year to year, reaching the peak of 136 in fiscal year 1947, and dropping off to 50 in 1949, 25 in 1950 and 37 in 1951.

While no statistics are kept on those transfer applications denied, it is understood that about 23 were denied during a recent two-year period. For a while, the Government was imposing restrictive conditions on transfers which tended to cut down the applications received. However, the doors are now wide open by the recent liberalization of the transfer policy by the Maritime Administration.

Whereas in the past, by far the largest proportion of transfer applications involved small vessels—pleasure yachts, tugs and fishing boats—the trend now has changed to the larger ocean-going class.

One thing the Government is forgetting—ships are run by men as well as by machinery. Skilled maritime personnel driven from their employment will turn to shore jobs and it will be very difficult, in times of emergency, to bring these men back to the sea.

✚ ✚ ✚

Because of the age of the merchant fleet of Russia, that nation has ordered well over 50 ships in yards of Western Europe since the beginning of the war. A merchant vessel, ordinarily, is supposed to have a life span of 20 years. At least 70 percent of the Russian fleet is overage, that is, more than 20 years old. The tanker fleet of Russia amounts to 176,144 gross tons, or only 0.8 percent of the world tanker tonnage.

✚ ✚ ✚

For the benefit of American steamship operators, measures of utmost importance from the standpoint of the operators are (1) the so-called "50-50" shipping bill, assuring that at least 50 percent of US aid cargoes is carried in American vessels, and (2) the private financing bill, under which the Government assures 90 percent of the money loaned by private lenders in connection with construction and reconditioning of vessels.

✚ ✚ ✚

American shipbuilders and repairmen are swelled with pride these days. They were victorious in their efforts to have Congress approve both new ship construction and repair programs amounting to hundreds of millions of dollars.

Actually the favorable Congressional action came as a surprise to the ship builders who did not believe that they would be successful in their campaign, but many bills slip through in the closing days of Congress that would not stand a chance otherwise.

✚ ✚ ✚

Although Congress approved, and the President signed, a bill authorizing Government appropriations for the repair of many merchant ships in the national defense reserve fleets, the Department of Commerce will not find it smooth sailing to put this program into effect.

The reason is that once again lobbyists are at work to have this work performed in their local port areas. The Commerce Department is besieged by many members of Congress who are exerting pressure to have the ship repair work done in their own port communities.

The final decision will be up to Louis S. Rothschild, Maritime Administrator, who is expected to assign most of the work as a result of competitive bidding.

✚ ✚ ✚

In addition to its liberal ship transfer policy, the Maritime Administration continues to follow a 2-for-1 policy in connection with new ship construction. That is, for every one new ship an operator agrees to build, the MA will allow the transfer to foreign flag of two older vessels. The newest cast in point involves the Sinclair Refining Company of New York.

The MA formal announcement merely states that Sinclair has entered into an agreement to build a new large tanker, but fails to mention that two of Sinclair's tankers will be allowed to be transferred to foreign flag in exchange.

MA states that the new tanker to be constructed by Sinclair will improve the competitive picture of the privately owned US-flag tanker fleet.

✚ ✚ ✚

Practically everyone in Government, legislative and executive, agrees that we must have a merchant marine. It is also well known that some form of Government assistance is necessary to maintain our ships on the seas.

The House Appropriations Committee now is studying the general subject of operating subsidies paid to steamship lines and will have a report on the subject ready for the 84th Congress convening next January.

The philosophy of the Commerce Department on the subject of ship subsidies is that the method by which a subsidy could be arrived at might be subject to alteration from time to time, but that another subsidy system would not significantly change the amounts of money involved.

*Your S.I.U. Washington Reporter*

# SIU Hits Military Bans Favoring MSTs In Korea

Discriminatory practices by US Armed Forces in Korea that give special privileges to MSTs crews but deny them to Seafarers are being attacked by the SIU. A strongly worded Union protest is being forwarded to the Department of Defense against regulations which impose several un-called-for restrictions on merchant seamen.

Previously, the SIU had been successful in obtaining a new directive on shore leave for merchant seamen which eliminated many of the absolute shore leave bans that had confined men to ships for weeks on end. However new regulations in Pusan, issued in February of this year, impose currency restrictions and limits on the movements of merchant seamen that are clearly discriminatory.

### Copy Sent To Headquarters

Seafarer Adam R. Lorenz, who was a crewmember on the Jean Lafitte, sent a copy of the regulations to headquarters. The crux of the regulations are that merchant seamen are treated like members of the Armed Forces in terms of "off limit" areas, passes for shore leave and other military regulations, but these same merchant seamen are treated like civilians by being denied access to post exchanges and military scrip.

MSTs crewmembers who are also civilians, do not have to get special passes to go ashore and are allowed to have military scrip and to use military post exchanges and entertainment facilities.

The result is that Seafarers are only able to take Korean hwan ashore, which are worthless at the legal rate of exchange, 180 hwan to the dollar, and consequently they have to pay extravagant prices for any of their purchases.

As Lorenz put it, if the seamen are to be treated as civilians and denied access to post exchanges and other military facilities "they should be left to themselves and governed only by the laws of the Republic of Korea."

### Must Have Pass

Under present regulations, a crewmember of a ship operated by a private shipping company has to get a pass to go ashore and has to register with US military police on the pier. Korean hwan is the only currency he may bring ashore. He is not allowed to enter any areas that are off limits to military personnel and is subject to arrest, fines and jail sentences for violation of these rules.

If a crewmember is carrying a package ashore the MP's can open the package, but they will take no action if it is being carried by a ship's officer in uniform.

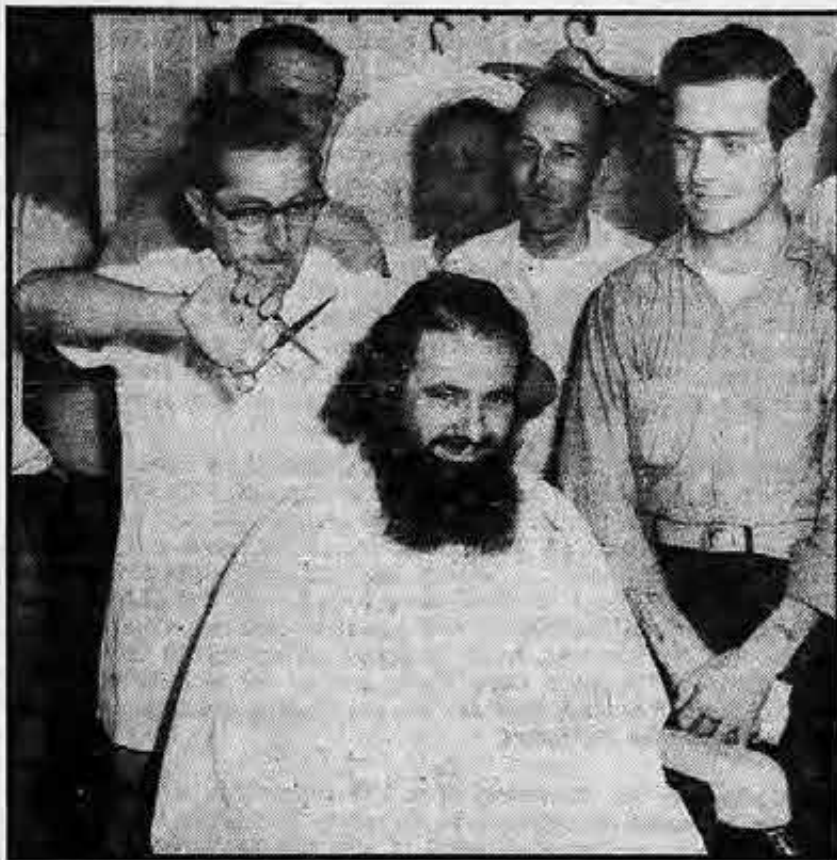
The Union is asking the Defense Department to issue military scrip to all civilian crewmembers, not only men on MSTs ships, and to make post exchanges and military places of entertainment available to Seafarers.

### Throw In For A Meeting Job

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

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

### 'But Touch Not A Hair . . .'



Don't be misled by this photo because after climbing into that barber's chair at SIU headquarters, Seafarer Joseph C. Cyr changed his mind and decided to save those flowing locks and chin whiskers until he got home to Lewiston, Me. Year's growth represents time Cyr was FWT on Waterman's City of Alma. Other Seafarers, shorn and otherwise, cast admiring glances at Cyr's heady growth. The barber seemed a little disappointed.

# Welfare Plan To Run Balto. Hall Cafeteria

(Continued from page 2)

The SIU-won disability benefit is by far the broadest such benefit in the entire trade union movement, paying \$25 a week to any disabled Seafarer for as long as he is unable to work. Seafarers as young as 35 and as old as 85 are currently receiving this benefit, which, in effect, amounts to a pension. The qualification of seven years aboard SIU ships is the most lenient in the maritime industry.

### Maternity Benefits

In addition, the Welfare Plan provides a \$200 maternity benefit to any eligible seaman upon the birth of a child, while the Union provides a \$25 bond for the child in its own name. At the other end of the string is a guaranteed \$2,500 death benefit payable to any beneficiary with a minimum of red tape. Apart from the seven year requirement for the disability benefit, the seafaring requirement for all these benefits is one day of work aboard an SIU-contracted ship during the previous year.

In addition to the other family benefits, the Welfare Plan also provides four \$6,000 college scholarships each year for which the children of eligible seamen or seamen themselves who are under 35 years of age may qualify. Eight such scholarships have been awarded, three of them to active Seafarers, in the two years since this benefit went into effect.

The record of payments made by the Welfare Plan shows a staggering total of benefits paid out and individuals aided. In hospital benefits, for example, 30,731 payments totalling \$549,600.00 has been paid this pioneer benefit went into ef-

fect on July 1, 1950. Death benefits amounting to \$1,046,557.71 have been paid to the beneficiaries of 527 seamen since that same date.

A total of 1,342 maternity benefits amounting to \$275,400.00 have been paid out, some of whom have collected twice under this program since it began on April 1, 1952. Inaugurated on May 1, 1952, the disability benefit program has guaranteed seamen, young and old, a measure of security they could not otherwise enjoy, through the medium of \$55,120.00 already paid out under this benefit. 1,369 such payments have been made.

### Special Department

The size and scope of the welfare program inevitably leads to problems in administration and everyday processing, but here too the Union has filled the gap, by the creation of a specialized SIU Welfare Services Department. This unit aids in the processing of claims, answers questions and handles much of the day to day payment of benefits at hospitals and at home as the situation demands. No seaman need feel that his problem is too big or too small.

Other typical figures of welfare services are detailed in the operating figures for the cafeteria at headquarters, whose tremendous benefit to our people is shown by a record of 899,101 sales at an average price of \$46½ cents during the years 1952-53.

All of these figures mean benefits and service for seamen at the time when they're needed most and point up the advantages of the SIU Welfare Plan, first established in July, 1950. There are no "forgotten men" among our seamen, thanks to this pioneer Union service program.

# MARITIME

The Bethlehem-Sparrows Point Shipyard at Sparrows Point, Md., has just received the first order given to any American yard in almost two years to build a new US merchant ship. The order, from the Sinclair Refining Company, is for a 25,200-deadweight-ton, fast supertanker to replace two 12,000-ton tankers just approved for transfer to foreign registry. President Eisenhower has signed into law a bill giving the Government permanent legal power to take over ships of foreign nations in US waters in the event of a national emergency. Similar legislation was enacted during World War II. Seeking to build up its merchant fleet, Turkey now has a four-man commission here in the US to buy five freighters, two of which will probably be Victory-type ships.

Forty-four ships from 12 countries caused a complete jam-up of docking and unloading facilities in the port of Rosario, Argentina, last month, when the number of ships lying in port set a new post-war record. The Swedish-American Line is dickering with shipyards in six Western European countries for the construction of another 22,000-gross-ton luxury passenger ship, similar to the eight-month-old Kungsholm. The ship will have a speed of 19 knots and be adaptable for warm weather cruising as well as North Atlantic service. Latest new addition scheduled for the West African run is the 6,440-ton motorship Aquileia, built for the Lloyd Triestino Line. Just launched at Trieste, she will run between that city and West African ports.

A House Merchant Marine subcommittee headed by Rep. Thor C. C. Tollefson of Washington has scheduled hearings in West Coast ship centers beginning in Seattle Oct. 1. The House unit will also conduct an inspection tour of Government-owned shipyard and reserve fleet facilities in the area. Slated for scrapping, eight ships—victims of World War II sub warfare—have been bought for \$1,500 from the Maritime Administration by the American Salvage Company of Brooklyn, NY. The vessels, lying in depths of up to 300 feet, were sunk off Florida, Virginia's Cape Henry and in the vicinity of Cape Hatteras. Included among them are the old Chilore and Santore, both formerly manned by Seafarers.

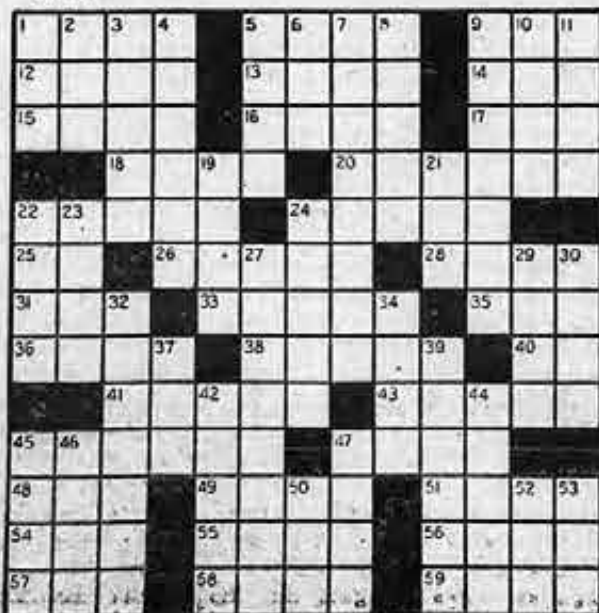
The signing by the President of a bill authorizing a \$25 million modernization program for ships in Government reserve fleets is expected to give a much-needed boost to idle US shipyards. Fourteen of the 50 ships affected will go to NY and Boston yards, 13 more to other East Coast yards, 15 to the Pacific Coast and eight to the Gulf. Norwegian shipowners are experiencing, on a much smaller scale, the same type of discomfort about the future of the industry as their US counterparts. Norwegian laid-up tonnage comprised 55 vessels on Aug. 1, over a quarter of a million gross tons. New entrance rules for the fall term at the Kings Point Merchant Marine Academy enable all qualified alternates for West Point and Annapolis whose appointments have not come through to be considered, as well as those who passed the entrance exam for the US Coast Guard Academy last February.

Construction of a 37,500-deadweight-ton tanker, largest ever to be built in France, will get underway shortly on order by a US company, Airan Transport of New York. She will feature steam-turbine engines and will be able to develop a speed of 16.7 knots. East Asiatic Line's direct service between Copenhagen and New York will soon feature two new 9,000-ton motorships, the Poona and Sibonga. They are replacing the familiar Falstria and Jutlandia, now in the company's service to the Far East for which they were built. A civilian referee has cleared the skipper of the Great Lakes ore boat Henry Steinbrunner of all charges of negligence in the sinking of his ship 15 months ago. A Coast Guard board of inquiry earlier had found the master guilty of poor seamanship in the handling of the vessel when it sank in Lake Superior.

## The Seafarers Puzzle

- |                                |                                  |                          |                               |
|--------------------------------|----------------------------------|--------------------------|-------------------------------|
| <b>ACROSS</b>                  | 57. Make lace                    | 9. Belonging to mariners | 32. Good buy in the Sea Chest |
| 1. Stop on the SA run          | 58. God of war                   | 10. Paleatine port       | 34. Support for mast          |
| 5. Where Bangkok is            | 59. Creator of Democratic donkey | 11. Chalcedony           | 37. Light brown               |
| 9. — Diego                     |                                  | 19. Hit the gong         | 39. Large island in Marianas  |
| 12. Norse port                 | <b>DOWN</b>                      | 21. Summer, in France    | 42. Tropical vine             |
| 13. Polish name for Oder river | 1. Corn on the —                 | 22. Give off             | 44. Port N of Naples          |
| 14. Former relief agency       | 2. Custom                        | 23. Foreign: comb. form. | 45. Gone by                   |
| 15. Widest part of ship        | 3. Explode                       | 24. Member of crew       | 46. Thought                   |
| 16. Kind of earth              | 4. Port on Mutsu Bay             | 27. The man in charge    | 47. Copies                    |
| 17. Arrive: Abbr.              | 5. A few                         | 29. Watch face           | 50. Mineral earth             |
| 18. Angry: Slang               | 6. Girl's name                   | 30. Certain              | 52. Streets                   |
| 20. Listed                     | 7. Incoming ships                |                          | 53. Three strikes             |
| 22. Additional                 | 8. Mediterranean island          |                          |                               |
| 24. Egg-shaped                 |                                  |                          |                               |
| 25. Pronoun                    |                                  |                          |                               |
| 26. Where Madras is            |                                  |                          |                               |
| 28. Finishes                   |                                  |                          |                               |
| 31. Interest: Abbr.            |                                  |                          |                               |
| 33. What fish "breath" with    |                                  |                          |                               |
| 35. Initials of a good union   |                                  |                          |                               |
| 36. Blow whistle               |                                  |                          |                               |
| 38. Pauses                     |                                  |                          |                               |
| 40. Arabia: Abbr.              |                                  |                          |                               |
| 41. Lighter in color           |                                  |                          |                               |
| 43. Our national bird          |                                  |                          |                               |
| 45. Outdoor meal               |                                  |                          |                               |
| 47. Port of Upolu              |                                  |                          |                               |
| 48. Commotion                  |                                  |                          |                               |
| 49. Above                      |                                  |                          |                               |
| 51. Money in Madrid            |                                  |                          |                               |
| 54. Body of water              |                                  |                          |                               |
| 55. Estuary of the Thames      |                                  |                          |                               |
| 56. Aleutian Island            |                                  |                          |                               |

(Answers On Page 17)



## THE INQUIRING SEAFARER

**Question: If World War III comes, would you choose to stay in the merchant marine?**

**Harvey Alexander, wiper:** I'd stay because you never know what's safe and it's best to stay with something you know. I don't know personally what it was like in the last war because I've only been sailing about eight years. But I guess a ship is as good a place as any to be in a real shooting war.



**Edward Surmelian, AB:** Yes, I think so; I don't think that would be any reason to change to something else. I can't give any special reason why I'd stick with the merchant marine, of course, because this sort of thing puts a guy on the spot. I suppose it all depends on how you feel.

**Milton Trotman, night cook and baker:** Yes, definitely. I took an oath when I became a citizen of this country to bear arms in defense of the US when necessary, and I feel that sailing a ship through a mine zone or waters loaded with subs amounts to that. It won't be safe anywhere; it's our duty to stay.



**Robert Friedman, AB:** I would, because I'm more qualified to serve in the merchant marine than anywhere else and would be doing more for the country by remaining here than by going into the service. I sailed in the last war and I know it's not particularly safe at sea, but at least I'd know what I'm doing.

**Jose Figueroa, cook:** Yes, I would continue sailing as I have been doing for the last 14 years. Seamen are needed anytime there is a war because they have a special job to do and they are already trained for it. Of course, the conditions are better on a ship than in the Army, but there is more to it than that.



**Robert Stewart, OS:** If there is a war I would stay in the merchant marine because we'd all have to be where we're needed most. Seamen will be needed the same as foot-soldiers, of course, but at least we already have the training. I'd do better by remaining right in the merchant marine.



## MEET THE SEAFARER

JOHN L. RIVERA, Electrician



At 34 years of age Seafarer John L. Rivera looks like anything but a grizzled veteran of the sea, but he has been around a long time, as the saying goes. He first started sailing out of Baltimore 16 years ago, and before he went aboard his first ship he was toting an SIU membership book.

It was in November, 1938, Rivera recalls, that he came into Baltimore looking for a ship job. The SIU A&G District, just a few weeks old at the time, was already moving to protect seamen's rights. It was waging a vigorous battle against the old Shipping Board hiring halls, known popularly then as the "Government fink halls." When the Bull Line ship Lillian called for a crew at the SIU hall, Rivera was Johnny-on-the-spot. He signed up for his Union book, shipped out, and has been an SIU member ever since.

### Prefers Sailing

Today Rivera sails regularly as electrician and chief pumpman on SIU ships. Although he is a skilled shipyard worker, holding a rating of ship rigger, first class, he prefers to sail SIU ships because as he put it, "When you have a growing family like mine, there's no job ashore that can match going to sea with the SIU for making a living."

Rivera came to the sea naturally because he was born in the Puerto Rican seaport town of Ponce and grew up within sight of the waterfront. Subsequently, he came to Texas where he was issued his first seamen's papers, and then he headed East to Baltimore where he caught the Lillian. He recalls that she was later sunk in a collision with a German ship.

### Blown Off Feet

It was on another Bull Lines ship, the Claire, that Rivera was torpedoed in May, 1942, and was lucky to come out in one piece. "I was the lookout on the ship at the time," he said, "as I used to sail on deck then. We were torpedoed without warning. The

explosion blew me off my feet and I went up in the air until my head hit an overhead cable. When I came down I landed with my face first on the anchor windlass."

The crew took to lifeboats and was picked up three days later and landed in Cuba. Rivera was badly cut up and lost his hearing in one ear as a result.

After he recuperated he was taken into the Army but was subsequently discharged because of the injuries he received in the torpedoing. It was then that he went to work in a Brooklyn shipyard. In 1946 he went back to sea and has been at it most of the time since except for some spells ashore, during one of which he worked in the Brooklyn Navy Yard.

"Shipyard work when I was in it was very tough," he said. "In the first shipyard I worked in they would keep count of how many times you went to the head and give you a bawling out if you went too often. Now though, I hear they have a union contract in there."

Rivera's last ship was the Show Me Mariner which was laid up by the Government after its six months' trial run. Most of the time he prefers to sail as chief pumpman on a tanker, if he can get one, because the overtime is always good on tankers.

Overtime is an important consideration, Rivera explains, because with eight children at home, making ends meet could become a problem without those nice SIU payoffs. However, shipping out poses certain other problems for the family man, especially if the children get sick while he is away.

Right now, Rivera has an apartment in downtown New York but he is looking forward to the day when he can get a place outside the city that will be big enough for his family. And the only way he would be able to swing it, he says, is by continuing to go to sea for a living.

## LABOR ROUND-UP

A temporary settlement has been reached ending a three-week-old strike at American Airlines. The Air Line Pilots Association (ALP) and the company agreed to resumption of regular services while differences are submitted to mediation. The chief issue at dispute was the length of working assignments on transcontinental flights. The strike had grounded all of the company's flights.

A bill calling for a five percent increase for 1,750,000 Federal employees, including 500,000 postal employees, has been "pocket-vetoed" by President Eisenhower. The President said that new revenues should have been provided to make the wage increase possible. AFL and CIO spokesmen criticized the veto as disregarding the needs of Federal workers whose last increase was three years ago.

Railroad workers in Atlanta, Georgia, who had quit work in a dispute over crossing picket lines, are back on the job. Approximately 1,000 men went out after one switching gang had been suspended for refusal to deliver cars to a local utility plant that is now on strike.

Freight operations on three railroads were halted by the strike.

Free burials for deceased members have been arranged by the CIO Retail, Wholesale and Department Store Workers, District 65. The union purchased five acres in a cemetery and has arranged for complete burial service including undertaking costs and grave maintenance. The costs will be carried by union death benefits.

A conference on labor problems at the Government's atomic energy plants has been called by the International Association of Machinists in Los Alamos, September 9-11. Representatives of the Los Alamos atomic energy installations and from other "atom cities" around the country will attend.

Further moves to cut wages in the automobile industry were reported as the Chrysler Corporation, one of the "big three," asked the United Automobile Workers (CIO) to consider reductions. Previously the union's membership had approved cuts at Kaiser-Willys and Studebaker to enable these companies to meet competition from the "big three"—General Motors, Ford and Chrysler.



# SEAFARERS LOG

September 3, 1954

Vol. XVI, No. 18

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600, Cable Address: SEAFARERS NEW YORK.

PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN, Gulf Area Reporter, BILL MOODY.



## Sea Chest Enemies

Egged on by the howls of the waterfront ship chandler who finds the working seaman slipping off his hook, the Department of Justice has filed civil suit against the SIU's Sea Chest on charges of "monopoly."

There is no question but that these charges are the baby of an association known as the Slop Chest Dealers of America, a group which was created for the sole purpose of combating the SIU Sea Chest.

The beef of the slopchest dealers is easily understood. After all the years that the slopchest dealer pawned off seconds, rejects and off-brand shoddy merchandise on seamen at outrageously inflated prices, the existence of an organization that actually gave seamen good merchandise was a threat to his way of doing business.

The Sea Chest did not ask for this fight, but now that it is in it, welcomes the opportunity to put into the record the vicious kickback system and the victimization of seamen through the years that is part and parcel of the slopchest business.

In short, the only "monopoly" enjoyed by the Sea Chest is a "monopoly" on quality merchandise and honest-to-goodness service for the seaman.



## New Welfare Services

News that the Baltimore hall will soon be ready for business will be welcomed by all Seafarers. But in addition to the modern facilities for Union business that the hall will provide, it will also serve to expand the services of the Seafarers Welfare Plan to the membership.

For example, in Baltimore the Plan will undertake the entire operation of the Baltimore hall cafeteria. Consequently, the cafeteria will not be open to the general public. This will assure good quality feeding at low prices for Seafarers on the beach.

Further steps to be taken in the future involve plans to provide clean, comfortable rooms ashore for Seafarers.

In addition the Welfare Plan will continue to provide its regular benefits for men in the hospitals, for families of deceased Seafarers, scholarships for Seafarers and their children, disability payments for men no longer able to work and maternity benefits.

The Welfare Plan thus performs two functions — assistance in time of medical or other emergency needs and service to men waiting to ship out.



## Ship Transfer Follies

The folly of the Maritime Administration's policy of permitting transfers to runaway flags is underscored this week by the announcement that Waterman Steamship Company will have to lay up 15 of its ships because of foreign competition. At the same time, Maritime Administrator Louis Rothschild has gone blindly ahead with plans for transferring tramp shipping, despite repeated complaints and warnings from the SIU and other maritime unions.

Rothschild's latest gimmick is to permit the transfer of one out of every two tramp ships. No matter how you add it up it means more competition for the American flag.

As a rough rule of the thumb, every ship transferred will tend to put another American ship out of business. And every time a US-flag ship goes out of business, there are more appeals for transfers. It's the old vicious cycle with a vengeance.

As Maritime Administrator, Rothschild's actions are supposed to strengthen the merchant fleet, not destroy it. His policy clearly recalls the story of the man who stepped into a brand new convertible, threw it into gear—and then went backward at top speed through a plate glass window.



## Nominations Reminder

A considerable number of Seafarers have already submitted their nominations to headquarters for the 49 offices that will go on the SIU-A&G election ballot. With the nomination period ending September 11, there is still a little over a week left for candidates to get their names in.

Those who intend to run and have not yet submitted their names are urged to do so at the earliest possible opportunity so that they can make the deadline and avoid being left at

# LETTER of the WEEK

## 'Seaman Of Year' Award Suggested

To the Editor:

I was very interested recently in reading Paul Hall's "As I See It" column in the SEAFARER'S LOG. This was the column in which our secretary-treasurer spoke about the SIU scholarship program and pointed out that "the ranks of the SIU contain men of all abilities and all talents."

Certainly this fact has been attested to time and time again in the columns of the SEAFARERS LOG. Anyone who has read the LOG regularly during the past couple of years knows, for instance, of the Seafarer who unselfishly donated his eye to another Seafarer, and of the Seafarer who braved the North Atlantic to cross to Finland alone in a small boat.

There have also been many stories about the hundreds of Seafarers who have donated blood or made other generous contributions to worthy causes, and about the thousands of Seafarers who, in war and in peace, have gone down in history as unsung heroes.

It has long been my feeling that the attainments, and the unselfish contributions of men such as these should receive some official recognition or reward. Therefore, I would like to suggest to the members, through the columns of the LOG, that we establish another program to accompany our present SIU scholarship program.

### Would Be Another 'First'

The SIU scholarship program, as everyone knows, is the first of its kind in the maritime industry. And the new program of which I speak would, I believe, give us another "first," and strengthen our position as the real pioneer and leader in the maritime labor field.

Furthermore, I have found from talking with many people that despite all that has been done to counteract this idea, many persons still look upon seamen as drifters, drunkards and undesirable characters. I think that publicity about the seamen's many individual attainments and many contributions to society would help to correct this false impression.

What I have in mind is a program to honor some Seafarer for an outstanding achievement. This Seafarer would be chosen once a year by a committee similar to the one which chooses the winners of the SU scholarships. He would be named the "Outstanding Seafarer of the Year," and a suitable award would be presented to him by the members at a meeting at headquarters.

I further suggest that this award be given in memory of the father of American seamen's unions and be called the "Andrew Furuseth Award."

Peter Karas  
Deck delegate  
Wacosta



## Vote of Thanks

**BACK IN ACTION ABOARD** the Pelican Mariner (Bloomfield) is the unofficial "ambassador to Yokohama," Seafarer Max Lipkin. Max spent quite some time ashore in that Japanese port city recuperating from a broken leg suffered last December, and in the course of his sojourn there it appeared that he was becoming a permanent fixture. However, he is in service again now on the Far East run (naturally).

Evidently his long period of idleness hadn't caused him to lose his touch because the crew made a point of thanking him for the way his department had operated even though the ship was on short rations for a while. Then when he got sufficient supplies aboard, steward Lipkin had his gang turning out chow that kept everybody happy.

After all these nice words were said about him, Lipkin got up and thanked the crew in turn, for the cooperation they had given him on getting supplies up to snuff. If there are going to be any beefs on the Pelican Mariner this trip, it's pretty certain that none of them will concern the work of the steward department.

Lipkin, who is 34, joined the Union in New York on October 18, 1947. He is a New Jersey native and was a resident of that state before he took off for Japan.

**SHIP'S DELEGATE'S CHORES**, as any delegate knows, sometimes add up to considerable additional burden on a Seafarer, and even if things are running smoothly mean a certain amount of extra work. Consequently most men don't care to be delegate for more than one trip running, preferring to rotate the job.

Sometimes though, the crew feels that the delegate has done an outstanding job and doesn't want to let him go. That's what happened to Seafarer Bill Darley currently aboard the Southland (South Atlantic). Darley wanted to resign as ship's delegate but his shipmates would have none of it

because they insisted on reelecting him by acclamation.

A Georgia native who makes his home in Brunswick, Darley has been an SIU member since March, 1947, joining in San Francisco.

### A FEW OTHER STEWARD

department men have come in for exceptional praise from their shipmates recently. On the Seagarden (Peninsular Navigation), the crew went beyond the formal vote of thanks for the steward department and singled out John J. Schaller for special praise for a "really superior baking job." On the Alexandra (Carras) the ship's minutes were fulsome in their congratulations to the galley gang. Both officers and crew, the minutes said, heaped praise on the steward department for excellent food with chief cook Tom Beatty and night cook and baker Bill Hand "especially to be given a vote of confidence."

Schaller has been an SIU member for 13 years, joining up in Baltimore on August 4, 1941. He's a Philadelphia native, 41 years of age and has his home in the Quaker City.

Beatty is 29 and lives in Kentwood, Louisiana. He joined the SIU in Mobile on November 24, 1947. Hand, a Florida native, has been with the Seafarers a little over a year now, starting out in Lake Charles, Louisiana.

### EACH MONTH AT HEAD-

quarters the membership elects a new six-man committee to pass on applications for

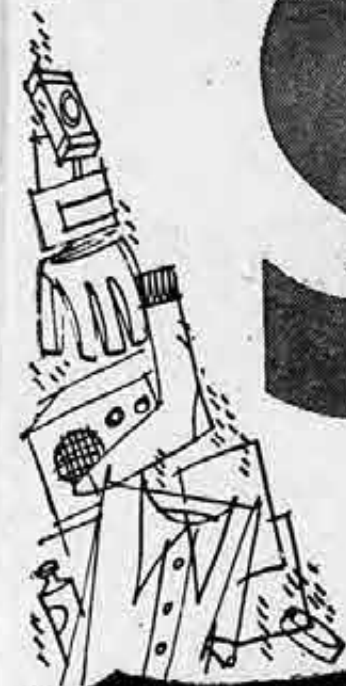
SIU membership and to choose the 15 men a month who are best qualified to get Union books. It's a job which requires a good deal of work and careful searching through an applicant's record to determine if he is qualified. For the month of August the committee was composed of Seafarers Charles Palmer, Johnny Zlerels, Charles Stambul, Leonard Marsh, Juan Oquendo and Walter Reidy. Their report, as submitted to the membership at headquarters, has been approved.



Palmer

# SIU SEA CHEST

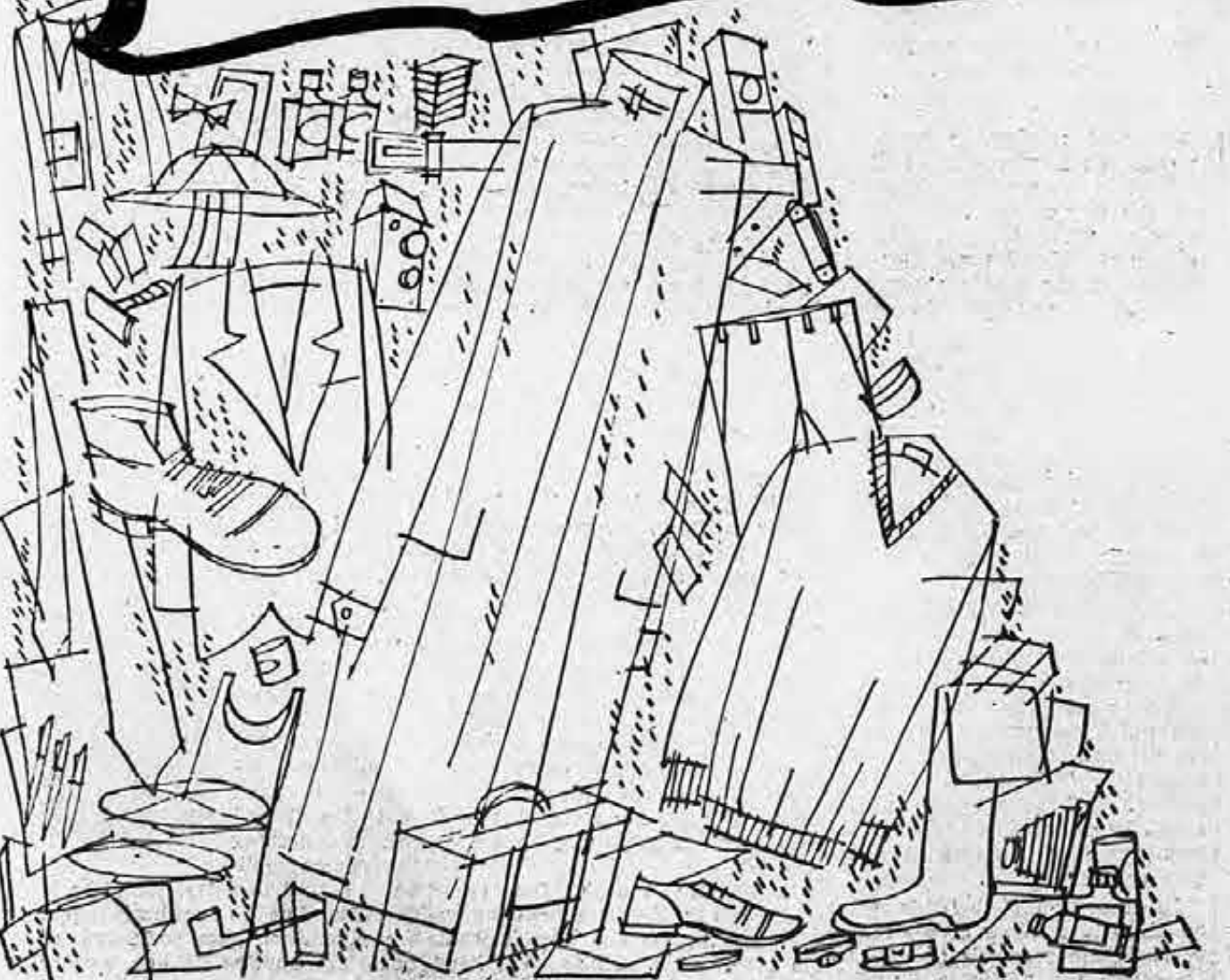
SERVICE TO SEAFARERS



Egged on by slopchest dealers and ship chandlers who have been exploiting seamen for years, the US Government has instituted civil action against the SIU-owned and operated Sea Chest as a "monopoly." (For full details see story, page three).

Actually the success of the Sea Chest rests solely and simply on the fact that its whole structure is designed to provide seamen with the best in personal gear at the lowest possible cost—a means of giving seamen the opportunity to free themselves of ship chandlers who have victimized them for years. For those who are dedicated to squeezing a buck out of a seaman by fair means or foul, this is indeed "unfair" competition.

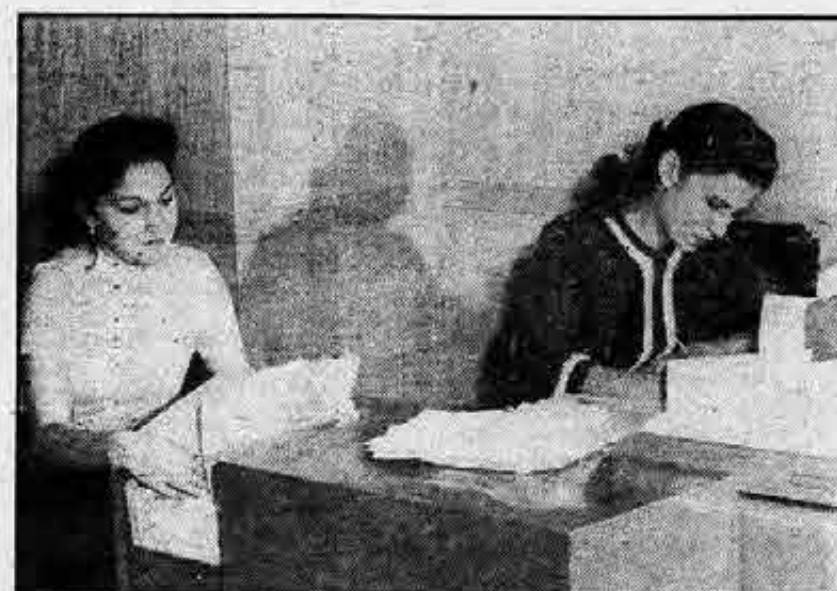
Pictured here are the operations of the Sea Chest in New York, one of several major ports on the Atlantic and Gulf Coast in which the Sea Chest maintains facilities for distribution of slopchest to ships on a competitive basis. Quality, efficiency and service are the three elements which the Sea Chest has used to great advantage to eliminate the evils that plague the slopchest business.



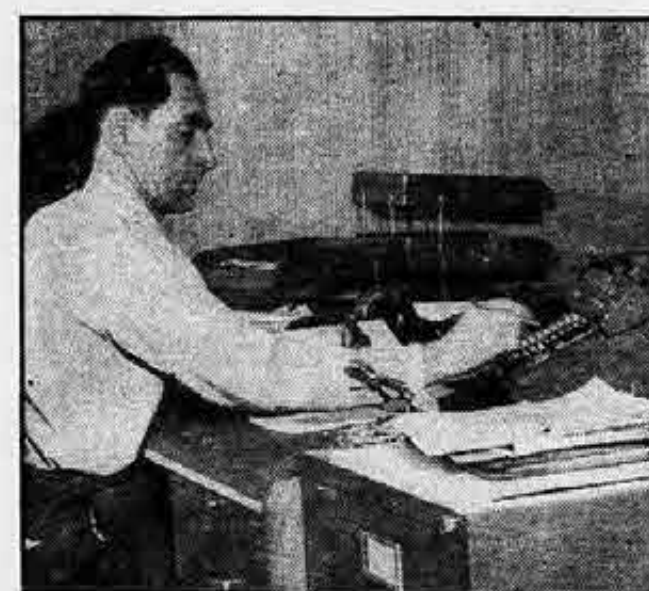
Delivery truck unloads supplies at Sea Chest corporation warehouse in Brooklyn. No matter what the item, Sea Chest buys well-known name brands only.



Salesman's sample, in this instance foul-weather gear, is carefully examined by purchasing agent Sid Selzer.



Office staff keeps abreast of necessary paper work on requisitions, financial records and outport reports, assuring fingertip control of all Sea Chest operations.



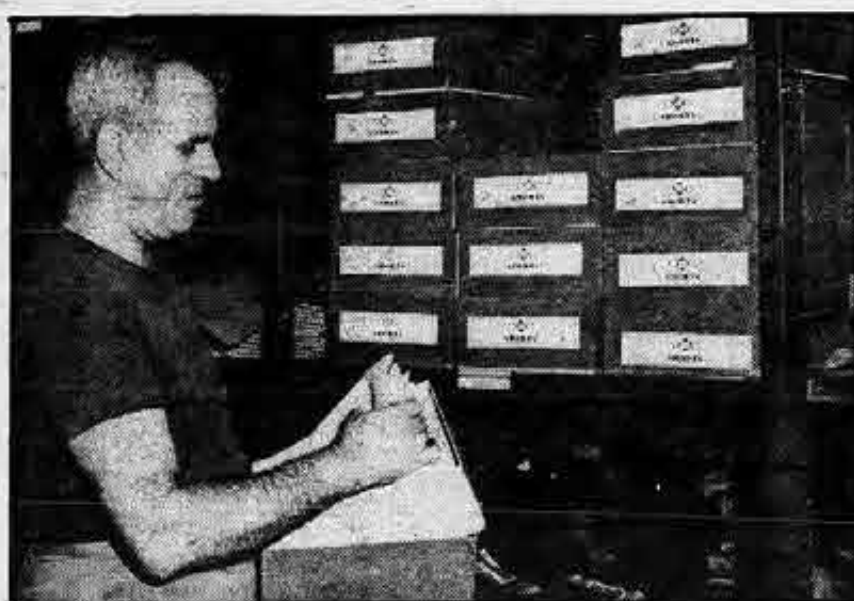
Price lists are constantly checked to assure that they are fully-competitive. Regular audits keep abreast of market.



General manager Price Spivey keeps weather eye on reports from all quarters, including membership requests and suggestions.



Clean, modern, roomy New York warehouse is ideal for efficient operation and neat storage of all necessary supplies. It stocks wide selection of goods.



Plenty of open warehouse shelves make it easy to fill slopchest orders, and offer fast check when inventory gets low. Sea Chest prides itself on speedy service to ships.



Fleet of pick-up trucks handles slopchest deliveries to and from ships. Sea Chest also takes care of seamen's personal orders like this record player attachment going aboard truck.



Fully loaded truck heads for ship with slopchest order. Location of warehouse one block from Brooklyn waterfront makes for rapid service.



Sea Chest representative goes aboard with sample case to take orders for gear not ordinarily carried in slopchest.



Slopchest items, meanwhile, are checked by steward to make sure that they match original order sent in, by ship.



Crewmember's life is not all work, so Seafarers here look over dress gear, watches, records, wallets and other items that the well-dressed man will wear and own.

# PORT REPORTS

## Baltimore:

### New Hall Still Major Topic Of Scuttlebutt

We are still keeping longing eyes on our new building here, and most of the scuttlebutt around the ring hall concerns this topic. Everyone of course is highly enthusiastic as they await the biggest thing that has happened to the port of Baltimore in a long, long time.

Among the fellows we spoken to about the hall have been W. Huneycutt, Joseph Gill, Connor Allen, John Roberts, Thomas Hoar, William C. Biskas, Ned Remley, Dom Osova, James Warmack, Grant Wilson, Elmer Kent and William Warmack.

Things, including the weather, have generally been in pretty good shape around here during the past two weeks. Shipping, however, has been somewhat slow and doesn't look as if it will improve very much during the next two weeks.



Huneycutt

Paying off here during the last two weeks were the zalea City and Raphael Semmes (Waterman); Marymar and Yorkmar (Calmar); Robin Trent (Seas Shipping); Mae and Evelyn (Bull); Antigyn (Cities Service), and Elmore, Chilore, Baltore, Cubore, Antore and Venore (Ore).

Signing on were the Raphael Semmes (Waterman); Bethcoaster and Yorkmar (Calmar); Edith Bull, and Feltore, Chilore, Baltore, Santore and Venore (Ore).

In transit were the Suzanne and Des (Bull); Antinous, De Soto and Serrville (Waterman); Southern States (Southern); Alcoa Partner and Alcoa Ranger (Alcoa), and Chilore (Ore).

Some of our ailing brothers who are collecting welfare benefits while convalescing in the marine hospital are Edward Spooner, Joseph H. Roberts, Francisco Cuellar, seven Boides, Franklin Gilman, Theodore Phillips, Algot Begren, Frank S. Paylor, Samuel H. Mills, Eugene Plahn, Jessie A. Clark, Ralph Sadenwater, Russell Simons and Gordon Glaze.

Earl Sheppard  
Baltimore Port Agent

## New Orleans:

### Train Run To Brazil To Step Up Shipping

Things have been running along pretty smoothly here with not any beefs reported, and those reported of only a minor nature.

Shipping here has been holding its own. We were just about to report a slump, but then we heard we are getting some ships in here to load grain for Brazil, and this will help out.

This report is not one of those rumors that sometimes starts and then ends in nothing as we now have the Transatlantic (Pacific Waterways) in here and the Compass (Compass) is definitely due here around the first week in September to go on this Brazilian run.

Paying off here during the last report period were the Alcoa Regasus and Alcoa Runner (Alcoa); Del Sud, Del Monte and Delires (Mississippi); City of Alma, Antinous and De Soto (Waterman), and Frederic C. Collin (Drytrans).

Signing on were the Alcoa Regasus and Alcoa Runner (Alcoa); Del Valle, Del Sud and Del

Rio (Mississippi); Marie Hamill (Bloomfield), and Frederic C. Collin (Drytrans).

### Ships In Transit

In transit were the Alcoa Cavalier, Alcoa Patriot, Alcoa Clipper and Alcoa Polaris (Alcoa); Seatrains Georgia and Louisiana (Seatrains); Steel Fabricator, Steel Apprentice and Steel Architect (Isthmian); Afoundria and Monarch of the Seas (Waterman); Del Valle and Del Rio (Mississippi), and Marie Hamill and Genevieve Peterkin (Bloomfield).

About the only thing going on down here that is hotter than the weather or the New Orleans Pelicans is the beef brewing between factions on the east and west banks regarding the building of new docks on the Algiers side (west side) of the river.

This is only in the talking stage but so far there has been a lot of talk, pro and con, and this is an issue to be watched. Of course we are not interested what side of the river the docks are built on so long as they are built and the ships hit 'em.

Lindsey J. Williams  
New Orleans Port Agent

## Wilmington:

### Weather Here Almost Too Good To Ship Out

Shipping has been average in this port during the past two weeks. Although we had no payoffs, we did have 23 jobs for the men who were ready to ship, and although we had 70 men on the shipping list we had jobs on the board for as many as three calls. It must be this beautiful Southern California weather that makes the men not too anxious to leave here.

For about four months we did not have a man in the hospital here but now I am sorry to say that our luck has changed and we have George Quinones in the Sea Side Memorial Hospital in Long Beach and J. W. Simmons in the Veterans' Hospital in Long Beach. However, both are doing fine and hope to be out soon.

### Brothers Run Meeting

At our last membership meeting we had three rank and file members as chairman, reading clerk and recording secretary and they really did a bang-up job. Under good and welfare we had the open letter from the Sea Chest up for discussion and it was well taken by all the members.

Oldtimers on the beach at this time are E. A. Lane, T. J. Shaw, William Starke, W. K. Yerke, C. Brown and W. J. Carey.

Ernest B. Tilley  
Wilmington Port Agent

## Galveston:

### Marriage Is One Risk You Take On Your Own

It sometimes seems to me a seaman has more problems than anybody else. Every day the officials in all ports and the Welfare Services representatives are asked many questions, but it seems to me that one of the brothers here came up the other day with the jackpot question: This brother came into the office and wanted to



Wallace

know how much money he had coming from the Welfare Plan for getting married. He had recently gotten spliced, and had the documents to prove it, and he had read in the LOG that he could collect money when a baby was born and couldn't see why he shouldn't collect for getting hitched. I had to tell him that marriage is a calculated risk he had to take strictly on his own.

I would like to report that since we moved to our new location we have not been bothered by the winos and gashounds who used to hang around our old hall. The local people thought these winos and gashounds were seamen, but they were strictly neighborhood characters and since we moved we have not been bothered by them.

### Shipping Remains Fair

Shipping has been fair in this port and it looks as if it will continue that way for a while.

During the last report period we paid off the Lucile Bloomfield and Alice Brown (Bloomfield) and the Steel Fabricator (Isthmian). We signed on the Afoundria (Waterman) and Seacloud (American Merchant Marine).

In transit were the Del Valle and Del Rio (Mississippi); Seatrains New York, New Jersey, Savannah and Texas (Seatrains); Afoundria (Waterman); Chiwawa (Cities Service), and Marie Hamill (Bloomfield).

At the Steel Fabricator payoff there was a beef about restricting the crew in Jeddah, Arabia. The captain could produce no proof of the need for restriction and was made to pay 14 hours of OT in lieu of shore leave.

On the Seacloud the company was reluctant to put inner spring mattresses and fans on board and so we held up the sign-on until this beef was squared away.

Among the men on the beach here are H. P. Lopez and E. C. (Tiny) Wallace. Tiny has been on

a diet and is walking around showing off his new slim figure.

Keith Alsop  
Galveston Port Agent

## Savannah:

### Delegates Commended For Job On Southport

Shipping picked up in this port during the past two weeks with the Southstar and Southport (South Atlantic) paying off and signing on again.

In transit were the Southern Districts (Southern); Wacosta and Mobilian (Waterman); Hilton (Bull); Robin Kirk (Seas Shipping); Southport (South Atlantic); Excello (Excello), and Seatrains Georgia, Louisiana and Savannah (Seatrains). The Seatrains Georgia and Louisiana each called here twice.

When the Southport came in she was as clean as she could be, and the delegates really did a bang-up job on her. The delegates are H. E. Pierce, ship's; A. J. Bullard, engine; W. W. Spivey, steward, and W. R. Parker, deck. The only beef on this ship was that some of the meat was rotten. Some of the rotten stuff was caught when the stores were received, but some of it got by, and the steward was instructed in the future to send back any meat that he is suspicious of. The company also stated it would change its purchases if there were any more deliveries of rotten meat.



Spivey

### Performers On Mobilian

When the Mobilian was here in transit there was quite a bit of performing aboard. The Coast Guard stepped into the picture and as usual, because of one or two bad actors, several other crewmen that weren't far out of line got racked up.

On the local labor front, the Retail Clerks Union 1604 conducted a successful strike against the Golden Commissary, and here in the hall the membership welcomed the good news about passage of the "50-50" bill.

Men in the hospital are R. F. Roberts, L. F. Swegan, J. H. Morris, A. F. Meadows, R. C. Shedd, J. T. Moore, W. C. Sanders, R. Carrollton, J. Littleton, P. Bland, C. G. Truesdale, B. W. Brinson, A. W. Lima, and W. J. Wolfe.

Oldtimers on the beach are J. Floyd, J. Brown and C. Bennett.

Jeff Morrison  
Savannah Port Agent

## San Francisco:

### Crews Urged To Keep Outsiders Off Ship

Shipping was very good in this port during the past two weeks with four payoffs, three sign-ons and ten in-transits. The payoffs took practically full crews and the in-transits all took some men.

On some of the ships that are coming into this port I notice that the crews are bringing on board men who are not crewmembers and who in some cases are not even members of the Union. As all the members should know, this is a bad policy because as soon as something is missing aboard the ship the first thing the crew does is to call the hall and tell them something has been stolen. So in the future, when a ship is in port, the crew should not take on board anyone who is not a crewmember. This will eliminate a lot of beefs.

Also, on a couple of ships I have seen longshoremen who belong to the ILWU in the messroom eating and drinking. This food is for the crew only.

### Will Notify Permitmen

I would also like to remind permitmen who are getting books through the Admissions Membership Committee that they will be notified at their last address by a letter from the secretary-treasurer at headquarters. If you receive one of these letters do not fail to come into the hall so we can contact New York and tell them you are ready to pick up your book and send in your identification photos.

Getting back to shipping here, during the last report period we paid off the Jean LaFitte, Kyska and Gateway City (Waterman) and the Longview Victory (Victory Carriers).

The Jean LaFitte and Gateway City signed on and so did the Mother M. L. (Eagle Ocean).

In transit were the Hastings, Choctaw, Fairland and Fairport (Waterman); Alamar and Calmar (Calmar); Steel Scientist (Isthmian); Alcoa Pioneer (Alcoa); Pelican Mariner (Bloomfield), and Southwind (South Atlantic).

### Longview Victory Fouled Up

The Jean LaFitte, Kyska and Gateway City paid off without any trouble but the Longview Victory was really fouled up, with everything from performers to men missing ship to food beefs. Before this ship signs on again, however, a lot of the beefs will be squared away and there will be new inner spring mattresses for the crew which should make the next cruise a little more pleasant.

In the hospital here at present are P. S. Yuzon, W. Singleton, J. Perreira, B. M. Foster, J. Childs, S. Bunda and C. D. Anderson.

On the beach are B. Toner, H. M. Murranka, H. Monahan, M. John, J. W. Floyd, R. W. Ulmer, J. Kackur, R. G. Vance, C. E. Wallick, S. B. Marshall, G. Chambers, W. J. Westcott, E. Warren and R. Theiss.

Tom Banning  
San Francisco Port Agent

### Permits Apply For Membership

The membership has voted to admit 15 permit card holders each month to membership in the SIU. Permits who wish to apply for membership can get their application forms in any SIU hall. The fifteen men will consist of five from each ship's department and will be screened by a membership committee in headquarters.

## A & G SHIPPING RECORD

### Shipping Figures August 11 to August 24

PORT	REG.			TOTAL REG.	SHIP.			SHIP. SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	23	16	7	46	9	9	10	28
New York	132	105	95	332	80	62	65	207
Philadelphia	40	38	37	115	12	8	8	28
Baltimore	85	64	56	205	52	51	45	148
Norfolk	20	13	11	44	2	3	3	8
Savannah	7	15	9	31	24	21	12	57
Tampa	10	12	12	34	4	3	4	11
Mobile	68	56	60	184	29	29	42	100
New Orleans	75	74	73	222	73	81	70	224
Galveston	36	37	26	99	23	18	20	61
Seattle	37	38	25	100	15	4	2	21
San Francisco	61	36	29	126	41	40	39	120
Wilmington	14	6	13	33	12	5	6	23
Totals	608	510	453	1,571	376	334	326	1,036

# PORT REPORTS

## Mobile:

### Lay-Ups By Waterman On 'Ready' Status

Shipping in this port for the past couple of weeks has been a little on the slow side with approximately 100 men shipped to regular offshore jobs. However, we didn't suffer too much as the Marine Workers Division took up the slack with some 102 men shipped to relief jobs in and around the harbor.

Ships paying off during the last report period were the Monarch of the Seas, Morning Light, Arizpa, Alawai, Fairisle, City of Alma and Golden City (Waterman); Alcoa Clipper, Alcoa Polaris, Alcoa Puritan, Alcoa Corsair and Alcoa Pennant (Alcoa), and Seacroud (Seatraders).

The Polaris, Puritan, Pennant, Fairisle and Seacroud signed on again.

In transit were the Alcoa Pegasus (Alcoa); Chickasaw (Waterman), and Steel Architect and Steel Apprentice (Isthmian).

All payoff, sign-on and in-transit ships were in good shape with comparatively few beefs on any of them.

Out of the seven Waterman C-2s which paid off here, five were laid up. These were the Alawai, Morning Light, Golden City, City of Alma and Arizpa. Furthermore, the majority of ships due in here for payoff during the next two weeks are also Waterman C-2s which are slated to lay up. However, we will have the Puerto Rican and passenger runs plus the coastwise ships in transit and a couple of other offshore ships that will go back out, so we should be able to make the next two weeks without too much trouble.

#### No Policy On Lay-Ups

Waterman, which plans to lay up 15 to 17 C-2s within the next 30 days, says there is no set policy on the lay-ups but that these ships are being laid up under a ready status and are able to go back into service within 24 hours if there is cargo available.

The lay-ups can be blamed on slow shipping, foreign competition, the end of the Korean war and the cease-fire in Indo China. There is no telling just how long the lay-ups will continue, but we will keep the membership advised via the LOG when things start moving.

Another bad feature of the shipping picture right now is the fact that Alcoa is sending its C-2s over to Baton Rouge with high-grade bauxite. Alcoa is planning to have several ships run into this port for a while, until a storepile of bauxite is built up, and this could take several months.

A much brighter side of the picture is the fact that there has been quite a bit of loot in circulation during the past two weeks, with Waterman and Alcoa paying their retroactive wages. As these are the two main companies in this area, most of the Mobile membership had money coming from one or the other. Mississippi in Louisiana is also paying now and quite a few Mobile boys are riding Mississippi ships and have money coming from them, too.

#### Higham Sailing 30 Years

For our Seafarer of the Week we nominate Brother Armon Higham who joined the Union in 1938. Brother Higham, who is married and has three sons, sails steadily out of the Gulf, usually as steward on the freighters, al-



Higham

though he has shipped on the passenger vessels as well. Jimmie, as he is known to his friends, can boast of 30 years of seafaring, of which approximately half have been with the SIU, and he says that the difference between sailing Union and non-union is almost unbelievable. He says that the SIU has been the pacemaker in the maritime field in getting benefits for its men, and he thinks the best benefit is the maternity benefit. Jimmie's favorite sport is baseball and when he's on the beach he sees as many games as he can.

On the beach now are George Stroecker, Lee Kane, Terrence Jones, E. Beasley, Martin Haggerty, Frank Gomes, Albert Lee, George Saucier, George Thayer, Fritz Widgren, Leroy Gulley and William Oliver.

In the marine hospital are Willie Reynolds and William G. Moore.

Cal Tanner  
Mobile Port Agent



## Boston:

### Evangeline May Make Runs Out Of Florida

The word here is that there is a very good possibility that the Evangeline (Eastern) will run out of Florida this winter.

Shipping has been fair in this port during the past two weeks with the Republic (Trafalgar) and Winter Hill and Salem Maritime (Cities Service) paying off.

These three ships signed on and so did the Western Rancher (Western Navigation).

In transit were the Robin Mowbray (Seas Shipping) and Wacosta, Iberville, Bienville and Chickasaw (Waterman).

#### Peck's Body To Arrive

The Robin Hood (Seas Shipping) is scheduled to dock here August 28 and should have on board the body of Brother R. E. Peck who died in Africa. Funeral arrangements for Brother Peck have not been completed as yet.

The members of the Atlantic Fishermen's Union have tied up their vessels in Boston harbor. The fishermen are up in arms because so much fish is being brought in from foreign ports and is selling much cheaper than the fish caught in American waters.

Men on the beach here include J. Lapham, A. Eklund, C. Karas and B. Gordy. In the hospital are G. Perry, J. Penswick, F. Alasovich and J. Petruszewicz.

James Sheehan  
Boston Port Agent

## Lake Charles:

### SIU Crew On Bull Run Keeps Skipper In Line

Shipping here picked up a little during the past two weeks, but we are still not having any grand rush, so we are advising the brothers in other ports to stay where they are.

Calling into this area and each taking on a few men were the Cities Service tankers Salem Maritime, Bents Fort, Paoli, Winter Hill, Lone Jack and Bradford Island. We also had two Waterman ships call in here. These were the Golden City, re-routed back here from Saigon, and the Madaket, bound for the Far East.

Coming in from Argentina for payoff was the Bull Run (Petrol Tankers). This ship is under the command of Captain Rachall, of whom we wrote last February when he was skipper of the Julesburg and gave us a rough time at the payoff.

We also paid off the Bull Run from a coastwise trip and then signed her on for South America on July 6, and as we reported at that time we again had some trouble with the captain. But at this payoff the ship was in fine shape and we had only a few hours of disputed OT which were settled before the payoff.

Before this ship left here the crew swore they would bring her back clean and they did just that, which is a credit to themselves and to the SIU. This captain is very handy with the log book, but he was up against an SIU crew that gave him no chance to throw the book at them. It goes to show how a bang-up SIU crew can make these log-happy skippers bite their nails when it conducts itself in a real Union manner.

#### Launey Is Meeting Chairman

At the meeting here on August 25, Malcolm Launey was chairman. He hails from Mamou, La., and sails as pumpman. Willie Walker, cook and baker who hails from Tennessee, was the recording secretary and both men did a fine job.

We have no men in the hospital here at this time.

For our Seafarer of the Week we nominate E. W. Williams who sails in the engine department, generally as an oiler or, as he puts it, a "lubricating engineer." At present Brother Williams is sweating out a good coastwise run because he says he has had his fill



Williams

of offshore runs for awhile and wants to stay close to the beach. He says there are so many good points in our contract it is hard to decide which feature is best, but he sure likes the vacation plan and the hospital benefits. He also says he intends to buy a farm and settle down there when he gets older.

All is quiet on the labor front right now, but labor here is busy forming a league to work throughout the state to defeat the clowns who are responsible for the so-called "right-to-work" law. Electing to office people who will knock this anti-labor bill to death is going to take money and hard work. But it can be done and labor here intends to do it.

The hunting season will start here next month and maybe we can get us a meal or two. At least we will try.

Leroy Clarke  
Lake Charles Port Agent



## Seattle:

### US Troop Withdrawals Hit Western Shipping

Shipping was very poor here during the past two weeks, and the outlook for the future is poor due to the lumber strike and the Government moving four Army divisions out of Korea.

During this report period we paid off the Amerocean (Black-chester) and this ship then went into lay-up. We had no sign-ons. In transit were the Alamar (Calmar), Pelican Mariner (Bloomfield) and Onoc-taw and Jean LaFitte (Waterman).

For our Seafarer of the Week we nominate D. A. Hutto who joined the Union in New York in 1944. He was born in Tampa, Fla., and has been sailing out of West Coast ports since 1950. Single, with no plans for getting married, Hutto sails as bosun and his last ship was the Trojan Trader which recently laid up here. He says that the entire Welfare Plan is very good and that its wide variety of benefits aids everybody.

In the hospital we have S. Burskey, W. Drake, G. W. Flint, H. Harvey, S. Johannessen, V. K. Ming, G. Rassen and B. Smith.

Men on the beach include R. Welch, R. Lonce, M. Olson, R. Vickerman and A. Aycock.

Jeff Gillette  
Seattle Port Agent



Hutto

## New York:

### Seagarden Crews Up; Job Turnover 'Fair'

The shipping boom we experienced during the early part of August came to a halt during the last two weeks, but we still have a fair turnover in jobs and only about half as many men on the beach as we had two months ago. Also, during this period, we had the Seagarden (Peninsular) come out of temporary lay-up and take on a full crew, so this helped somewhat.

All of the ships entering this port during the past two weeks were in pretty good shape, with no major beefs other than for repairs on any of them. We are having to put pressure on some of the companies to get needed repairs, fans, mattresses and other items, so if you come in with any beefs of this type let us have them as soon as you arrive. Don't wait until the ship is ready to go out again. Also make sure that the captain and chief engineer have copies of your repair list before the ship gets into port.

#### 20 Ships Paid Off

During the last two weeks we paid off 20 ships, signed 7 on foreign articles and serviced 19 in transit. The following were the ships paid off:

Kathryn, Beatrice and Elizabeth (Bull); Ocean Ulla (Ocean Trans.); Seagarden (Peninsular); Queenston Heights (Mar-Trade); The Cabins (Mathiasen); Bienville (Waterman); Bradford Island, Cantigny, French Creek and Chiwawa (Cities Service); Alexandra (Carras); Robin Sherwood (Seas Shipping); Cracker State Mariner (South Atlantic); Lawrence Victory (Mississippi); Val Chem (Valentine), and Seatrans Georgia, New York and New Jersey (Seatrains).

Signing on were the Queenston Heights (Mar-Trade); Robin Kirk and Robin Trent (Seas Shipping); Steel Age (Isthmian); Cracker State Mariner (South Atlantic); Bienville (Waterman), and Seagarden (Peninsular).

In transit were the Marymar, Bethcoaster and Yorkmar (Calmar); Iberville, De Soto and Wild Ranger (Waterman); Seatrans Texas, Louisiana and Savannah (Seatrains); Robin Trent (Seas Shipping); Frances, Elizabeth, Arlyn and Ann Marie (Bull); Alcoa Partner and Alcoa Roamer (Alcoa); Coe Victory (Victory Carriers), and Cantigny and Lone Jack (Cities Service).

We are still enjoying fine weather in this big city. In fact, for a few days last week it was almost like winter, with the temperature down to 55 degrees, which is some weather for the middle of August.

Claude Simmons  
Asst. Sec.-Treasurer

## Philadelphia:

### Shipping In Port Hit As Alawai Is Laid Up

During the past two weeks this port hit a slump, and the brief boom that we enjoyed during the last report period was shattered by the Alawai (Waterman) laying up in Mobile and the entire crew returning to this port and getting back their shipping cards as per the shipping rules.

During the last two weeks we paid off the Barbara Fritchie (Liberty Nav.), Bents Fort (Cities Service) and Hilton (Bull), and signed on the Barbara Fritchie and Bents Fort. We also serviced 14 ships in transit.

A. S. Cardullo  
Philadelphia Port Agent

## SIU HALL DIRECTORY

<b>SIU, A&amp;G District</b>		<b>WILMINGTON, Calif.</b> 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874		<b>FORT WILLIAM, Ontario</b> 118 1/2 Syndicate Ave. Phone: 3-3221	
<b>BALTIMORE</b> 14 North Gay St. Earl Sheppard, Agent Mulberry 4540	<b>BOSTON</b> 276 State St. James Sheehan, Agent Richmond 2-0140	<b>HEADQUARTERS</b> 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall	<b>ASST. SECRETARY-TREASURERS</b> Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall	<b>PORT COLBORNE, Ontario</b> 103 Durham St. Phone: 5591	<b>TORONTO, Ontario</b> 272 King St. E. Empire 4-5719
<b>BOSTON</b> 276 State St. James Sheehan, Agent Richmond 2-0140	<b>GALVESTON</b> 21st & Mechanic Keith Alsop, Agent Phone 2-8448	<b>HONOLULU</b> 16 Merchant St. Phone 5-8777	<b>PORTLAND</b> 522 N. W. Everett St. Beacon 4336	<b>TORONTO, Ontario</b> 272 King St. E. Empire 4-5719	<b>VICTORIA BC</b> 617 1/2 Cormorant St. Empire 4531
<b>LAKE CHARLES, La.</b> 1419 Ryan St. Leroy Clarke, Agent Phone 6-5744	<b>MOBILE</b> 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754	<b>RICHMOND, CALIF.</b> 257 5th St. Phone 2599	<b>SAN FRANCISCO</b> 450 Harrison St. Douglas 2-8363	<b>SEATTLE</b> 2505 1st Ave. Main 0296	<b>SYDNEY, NS</b> 304 Charlotte St. Phone 6346
<b>NEW ORLEANS</b> 523 Bienville St. Lindsey Williams, Agent	<b>NEW YORK</b> 675 4th Ave., Brooklyn HYacinth 9-6600	<b>SAN FRANCISCO</b> 450 Harrison St. Douglas 2-8363	<b>SEATTLE</b> 2505 1st Ave. Main 0296	<b>WILMINGTON</b> 505 Marine Ave. Terminal 4-3131	<b>NEW YORK</b> 675 4th Ave., Brooklyn STerling 4-6671
<b>NORFOLK</b> Gen Rees, Agent Phone 4-1093	<b>PHILADELPHIA</b> 337 Market St. S. Cardullo, Agent Market 7-1633	<b>WILMINGTON</b> 505 Marine Ave. Terminal 4-3131	<b>NEW YORK</b> 675 4th Ave., Brooklyn STerling 4-6671	<b>Canadian District</b>	<b>MONTREAL</b> 624 St. James St. West Plateau 8161
<b>SAN FRANCISCO</b> 450 Harrison St. F. Banning, Agent Douglas 2-5475	<b>Marty Brelthoff, West Coast Representative</b> PUEBLO de TIERRA, PR Pelyo 51-La 5 Sal Colls, Agent Phone 2-5996	<b>HALIFAX, N.S.</b> 128 1/2 Hollis St. Phone: 3-8911			
<b>SAVANNAH</b> 2 Abercorn St. Jeff Morrison, Agent Phone 3-1723	<b>SEATTLE</b> 9700 1st Ave. Elliott 4234				
<b>TAMPA</b> 1809-1811 N. Franklin St. Ray White, Agent Phone 2-1443					

1954 004 1 07 1954 20847 5-2416

# Wacosta Shipboard Meeting Gives Crew A Bellyful-Of Watermelon

SIU shipboard meetings don't always have to be serious affairs. With a little ingenuity and sometimes a little generosity—they can really be made merry events. So reports seafarer Ed Larkin of the Wacosta, a Waterman C-2.

Recently, for instance, the Wacosta crew combined their regular shipboard meeting with a watermelon party. The watermelons were purchased at their own expense by chief steward Peter Loleas and chief cook Peter Gonzales. And, says Larkin, the watermelons were but one of the many little extras supplied to the crew by these two unselfish individuals.

At any rate, after a brief period cutting up—the watermelons, at last—the crew settled down to the business of putting them away and a good time was had by all, with no bellyaches or other ill effects reported.

### Won SIU Scholarship

Larkin, chief electrician aboard the Wacosta, is one of the four current winners of the annual SIU college scholarship awards, and has been sailing during the summer preparatory to resuming his studies this fall at the School of Industrial and Labor Relations at Cornell University.

An SIU member for the last 10 years, the 28-year-old Larkin got a rough shock right after the last war when he found his hopes of entering college dashed by the fact that the GI Bill of Rights was not extended to seamen. In 1952, however, he won a one-year labor scholarship to Coleg Harlech, Wales, and he hopes the current SIU scholarship will enable him to complete his studies at Cornell.

Larkin joined the Wacosta last June 23, just after she arrived from Japan via Panama. And ever since, he reports, Waterman has been trying to keep the ship in operation on what he calls the "marginal non-profit" paper run. The paper run is one from Port Newark to Georgetown, SC, and Jacksonville, Fla., to load paper for Boston and Port Newark.

### Worse Than Tanker Run

"The run itself," Larkin writes, "is worse than the average tanker run because we arrive in every port in the morning and leave around 6 o'clock at night. Besides having no shore leaves, one-third of a cargo and weekends at sea, we are also told that each trip is the last one. And only when we arrive back in Port Newark do we know whether or not we're going to have another week of security." The company last week put the ship in temporary lay-up.

Outside of the "lay-up blues," however, Larkin says, the Wacosta is a good ship, with good officers, no beefs, an excellent steward department and an understanding skipper.



Knife in hand, chief cook Peter Gonzales is ready for the kill during recent shipboard meeting and watermelon feast on Wacosta. Crewmen looking on include D. LeTourneau, H. J. Sperling, M. Lubiejewski, E. O. Karlsen, J. C. Codsie, V. D'Amato, O. N. Seim, T. Lee, C. E. Wallick, chief steward P. Loleas, M. Hansen, F. X. Keelan and K. J. McCullough.

# Seamen From New Zealand Get More Honors, Less \$

What's the life of a seaman from New Zealand like? Some comments on this, as well as some comparisons between the life of New Zealand and American seamen are contained in an interesting letter recently sent to the LOG by Captain M. M. McArthur, who is the father of Seafarer Allan W. McArthur.

Captain McArthur, who lives in Wellington, New Zealand, is the master of the latest addition to New Zealand's coastal fleet—the Holmwood, a 1,000-ton vessel with a speed of about 12 knots.

On this vessel the crewmen are housed in two-berth cabins, each with a wash basin with running hot and cold water. There is also a good shower room and clothes-washing facilities, although there is no automatic washing machine on the ship.

The working conditions of New Zealand seamen, Captain McArthur states, are generally very good, but wages are far below those for Seafarers. The difference in living costs between New Zealand and the US compensates somewhat for this, however.

But although the New Zealand seaman is paid less than his American counterpart, his profession is honored more than it is in the US, Captain McArthur believes.



A. McArthur

"In New Zealand," the captain writes, "a merchant seaman is exempt from all military service. In fact, we speak of our merchant fleet as our 'merchant navy,' and a merchant seaman who has seen war service is entitled to all the various benefits of the Returned Servicemen's Rehabilitation Act—an act very similar to your GI Bill of Rights."

Pointing out that American merchant seamen did not get such benefits after the war, the captain says he believes that the American merchant seaman is not given the honor to which he is due.

# OFF WATCH

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

Home or shipboard craftsmen who've been hunting around for an easy way to remove layers of old paint and wax finishes from furniture pieces before refinishing them again may find a new liquid product just the thing they've been looking for. Working on the principle of expanding the oil and resin film of paint so that it loses adhesion and can be picked right off with the fingers, this liquid is said to be able to bubble paint off any finish in a few minutes. The manufacturer also claims it can work through 12 coats and leave wood grain like new. Priced at \$1.29 a quart, it's made by Star Bronze, Box 568, Dept. PP, Alliance, Ohio. Ask about it at your paint store or order it direct.

Although it's a fact well known to the more experienced photographer, beginners may ignore the fact that one of the most "dangerous" places for a camera is in the overheated glove compartment of an automobile. The heat just doesn't help things and, needless to say, this especially applies when there's film in the camera. Aboard ship, it's wise to keep camera gear away from overheated or sweaty bulkheads and lockers near heating of any kind. Keep this in mind if you want to have "cool" pictures.

Seafarer-philatelists who may have missed out so far have until Sept. 15 to obtain a slogan cancellation from the postmaster at Mystic, Conn., reading as follows: "Celebration 300 years/ Seafaring History/ 1654 Mystic 1954." Mystic, now a resort town, used to be known for its clipper ships and whalers and currently is the site of a marine museum. Postal slogan collectors, like matchbook collec-

tors, specialize in hunting around for envelopes and postcards bearing different slogans from all parts of the country. Postmasters in most localities periodically issue new slogans commemorating local events and anniversaries, which are used on all outgoing mail. All that is needed to obtain the slogan is to send a stamped, addressed envelope to the Postmaster, Mystic, Conn., and request it.

Radio hams now have a new form of diversion and have branched out of the cubbyhole shack at home into even more cramped quarters. Mobile ham stations are no longer a novelty to many who have found radio operating from an automobile a brand-new challenge. A useful reference for the experienced ham who is looking to try his skill on the open highway is called the "Radio Amateur Mobile Handbook," and was published just a short time ago. Written by William I. Orr and published by Cowan Publishing Corp., 67 West 44 Street, New York 36, NY, it is solely devoted to the problems of setting up a mobile ham shack, which greatly differ from those of a home station. Included are how-to-build-and-operate data and photos. The 187-page volume is priced at \$2.

Colt has a handy 44-page "Shooting Manual and Handbook Catalog" which the Nimrods in the SIU may find interesting to read before the fall shooting season really sets in. The booklet contains valuable information on handgun shooting and safety rules and may provide a few pointers you previously overlooked. To get a copy, write Colt Manufacturing Company, 35 Van Dyke Avenue, Hartford 15, Conn.

## Life Upon That Bounding Main Can Be A Sweet Or Sad Refrain

There's very frequently comedy—and sometimes there's pathos—in the goings-on aboard SIU ships. In any event, there are invariably small, colorful items of human interest which can be culled from the ordinary routine of shipboard life. The SEAFARERS LOG, which welcomes reports of all unusual incidents, here presents a few such items, gleaned from recent reports of shipboard meetings:

... We now have new inner-spring mattresses on this ship and this is fine. However, we have a problem. Either the old sheets are too short for the new mattresses or the new mattresses are too long for the old sheets. Since the mattresses are new, we suggest that the agent in the payoff port see if longer sheets cannot be obtained.

—Southland (South Atlantic)

... On this ship the skipper is so bucko that if he should happen by some chance to go to Heaven, he'll sure be surprised to find there's another God besides himself.

—Ocean Nimet (Ocean Trans.)

... We think that more care should be taken in regard to the length of time used in washing clothes. Also, we have a real mystery on board. Who threw the single sock in the washing machine and washed it for hours and hours?

—Pelican Mariner (Bloomfield)

### Aboard Isthmian's Steel Director



Crewmen aboard Isthmian's Steel Director include (rear, l-r): A. Crawford, OS; A. Mir, carpenter; D. Moore, messman; Martin Vallie, DM; Bill Brabham, DM; (center): A. E. Groover, second cook; Joe Brill, BR; A. Won, OS; C. P. Moore, bosun; Y. Tallberg, AB; (front): C. Johnson, AB.

## Quiz Corner

- (1) At the time of their marriage 18 years ago, the husband was three times as old as his wife. Today he is only twice as old. How old was his wife when they were married?
- (2) What was the name of the Norwegian who discovered the South Pole: (a) Amundsen, (b) Byrd, (c) Peary?
- (3) If you are a Hoosier, where do you come from: (a) Ohio, (b) Pennsylvania, (c) Indiana?
- (4) By what more familiar name is legerdemain known?
- (5) What Smith is: (a) a lady US Senator, (b) a famous singer, (c) remembered for his friendship with Pocahontas?
- (6) What is the name of the "canal" which is made up of the parts of the body through which food passes?
- (7) Which ship held the speed record of the Atlantic for over 20 years, the Mauretania or the Lusitania?
- (8) Who ran for Vice President on the Democratic ticket in 1952?
- (9) If a farmer wanted to plant two seeds in every square foot of ground in a field ten yards square, how many seeds would he need?
- (10) According to Shakespeare, where was there something "rotten": (a) Denmark, (b) France, (c) Germany?

(Quiz Answers on Page 17)

**Softball, Scooters Help SIU Men Pass Time In Italy**



In Livorno, Italy, crewmen on the Lucile Bloomfield enjoy a lively game of softball while (left) Bob Spencer, chief cook on the ship, tries his hand at navigating a rented motor scooter. Recreational facilities were provided by United Seamen's Service.

**The SPORTS LINE**

By Spike Marlin

Every once in a while along comes a ball game that sends the spectator home satisfied that baseball can still be well-played. One of the best of such contests was a recent Giant-Dodger get-together in the Brooklyn ballyard.

There have been many complaints in recent years about ball games that drag, about pitchers who can't get the ball over or waste too much time on the mound, about managers who make many changes or spend a lot of time in public "discussions" with the umpires. Giant-Dodger games, if anything, are usually worse than most in this respect, so that it's not unusual for such contests to crawl past the three-hour mark before they are over.

**One-Man Staff**

This particular game was refreshingly different. For one thing Carl Erskine was having one of his better nights. Erskine is pretty much the beginning, middle and end of the Brooklyn pitching staff. There are better pitchers in the business for the long pull but when he is fit he is one of the best around. He was fit as a Stradivarius that night.

It was a pleasure to watch him work in true storybook pitcher fashion. He was putting the ball on the corners where it's supposed to go. He was equally efficient with his fast ball, curve and change of pace, so devilishly so that Giant hitters were positively helpless. What was most delightful was that he didn't waste time between pitches—all business and no baloney.

**Unnecessary Interference**

Erskine's performance seemed to infect both ball clubs with the result that managers interfered with the game as little as possible. There was just one mild argument which lasted about a minute and a half and few conferences at the pitcher's mound. The only unnecessary managerial participation

came from the Giant's side where Leo Durocher injected himself into the picture to yank his starter, Sal Maglie, after six innings.

The result of all this unusual efficiency and pitching skill was a fast-moving tight ball game which proved that baseball doesn't have to be a high scoring contest to be exciting. It was all over inside of two hours—unusual speed for modern-day ball games.

Oh yes. The Dodgers won the game, 3-2, by scoring two runs after Maglie was lifted, not before. So much for managerial interference. But since the rest of the Brooklyn pitching staff seldom manages to resemble Erskine, it would surprise us if it was in the cards this year for Brooklyn.

**What's In A Name?**



We can't swear to this, but according to Seafarer William Kleimola, these are pol-ak fish. He hooked them off Iceland while on a recent trip aboard the Mankato Victory (Victory Carriers).

**\$, Not War Are Concern In Saigon**

Although the threat of Communist domination hangs heavily over their heads, the people of Saigon are largely indifferent to their fate. This is the report to the LOG made by Seafarer Harry Kronmel who, as a crewman on the Steel Seafarer (Isthmian), spent several days in this southern Vietnam port and spoke to many of the native population.

**LOG-A-RHYTHM:**

**Port O' Call**

By M. Dwyer

If you can't find a respectable bar at all,  
Try the Port O' Call in the Seafarers Hall,  
Where you don't have to worry 'bout seating your wife,  
Your sweetheart or mother. You can bet your life  
She'll be treated with pleasure and served with care,  
And as for being insulted—no one would dare.

Oh, the atmosphere's great and the lights are dim,  
The entire place is neat and trim,  
And the food is fine and the service swell,  
As seamen the world over tell,  
And the carved figurehead at the end of the bar  
Can't be matched near or far.

Here you'll greet old buddies and clasp a hand  
Of someone you've met in a distant land,  
You'll enjoy the pictures on the wall  
Of foreign places and ports o' call,  
You'll remember this bar as all seamen do,  
For it's a place that leaves an impression on you.

Under the terms of the recent Indo-China truce, the southern part of Vietnam, including Saigon, is to be evacuated by the Communist guerilla forces while the French withdraw from the northern part of the country, which includes the port of Haiphong.

Communist leader Ho Chi Minh, however, has already called for the Communist occupation of Saigon, and his followers are reportedly hard at work to attain this end.

**Don't Care Who Wins**

This possibility seems to concern the Saigon people very little, Kronmel reports. They are well aware of the critical situation, but they feel they have very little to gain whichever side eventually wins out.

Instead, their primary concern is in trading and in making as large a profit as they can at black market prices. The legal rate of exchange in Saigon is 34 piastres to the dollar, but the black market offers 65 to 75. Cigarettes, soap and electrical equipment, Kronmel says, are particularly in demand, and in return for these the people offer women, liquor and hashish.

During his stay in the city, Kronmel tried to talk to people from as many different walks of life as he could. The French he found to be generally confused, with the average French soldier not knowing exactly what he was doing in Vietnam, except that he had been sent there by his government. The natives, as reported, were primarily indifferent.

But on one point Kronmel found almost all parties agreed—that if Vietnam falls, then all of Indo-China and the associated states of Thailand, Burma and Malaya are doomed.

**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. 8, Sept. 22, Oct. 6.

All Seafarers registered on the shipping list are required to attend the meetings.

**Seafarer Sam Says**



**SOME SEAFARERS ARE UNDER THE BELIEF THAT THEY MUST SIGN NEW WELFARE PLAN BENEFICIARY CARDS AT EVERY SIGN-ON. FILLING OUT A BENEFICIARY CARD IS NECESSARY ONLY ONCE, UNLESS THE SEAFARER WISHES TO CHANGE HIS BENEFICIARY.**

**GALLEY CLEANINGS**

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

Sometimes utilizing leftovers the day after a chicken or turkey dinner but prepared at its best when the meat is still fresh off the bird, "Chicken a la King"—as are all forms of chicken—is a well-liked dish

of many Seafarers. You have to be partial to a white or cream sauce, of course, because it's usually a specialty of ladies' luncheons more than anything else.

According to Seafarer Simplicio Mansan, cook and baker, who's had a tour of nearly 30 years in the galley on US ships, the dish is also a favorite of seamen whenever it turns up on the menu. Mansan, a member of the SIU for the past year and a half, has found it goes over very well with Seafarer-crews, and they're used to good eating.

As an assist to the house-holder who may want to try it, the recipe here is for six persons. It can be increased as necessary depending on the size of the crew.

Here's what you need, providing all these ingredients are available aboard ship: 2 cups diced cooked chicken or turkey, 1 cup chicken broth or milk, ¼ cup melted butter, ½ cup flour, 1 cup light cream or top milk, 1 teaspoon salt, dash pepper, ½ teaspoon celery salt, 1 teaspoon lemon juice, ½ cup

cooked mushrooms, ½ cup sliced pimientos, ½ cup sliced ripe olives, and hot cooked rice, toast or biscuits for when you serve.

Heat the broth. Melt the butter in a heavy pan, add flour and stir until combined. Gradually add the broth and cook about 10 minutes, stirring constantly. Add cream and season to taste. Now add the chicken and heat it thoroughly. Just before serving, beat 1 egg-yolk combined with a little of the chicken mixture and return it to the saucepan. Cook about 3 minutes more and serve, with lemon, mushrooms, pimento and olives added, on the hot rice, toast or biscuits, whichever is available or preferred.

**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.

### He Blasts Lack Of Medical Aid

To the Editor:  
I thought I'd never be on an American ship where a seaman would have to beg for medical attention but that's the way it's been on the Steel Traveler on the Persian Gulf run.

First the second electrician got an infected eye but all he got was boric acid and smart remarks from the chief mate. Then the junior third became sick and when he was spitting up blood the captain said he must have been chewing beetle nuts. There was a Dutch ship in port with us and it is the interne on this ship we can thank for saving this man's life and getting him to an Army hospital.

The only sensible remarks I ever hear from the captain and mate is when they call each other clowns in front of the crew and passengers.



Mitchell

W. (Bill) Mitchell

### Appreciates Aid Given By Alcoa

To the Editor:  
I wish to take this means of thanking Captain Bailey and the crew of the Alcoa Puritan for their kindness and thoughtfulness during my recent sorrow. My infant son arrived shortly after the death of my wife and we named him Terry Lee.

It is wonderful to have such generous friends in one's hour of need and words cannot express my appreciation.

I also wish to thank the Alcoa Steamship Company for working so hard to get the message to me and for arranging for me to fly home.

Robert Lee Nowell

### Laundry's Prices Called Too High

To the Editor:  
We, the crew of the Steel Scientist, feel it is our duty to report to our Union brothers the outrageous prices charged by the Wilmington Cleaners and Laundry of Long Beach, Calif.

We don't mind paying more than the average price for a fast and good job, but this place really gives you a cleaning. We think all Seafarers ought to boycott this place until its prices are brought into line.

T. Jackson  
Deck delegate

### Seeks Payment Of Back Wages

To the Editor:  
I would like to inform you of my change of address so that I can continue to receive my copies of the LOG.

Also, I would like to know why the Waterman Steamship Corporation has not paid any of the retro-

active wages it owes under the new dry cargo contract. My husband has a considerable amount of money coming from this company and has not received any of it yet. Is there any way that he can collect this money? I wish you would print something about it in the LOG.

Mrs. A. E. Moller

(Ed. note: Since your letter was written, Waterman has begun payment of its retroactive wages. Making these payments is sometimes a complicated matter, and it has taken the large companies some time to set up the necessary machinery.)

### New Santos Bar Wins His Favor

To the Editor:  
I'd like to pass the word along to all the brothers on the "romance run" that they can get treated royally at a new bar that's opened up in Santos, Brazil.

This place is the Gold and Silver Bar and it's right near the Washington Bar. Recently the owner threw a party for the combined crews of the Del Mundo and Del Sol, and I know he would do his best to make all SIU men happy.

This is just a small place, but it's a good place to get together for a few sociable drinks and listen to some good American music, and it's definitely not a clip joint.

John (Zero) Fedesovich

### Welfare Dep't 'Friend In Need'

To the Editor:  
This is to thank the SIU Welfare Services Department for standing by my little girl, Maria Ann, while I was sick.

It is good to know that you have somebody to stand by when you need it, and an SIU member doesn't have to worry because he will always have someone.

W. E. Swilley

### Death Comes To Seaman At Home

To the Editor:  
It might interest you to know that Wallace Lowther passed away August 6 of a heart attack at his home in Stratham, NH. He had been sailing on the Fairland, but when he got to San Francisco he must have had a feeling he should return home, so he left the ship and took a plane back. It is small consolation, but at least it is something to know he reached his "home port."



Lowther

I watched the LOG grow from a very small publication to its present size, and I want you to know that reading it gave me much enjoyment while Wallace was away at sea.

(Mrs.) Dorothy Lowther

### Liked LOG Story On Mahogany Run

To the Editor:  
I saw the article in a recent issue of the LOG about the West African mahogany run and you really did a fine job on it. You really put the true story across.

I am in the Air Force now, in Texas. It was either this or the Army. I am 10 years older than the next oldest member in my flight, and hoping to get assigned to Scott Field, Ill., so I can stop by the hall in New Orleans.

I certainly was sorry to hear about the death of Moon Kouns. Tell all the guys "hello."

A/B Edouard Lee de Parlier  
AF19 506 945  
Flight 784, 3706 BMTS  
Lackland Air Force Base  
San Antonio, Tex.



de Parlier

### British Seaman Would Sail SIU

To the Editor:  
I would like to thank you for the issues of the LOG you have been sending me regularly. I certainly have enjoyed reading each and every one of them.

Here in England I have met a number of SIU men in the armed forces. All of them seem to be anxiously awaiting the day when they will be out of service and back on SIU ships. And I, too, am hoping for the day when I can be on an SIU ship.

Shipping here has been very dull and I am hoping some day to be a member of your great Union.

Frank R. Sibelle

### Seaman's Wife Wants LOG Sent

I would appreciate it very much if you would send me the SEAFARERS LOG.

My husband has been on the Beaugard for the past 2 1/2 years, and has been in the Far East for the last three months. I don't know when he will get home and I would like to have the LOG so I can read it and save it for him.

Mrs. Ramon Ferreira

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

### Wants Shipmates To Vouch For Him

To the Editor:  
I would appreciate it if you would print this in the LOG so perhaps it will be seen by some of the members who sailed with me at any time between 1922 and 1943. During this time I shipped on around 50 different ships, mostly out of New York and Baltimore.

For the past several years I have

been bucking a lot of slanderous stories which have hurt me considerably. These stories make me out to be a real performer in ports outside of Baltimore, and they even say I got into trouble which caused me to lose my ticket.

The Coast Guard has taken care of that last charge, but I would appreciate it if any of the men I sailed with, either licensed or unlicensed, would write about my activities. They can send the letters to me at 1217 Gleneagle Road, Baltimore 12, Md.

Edward P. Healy

### Will Soon Leave Navy, Wants LOG

To the Editor:  
For the past three years I've been doing my shipping in the US Navy. However, I expect to be getting out soon and I'd like to be informed about what's going on in the Union and on the waterfront in general. So please send me the LOG.

Robert S. Taylor

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

### Gets Big Kick Out Of The LOG

To the Editor:  
This is to ask you if you will please send the next issue of the LOG to my mother's address. I am leaving here for New Orleans or Miami and I'd sure hate to miss any issue of your fine newspaper. I certainly get a lot of enjoyment from it.

The SIU deserves a lot of praise for being such a fine and outstanding organization. I think it's the champ in the maritime industry, and I hope it enjoys many more years of good sailing.

Robert Adams

(Ed. note: Your request has been taken care of.)

### Welfare Dep't. Gives Quick Aid

To the Editor:  
I want to thank the Welfare Services Department for aiding me in a personal problem which I couldn't have concluded without their help as quickly as I did. The whole set-up of the SIU Welfare Department enabled me to get through this situation quickly and without any great expense on my part. I wish to thank them for their consideration in helping me.

Robert F. Dalls

### Grateful To SIU For Welfare Aid

To the Editor:  
I want to express my appreciation and thank the SIU for its kindness and assistance, especially for the \$2,500 check I got from the Welfare Fund.

I want the SIU members to know that my thanks go to all of them.

(Mrs.) Martha Justice

### Write Congress, Stop 'Runaways'

To the Editor:  
I see the Government has okayed the transfer of more ships to foreign flags. It would be a good idea if all Seafarers and all members of other unions would write letters to their Senators and Congressmen opposing any further sales and transfers of US ships to foreign flags. I also think it a good idea to ask them to pass a "50-50" law to cover all cargo, foreign aid or any other kind, so that half of it is carried on US ships.

How about it, brothers? Your letters to your Senators or Representatives might cause such a law to be put on the books.

L. Evans

### Widow Grateful For SIU Benefit

To the Editor:  
I am writing you to thank the SIU for the money I received after the death of my husband, Henry Bechmann.

I would also like to know if I am entitled to anything in the way of pension money because of my husband. An early answer to this question will be greatly appreciated.

(Mrs.) Elizabeth R. Beckmann

(Ed. note: Your letter has been referred to the SIU Welfare Services Department for reply.)

### Keep That Mail Going To Army

To the Editor:  
I would like to respectfully submit a suggestion whereby we Union members can brighten up the lives of our brothers who are in the service of their country—many of them in distant lands.

Mostly these men are there because they have been drafted, and the least we can do is write them letters to cheer them up when the mail call sounds. We have no pardonable excuse for not doing this, especially when these men send in their service addresses and they are published in the LOG.

Let our motto be: "A letter a day drives those GI blues away."

Clarence L. Cousins

### Cabbie Rates Pat On The Back

To the Editor:  
In every port a seaman hits there are people out to get him, especially if he has just paid off a ship. We often read about these people, but how about the guys who help us out?

Such a man is George Pokwick, a cab driver in San Francisco. To court the men that George has taken out to ships in Frisco and Oakland, on the cuff, would require a private secretary.

I know that if you print this it will interest a great many SIU men, because so many of them know and like this cab driver.

Dave Barry

### Burly

There's No Doubt About It

By Bernard Seaman



# ... DIGEST of SHIPS' MEETINGS ...

**SOUTHERN CITIES (Southern), July 11**—Chairman, J. Prats; Secretary, W. T. Stricklin. Repairs made to commode in deck department. The washing machine was fixed.

**DEL NORTE (Mississippi), June 27**—Chairman, Harold Crane; Secretary, Bill Kaiser. Ship's delegate reported that Brother Guggino was really very sick when he was left in St. Thomas last voyage. He is still a patient in the Public Health hospital. Brother reprimanded for taking the movie projector ashore. Ship's treasurer reported \$28.70 in the ship's fund after expenses were taken out. Any complaints on the food should be made to the chief steward and not to the galley force. Any member having a beef was asked to go to his delegate and if he can't settle it then go to the ship's delegate.

**REPUBLIC (Trafalgar), July 26**—Chairman, William Brightwell; Secretary, Clarence A. Collins. Ship's delegate reported that there is a good bunch of men on board. The captain is very cooperative and a good man to talk to. Suggestion made that all brothers keep their feet off the messroom chairs, and for the steward to see that all chairs are washed down before entering port. More safety precautions to be used in laying out work for men cleaning tanks and using mechanical wire brushes. The steward asked for the cooperation of all brothers in turning in their soiled linen and whatever surplus clean linen they have in their possession.

**STEEL ARCHITECT (Isthmian), July 30**—Chairman, J. Rags; Secretary, C. Kress. Ship's delegate read communication from assistant secretary-treasurer, Joe Algina, concerning slot chest prices and rationing of cigarettes. Brothers who violate Union constitution and agreement will be referred to the payoff patrolman. Motion

made and carried for the ship's delegate to see headquarters authorities about possible compensation for clothes ruined from deck cargo of asphalt. All members were asked to return cots, dirty blankets and linen to the steward. Vacation forms will be obtained in Boston. Voluntary contributions will be collected to help two workaways.

**EXCELLO (Excelsior), July 24**—Chairman, Joe Le Blanc; Secretary, G. S. Hansen. Milk is to be served at breakfast and dinner. Steward has agreed to get a better assortment of vegetables. A patrolman will be contacted about getting enough linen aboard for regular changes and putting cots aboard. All delegates were asked to turn in their repair lists before ship reaches Lake Charles.

**CRACKER STATE MARINER (South Atlantic), no date**—Chairman, Vernon L. Porter; Secretary, M. L. White. Motion made and carried to get a patrolman on board for meeting about stores. The company will not put on the supplies that are needed. Several crewmembers complained about the food.

**July 4**—Chairman, Joe Wallace; Secretary, William H. Mason. All hands were asked to keep the messhall neat and clean. Only the galley crew is allowed in the galley.

**July 23**—Chairman, none; Secretary, Marvin L. White. Captain bought twenty pounds of butter in England. The bad taste in food comes from the butter. Captain sent mate and cadet in steward storeroom to take inventory.

**GREECE VICTORY (South Atlantic), June 13**—Chairman, Pat Ryan; Secretary, M. Krohn. Ship's delegate gave the meeting a little pep talk and told the members to behave and not have any fights as on the previous trip. Motion made and carried that crew back up steward on any orders he puts in for food or any-

thing that pertains to the welfare of the crew. Ship's delegate to contact hall in New York about the slop chest on ship. Each department will rotate in cleaning laundry and recreation room.

**July 24**—Chairman, Pat Ryan; Secretary, M. Krohn. All members were asked to stay sober for the payoff. New fans are needed in the foc'sle for the next voyage. Washing machine has to be repaired. Dodgers should be put on the flying bridge as there is no protection there for the men on watch. Crewmembers were asked to return all cots to the steward. The steward department was given a vote of thanks.

**June 27**—Chairman, Pat Ryan; Secretary, M. Krohn. Ship's delegate reported everything going along smoothly. Crew was asked to keep their quarters clean and make bunks when not in use. Library will be locked in foreign ports or the books will be transferred to another locker. Captain will give draws in American money, and each member should declare the proper amount on his customs sheet.

**MAE (Bull), July 12**—Chairman, Hipp; Secretary, Berger. Repairs made except for the holes in the deck. Painting of quarters will be started in a few days. The purpose of the ship's fund was explained. Motion made and carried to contact New York for information on the new agreement.

**VENORE (Ore), August 4**—Chairman, William Gluck; Secretary, Red Harris. Ship's delegate reported that he will try to get galley, messhalls and recreation hall painted this trip. Request made to keep door of the ship's laundry closed after midnight if clothes are being washed.

**STEEL VENDOR (Isthmian), July 24**—Chairman, John Hoggie; Secretary, V. G. Orenco. There is at present \$43 in the ship's fund after deducting expenses for keys. Repair list has been turned in and approved. Valve for drinking fountain in cross alleyway has not been fixed. Grey paint was dumped for the second time into crew's laundry sink. Crew was asked to turn in room and shower keys to departmental delegate on payoff day if they aren't planning to sign on for another trip.

**April 23**—Chairman, John Hoggie; Secretary, V. G. Orenco. Special meeting was called by the ship's delegate to discuss what should be bought in Long Beach or San Francisco with the money in the ship's fund. After many suggestions a motion was finally approved that each crewmember may buy a record or records and donate same to the owner of the phonograph.

**April 18**—Chairman, Joe Falasca; Secretary, V. G. Orenco. On hand in the ship's fund \$50. Most major repairs have been taken care of. Suggestion was made to provide a mail box for outgoing mail. Laundry room should be kept clean by all crewmembers and each department should dump the garbage.

**SOUTHERN CITIES (Southern) August 3**—Chairman, Jose Prats; Secretary, Roland C. Reustle. Ship's delegate will contact the captain about new mattresses and secure cots for men who do not have any. General discussion about repairs. Suggestion made that galley be sougeed and painted so as to keep roaches down. As the company gives little or no cooperation in regard to repairs all delegates will get together and draft a letter to next US port agent before leaving Puerto Rico.

**LA SALLE (Waterman), August 1**—Chairman, none; Secretary, none. Discussion about fans for foc'sles. Electrician reported that all fans that came aboard have been installed. Cold drinks put in crew's ice box to be left alone.

**DEL NORTE (Mississippi), August 1**—Chairman, Chino Soas; Secretary, B. Kaiser. The captain thanked the crewmembers for their fine cooperation with the ship's safety program. He thanked each one of the crew for using the proper exits going on deck. He also passed on the compliments from the passengers for the crew's many fine courtesies and the way

in which the crew conducted themselves. There is now \$119.70 in the ship's fund.

**LAWRENCE VICTORY (Mississippi), July 31**—Chairman, M. Rogalaki; Secretary, G. Marbury. A discussion was held on repairs, what has been done on board and what will be fixed in port. Suggestion made that ship should order an automatic egg boiler.

**AFOUNDRIA (Waterman), July 11**—Chairman, Percy Boyer; Secretary, Orville Payne. Ship's delegate reported everything working fine. Clapper valve to be fixed to toilets aft. Steam valve in all showers will also be fixed. Chief mate and first assistant had a fight and nothing was said about it. Vote of thanks was given to the steward department for a job well done.

**NORTHWESTERN VICTORY (Victory Carriers), July 29, 1954**—Chairman, John Catral; Secretary, Joseph Obres. The following motions, after considerable discussion, were carried unanimously: 1—We urge that the negotiating committee conclude negotiations and submit same to the membership for approval on or before the deadline of October, 1955, and if the shipowners do not accept our demands before that date that a strike vote be taken to force their hand; 2—That the negotiating committee hold out for an overtime rate no lower than the highest paid any other union and that the negotiating and/or clarification committee drop the present clarification regarding gangway watches. There is a lot of discussion about the steward and why he doesn't give soap powder and disinfectant for sanitary cleaning.

**SEATRAN LOUISIANA (Seatrains), July 25**—Chairman, Walter E. Beyer; Secretary, Aaron Wilburn. Report made on men missing ship and turned in to Union hall. Ship's delegate resigned and Brother Roy Ayers was elected. All hands were asked to keep the laundry clean and not leave old mops around.

**ROBIN KIRK (Robin), July 25**—Chairman, Joe Justus; Secretary, Dewey Martin. Purser has disputed some overtime that was okayed by steward. This will be turned over to the patrolman. All hands agreed that the purser considers himself

"Sea Lawyer Supreme" and that patrolman at payoff should enlighten him. Steward will order black pepper and will notify Ship's delegate if imitation pepper comes aboard, also if quantity and quality of other stores are not up to par. Repair lists to be made up by department delegates and turned in to ship's delegate.

**SEATRAN SAVANNAH (Seatrains), July 25**—Chairman, Chapman; Secretary, S. U. Johnson. All brothers were warned that the chief mate and the first assistant will not stand for any performing or foul-ups while on duty. Five men were fired since the last meeting for various acts. Ship's fund now stands at \$26.19. Motion made and carried to set up a committee of one or two to investigate the possibility of obtaining an estimate of capacity and price of an air conditioning unit for the messhall. A lengthy discussion was had by entire membership concerning the air conditioning unit, and the membership decided that they would contribute very generously towards same at the payoff coming up.

**VALCHEM (Valentine), June 30**—Chairman, none; Secretary, Richard Gelling. Ship's delegate reported that the captain passed some very favorable reports on the behavior of the crew. The captain in making an inspection of the ship found it to be in a dirty condition, especially the crew's messroom. The steward delegate will see about having a cool drink for coffee time. A question was raised as to why crew had no cool water for two days. It was pointed out to the crew that the water cooler is connected directly to the refrigerator below, and the box was being defrosted. The engineers had trouble with the lines when they tried to start it up again.

**No date**—Chairman, (not given); Secretary, Richard Gelling. The steward reported that there will be cots for all. Sparks thanked the members for the flowers for his wife. There is a balance of \$139.90 in the ship's fund, and a motion was passed that everyone donate \$1 to the fund. Quite a bit of thieves has been going on lately, much to the disgust of the members. A suggestion was made that the Union look into this matter and see what can be done.

**July 27**—Chairman, none; Secretary, Bever Waits. Suggestion made that linen be changed the day before arriving in port. Radio to be fixed while in shipyard and same to be paid for out of the ship's fund. Treasurer reported that there is a balance of \$163.50 in the ship's fund.

**BENTS FORT (Cities Service), July 24**—Chairman, John Schowpsik; Secretary, J. Ronald Comeaux. Crewmembers were reminded not to put their feet on messhall chairs and they were also asked to take better care of the washing machine. Suggestion made to have a different grade of pork brought aboard next time.

**JOHN C. (Dover), July 17**—Chairman, J. L. Grimes; Secretary, Earl P. McCaskey. One man missed ship in Saigon due to hospitalization. Motion made that one crewmember be brought up on charges of conduct unbecoming to a union member. He will be placed before the boarding patrolman and left up to his discretion. Steward department given a vote of thanks for a job well done with the stores they had.

**GEORGE A. LAWSON (Pan Oceanic), June 27**—Chairman, Thomas King; Secretary, J. E. Brooks. Shower heads taken off in deck department showers. Cold drink urn to be kept out of recreation room and cold drinks to be put in pitchers in the ice box. All doors to be kept locked while in port.

**July 18**—Chairman, Fred Israel; Secretary, J. E. Brooks. New washing machine to be ordered as old one is beyond repair. New mattresses that came on board in San Pedro were not satisfactory to crew. Vote of thanks given to the steward department for the good work they did on this trip.

## SIU To Expose Abuses By Slopchest Dealers

(Continued from page 3)

slopchest prices everywhere, and a marked improvement in quality. The cozy arrangement whereby slopchest dealers, year after year, had been victimizing seamen with shoddy, low grade slops at extravagant prices was brought to an end.

Today, more than a year later, the private slopchest dealer is still unable to meet the competition. A typical slopchest for a crew of 38 men for a 70-day voyage is offered by the Sea Chest at \$949.48. New Orleans private dealers charge \$929.79 for the same items. Mobile dealers, \$975.56, and Baltimore dealers, \$1,070.65.

### Offers Guarantees

Further, the Sea Chest is the only organization to offer name brand items and a solid money-back guarantee. Such guarantees are unknown from private dealers. As an example, the Sea Chest recently turned back to manufacturers an entire stock of work shoes which had not proven satisfactory and offered full rebates to all Seafarers who found that the work shoes were not up to par.

The reasons for the failure of the slopchest dealer to improve his services to seamen lie in the Government regulations and in the fact that each ship captain or purser handles his own slopchest. Since prices are limited to a 10 percent mark-up by law, a vicious kickback system has grown in the industry to obtain preference on sales. The costs of the "commissions" to company men are passed on to seamen in the form of higher prices or lower quality slops.

Actually, under the 10 percent mark-up rule, it pays the skipper to buy from the most expensive source, not the cheapest. The higher the wholesale price, the more the skipper or purser makes in dollars and cents. And the crewmembers on the high seas who need some gear are in no position to argue.

### Kickback Freely Acknowledged

The existence of the kickback as a standard method of doing business is freely acknowledged in the industry. A recent meeting of the National Associated Marine Suppliers, representing both slopchest dealers and other ship suppliers,

dealt with that very subject. As a matter of fact, members of the NAMS asked if there weren't some way in which the Government would recognize these "commissions" (kickbacks) as deductible for income tax purposes!

In discussing the question, the organization's general counsel stated that in January, 1954, the Bureau of Internal Revenue issued a ruling that commissions were deductible if they met three standards: a) that payments are normal, usual and customary, b) are appropriate and helpful in obtaining business, c) are made with the knowledge and consent of the customer.

The spokesman agreed that the first two standards existed throughout the industry but it was the third that caused the difficulty. "No one doubts," the record reads, "that the owners know and consent to the commissions custom, but NAMS' problem was: how to prove it."

### Violating Bribe Laws

Further, the counsel lamented, unless suppliers could get such proof they were violating the "bribe statutes" of practically every state in the union which state that payment of "commissions" to an employee of a customer is illegal unless the customer consents. It was under this same bribe law that the president of a large stevedoring concern was recently convicted.

The SIU Sea Chest then, by entering the field, is undermining the kickback system that has preyed on seamen for so many years, just as the SIU rotary shipping system did away with crimp halls and kickbacks for obtaining jobs aboard ship.

A spokesman for the slopchest dealers admitted the facts of the situation as stated above—indeed based the dealers' case against the Union Sea Chest on them. In discussing the matter he declared that the dealers, individually or collectively were unable to eliminate the kickback; that the Union could and would do something about it. Since the Union could eliminate the kickback, he argued, it would sell quality merchandise at a lower price. Therefore, he said, the Sea Chest had an "unfair advantage" and was a monopoly.

### Quiz Answer

- (1) 18 years old.
- (2) Roald Amundsen.
- (3) Indiana.
- (4) Sleight of hand.
- (5) Margaret Chase Smith, Republican of Maine; (b) Kate Smith, (c) John Smith, early settler of Virginia.
- (6) Alimentary canal.
- (7) Mauritania.
- (8) Senator John J. Sparkman of Alabama.
- (9) 1800.
- (10) Denmark.

### Puzzle Answer

CUBA	SIAM	SAN
OSLO	ODRA	ECA
BEAM	MARL	ARR
SORE ITEMED		
EXTRA	OVATE	
ME	INDIA	ENDS
INT	GILLS	SIU
TOOT	RESTS	AR
PALER EAGLE		
PICNIC	APIA	
ADO	ATOP	PESO
SEA	NORE	ATTU
TAT	ARES	NAST

## PERSONALS

Eugene T. O'Mara

Your mother is ill and needs your assistance. Contact your sister, Mrs. W. C. Lyons, Apartment 4, 108½ W. Main Street, Florence, Colo.

John J. Williams

Your mother is anxious to hear from you. Contact her at 101 Pembroke Street, Boston, Mass.

Nicholas Bachoudakis or Bahountakis

Get in touch with Gabrielle Umsted, 217 Mason Court, Baltimore 31, Md.

Rudolph Mixon

Contact S. Diamond, 122 Michigan, Detroit 26, Mich.

Blackie B.

Meet Chuck in Baltimore when you get off.

J. C. Arnold

Your ex-shipmates on the Calmar would like to know your whereabouts so they can send your pants back to you.

Paul W. Ball

Your father is worried about you and asks you to write him at 5 Marston Avenue, Alabama City, Ala.

## NOTICES

Anthony Jastreliski  
Contact Welfare Services at headquarters.

W. J. Donald  
You are asked to write the Wilmington hall which is still holding your Union book and gear.

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

Signed .....

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

ADDRESS .....

CITY ..... ZONE ..... STATE .....



# Dad In Coma, Family Gets Aid

It's far from a happy ending for the family of a New York Seafarer, but things are much better today for Mrs. Jose Rodriguez and her five children. Her husband is still struggling for life and in a coma, but at least his family is now receiving some financial assistance and can see him regularly.

As reported previously in the SEAFARERS LOG, Rodriguez dropped out of sight several months ago in Philadelphia after going ashore off a Calmar vessel. All efforts to locate him were fruitless until Welfare Services learned that an unidentified seaman was in a coma in a Philadelphia hospital as the result of an automobile accident. Welfare Services arranged for Rodriguez' wife to go to Philadelphia, where she identified the seaman as her husband.

### Got Big Draw

Subsequently, Welfare Services took steps which gave Mrs. Rodriguez the legal right to collect her husband's hospital benefits. Then the Union office secured a two-month draw on Rodriguez' pay. Both steps were urgent since the family was completely penniless and had no money for food.

As a final step, Welfare Services arranged to have Rodriguez transferred to the US Public Health Service hospital in Staten Island. An ambulance was sent all the way to Philadelphia for this purpose. There his wife can visit him regularly although he is still in a coma and, of course, is unable to recognize or communicate with anybody.

Doctors hesitate to predict the outcome of Rodriguez' injuries. He has been in his present condition for several weeks now. As long



Mrs. Jose Rodriguez and two of her children leave home to visit husband in Staten Island US Public Health Service hospital along with Welfare Services representative, Mike Colucci.

as he is hospitalized and unable to respond, his family will continue to receive the hospital benefit.

Meanwhile his wife is undertaking legal proceedings against the

driver of the automobile that ran her husband down and it is expected that in the course of time she will be able to obtain compensation for the accident.

# 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.

**Kenneth Kirksey Brittain, Jr.**, born May 31, 1954. Parents, Mr. and Mrs. Kenneth Brittain, 116 S. Prospect Avenue, Catonsville, Maryland.

**Tony Ronald Johnson**, born June

## Nelson Heads Coast Hospital

SAN FRANCISCO — Dr. Kenneth R. Nelson has taken charge of the San Francisco PHS hospital as chief medical officer under assignment from the US Public Health Service. Dr. Nelson will be remembered by many Seafarers as chief medical officer at the Staten Island, New York, hospital where he served a three year tour of duty.

Before that, Dr. Nelson was at the Boston USPHS hospital as well as at many other hospitals in the USPHS system. He did a previous stint in the San Francisco hospital back in 1934-1937.

## Report Lost Baggage Check

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

26, 1954. Parents, Mr. and Mrs. Johnson, Star Route B, Box 341, Atmore, Alabama.

**Mark Francis Loriz**, born August 18, 1954. Parents, Mr. and Mrs. Fernando Loriz, 288 Ryerson Street, Brooklyn, New York.

**Elizabeth Elaine Bryant**, born June 14, 1954. Parents, Mr. and Mrs. Jessie C. Bryant, Rhodhiss, North Carolina.

**Patrice Erlene Cronsell**, born July 24, 1954. Parents, Mr. and Mrs. Earl V. Cronsell, 4858 Park Avenue, Bronx, New York.

**Lee Diane Mitchell**, born July 21, 1954. Parents, Mr. and Mrs. William Mitchell, Walpole, NH.

**Kathleen Margaret Doyle**, born July 19, 1954. Parents, Mr. and Mrs. John P. Doyle, 1242 Constance Street, New Orleans, La.

**Joseph P. Moore**, born July 25, 1954. Parents, Mr. and Mrs. Joseph Moore, 1306 E. 35th Street, Savannah, Ga.

**Charles Denver Perkins**, born July 17, 1954. Parents, Mr. and Mrs. Floyd Perkins, 508 E. State Street, Savannah, Ga.

**Diana Marie Layko**, born June 16, 1954. Parents, Mr. and Mrs. Robert Layko, 4820 Roland Avenue, Baltimore, Md.

**Kim Lee Brown**, born July 9, 1954. Parents, Mr. and Mrs. George R. Brown, 5410 Bella Vista Avenue, Baltimore, Md.

**Julio Cesar Artega**, born January 6, 1954. Parents, Mr. and Mrs. Pedro Artega, 1823 Wallace Street, Philadelphia, Pa.

**Patricia Ann Priolo**, born July 23, 1954. Parents, Mr. and Mrs.

Pasquale Priolo, 55 E. Mosholu Parkway, Bronx, NY.

**Katherine Lillian Davis**, born August 3, 1954. Parents, Mr. and Mrs. Herbert Wesley Davis, 1434 St. Andrew Street, New Orleans, La.

**Katherine Darlene Culp**, born July 20, 1954. Parents, Mr. and Mrs. Joseph Culp, 1122 No. Bodine Street, Philadelphia, Pa.

**Zada Minerva Singletary**, born May 11, 1954. Parents, Mr. and Mrs. J. Edward Singletary, 2244 Front Street, Slidell, La.

**Jufiana Peralez**, born August 1, 1954. Parents, Mr. and Mrs. Samuel D. Peralez, Jr., 521 E. 19th Street, Port Arthur, Texas.

**Donna Lynn Edwards**, born August 4, 1954. Parents, Mr. and Mrs. George C. Edwards, 1309 Warren Street, Whistler, Alabama.

**Robert Dianne Schuler**, born July 20, 1954. Parents, Mr. and Mrs. Robert N. Schuler, 1967 Green Street, Mobile, Alabama.

**Eric Lawrence Libby**, born August 4, 1954. Parents, Mr. and Mrs. Herbert Libby, Linconville, Maine.

**Aurelio Reyes, Jr.**, born July 15, 1954. Parents, Mr. and Mrs. Aurelio Reyes, 1018 Aline Street, New Orleans, La.

**Jeffrey Scott Deshotels**, born August 1, 1954. Parents, Mr. and Mrs. Jeffery Deshotels, Route No. 1, Box 66, Westlake, La.

**James Robert Thompson**, born August 6, 1954. Parents, Mr. and Mrs. James Harvey Thompson, Route 3, Box 172, Crichton Station, Mobile, Ala.

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 8-1-54 To 8-27-54

No. Seafarers Receiving Benefits this Period	1007
Average Benefits Paid Each Seafarer	71.84
Total Benefits Paid this Period	72,352.02

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,640.00
Death Benefits	22,352.62
Disability Benefits	2,075.00
Maternity Benefits	5,000.00
Vacation Benefits	37,284.40
Total	72,352.02

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	549,600.00
Death Benefits Paid Since July 1, 1950*	1,046,557.71
Disability Benefits Paid Since May 1, 1952*	55,130.00
Maternity Benefits Paid Since April 1, 1952*	275,400.00
Vacation Benefits Paid Since Feb. 11, 1952*	362,478.19
Total	5,551,460.90

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	671,813.13
	Welfare	62,695.82
Estimated Accounts Receivable	Vacation	197,103.00
	Welfare	181,071.00
US Government Bonds (Welfare)		1,980,776.15
Real Estate (Welfare)		866,695.18
Other Assets - Training Ship (Welfare)		119,060.77
TOTAL ASSETS		4,619,214.25

**COMMENTS:** Some applicants for hospital benefits are not qualifying for benefits due to their failure to get notice of claim into the Welfare Office. Payment of benefits will only be made provided that the applications for benefits are presented in writing not later than fourteen (14) days from the date the employee is physically discharged from the hospital as an in-patient, or personally contacts an SIU agent within the fourteen (14) day period. The assets of the Plans continue to grow with the present assets of the Plans combined, totaling \$4,619,214.25.

Submitted 8/30/54

Al Kerr, Assistant Administrator

## New Resident On Burgundy Street



Haroline Patricia Piehet seems to welcome her new surroundings in the home of her parents in New Orleans, Mr. and Mrs. Ralph Piehet. Family received the standard \$200 maternity benefit plus \$25 US savings bond.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Recently it seems that quite a few of the brothers ashore in New York have been the victims of automobile accidents. The same holds true for the outports because more often than not the deaths we get reports on are from the same cause. It appears that after being on a ship for a couple of months, the brothers are not used to city traffic and are a little out of practice with their driving too.

As anybody who has been in this city knows, traffic is pretty heavy all around. So if you've just come off the ship and especially if you've just lifted a couple of cool ones, watch your step when you are crossing the streets around here.

Over at Staten Island hospital three of the new admissions in the last couple of weeks were automobile victims. George Flood of New



Sanderson

York, who was messman on the Alcoa Pointer the last time out, was hit by a car while crossing a street near his home. He was taken to a city hospital and then transferred over here. Charles Sanderson of Butler, Pennsylvania, who was utilityman on the Robin Tuxford, was also hit by a car and admitted for treatment on Aug. 23. The same was true of Klement Jutrowski of Brooklyn who was wiper on the Steel Designer his last trip out.

Some gallstones that have been acting up put Delaware Eldemire of Port Arthur, Texas, out of action for a while. His last ship was the Greece

Victory, where he was deck maintenance. Estuardo Cuemea of the French Creek had to be taken off the ship and rushed to the hospital the other day for a gall bladder operation. He was FWT on that vessel.

James Waldron, who was in the hospital for quite a spell, has been readmitted for further treatment, while John Doherty is recovering from a shipboard accident. He was working down on the hold of the Mankato Victory when a hatch board fell on his head and laid him low. A slipped disc in his spine has put George Coleman of Lynn, Massachusetts, out of action. His last ship was the Del Santos.

Others now in the hospital are Hussein Ahmed, OS on the Robin Trent; George Pitour, Seatrain Savannah engine utility; Horace Gaskill, AB on the Robin Kettering; Felix Miranda off the Show Me Mariner and Earle Goosley, who was messman on the Ann Marie.



Gaskill

# SIU Has Fine Blood Donor Record



Preparing for operation, Seafarer Isaak Bouzin (right) poses with three fellow Seafarers who donated blood for him, and USPHS doctor. They are, left to right, Seafarers Y. A. Yarborough, D. Gardner and Hansen. In front, center, is Dr. Martinez of Staten Island USPHS staff.

Although the SIU has no blood bank at the Staten Island Public Health Service hospital, Seafarers at the hospital are assured an adequate supply of blood for any emergency need. The same holds true at city and private hospitals elsewhere in New York.

The reason is that the hospitals and the Union have an understanding that all blood used by Seafarers will be replaced immediately, and the Union has maintained its reputation by living up to its commitments.

The question of a blood bank was raised at the last headquarters membership meeting when a motion was offered from the floor and passed by the membership that the Union take necessary steps to see if an SIU blood bank could be established at the PHS hospital. Several months back, the SIU Welfare Services Department had discussions with hospital officials over the possibility of setting up a special SIU blood bank.

### Facilities Limited

Unfortunately, the hospital officials informed the Union that blood bank facilities at the hospital were too limited to store more than a small amount of blood reserve and consequently would be unable to handle a large reserve specifically for the SIU. Accordingly, the Union has had to fall back on the practice of donating blood when needed and is able to meet the need this way.

Hospital authorities at Staten Island also make it a practice of asking patients to give blood donations if they are in condition to do so. They find that few patients will refuse such requests, and that Seafarers have an excellent record of compliance in this respect.

The solution to the blood bank

problem at Staten Island lies in Government funds to provide the necessary storage and handling facilities. With the Government tending to cut back on PHS appropriations year by year, it is unlikely that such funds will be available in the near future.

Since the major cause of blood

needs is for emergency operations, it would be wise if SIU Welfare Services were notified in the case of emergency, no matter what hospital in the city that the Seafarer might be in. In many instances, emergency treatment is given in a city hospital before the man is moved to Staten Island.

## Seafarers In Hospitals

- USPHS HOSPITAL NEW ORLEANS, LA.**
- Milford Alexander
  - T. L. Anderson
  - William E. Apfin
  - Charles M. Bean
  - C. J. Beck
  - Charles Burton
  - Owen Butler
  - S. C. Carregal
  - Lester J. Carver
  - G. W. Champilin
  - Richard W. Clark
  - S. Cope
  - D. D. Dambrino
  - Emile P. Davis
  - Serio M. Dedoso
  - Eric R. Eklund
  - A. Fabricant
  - Thomas Fields
  - M. C. Gaddy
  - Nathan Gardner
  - Claude H. Gilliam
  - Jack H. Gleason
  - Raymond Gorju
  - Ray M. Green
  - Seifert Hamilton
  - Curtis L. Hancock
  - Virgil L. Harding
  - John L. Hinton
  - Lyle Hipp

- WILLS EYE HOSPITAL PHILADELPHIA, PA.**
- Dusan Deduisin
- VA HOSPITAL MIAMI, FLA.**
- Lionel McLaughlin
  - Claburn E. Reed
- JEFFERSON HOSPITAL PHILADELPHIA, PA.**
- Jose Rodriguez
- USPHS HOSPITAL MEMPHIS, TENN.**
- Billy Russell
- USPHS HOSPITAL GALVESTON, TEXAS**
- Hubert Cantwell
  - G. E. Ekelund
  - E. H. Emery
  - Duane R. Fisher
  - Karl A. Hellamo
  - A. G. Knighton
  - Jose E. Leston
  - M. N. McQuiddy
  - James R. Mathews
  - Murray A. Plyler
  - H. E. Rosecrans
  - E. A. Spaulding
  - Charles B. Young

- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
- C. D. Anderson
  - Simon Bunda
  - Henry J. Childs
  - Benny M. Foster
  - Olav Gustavsen
  - Charles Neumaier
  - Joseph Perreira
  - W. S. Singleton
  - P. S. Yuzon

- USPHS HOSPITAL SEATTLE, WASH.**
- Stephen Burskey
  - A. Lawrence Craig
  - Woodrow Drake
  - F. Fondila
  - Sverre Johannessen
  - John B. McCurdy
  - V. K. Ming
  - Renel Palmer
  - Ira Pedersen
  - G. Rosson
  - Anthony Sakellis

- USPHS HOSPITAL BOSTON, MASS.**
- Frank Alasovich
  - Frank Albano
  - James Penswick
  - Robert L. Perry
  - J. P. Petruszewicz
  - Robert O. Smith

- USPHS HOSPITAL BALTIMORE, MD.**
- Algot Bogren
  - Steven Boides
  - Jessie A. Clarke
  - Kenneth L. Collins
  - P. A. Cuellar
  - Samuel Doyle
  - Franklin D. Gilman
  - Gorman T. Glaze
  - Bienvenido V. Lledo
  - Tony Mastantuno
  - Samuel H. Mills
  - Frank S. Paylor
  - T. R. Phillips
  - Eugene G. Plahn
  - Joseph H. Roberts
  - A. W. Sadenwater
  - Russell Simmons
  - Edward S. Spooner
  - F. V. Thommen
  - C. W. Matheys

- USPHS HOSPITAL SAVANNAH, GA.**
- Paul B. Bland
  - Benny W. Brinson
  - R. Carrollton
  - Lucius A. DeWitt
  - Albert W. Lima
  - Jimmie Littleton
  - Avis E. Meadows
  - J. T. Moore
  - John H. Morris
  - Richard F. Roberts
  - Willie C. Sanders
  - Randolph Snedd
  - Leslie F. Swegan
  - G. C. Truesdell
  - William J. Wolfe

- CHARITY HOSPITAL OF LOUISIANA NEW ORLEANS, LA.**
- Edward R. Buckley
  - Jack N. Dows
  - S. V. Kilpatrick
- VA HOSPITAL NEW ORLEANS, LA.**
- Sidney S. Irby

- USPHS HOSPITAL STATEN ISLAND, NY**
- Paul Albano
  - Rocco Albanese
  - Birdie W. Biggs
  - John J. Brennen
  - Leo D. Burino
  - Ervin Crabtree
  - France DeBeaumont
  - John J. Doherty
  - Robert Ellis
  - F. E. Farrell
  - Andrew Franklin
  - Horace B. Gaskill
  - Estell Godfrey
  - John Horn
  - James Hough
  - Walton Hudson
  - Albert Jarrell
  - Chester B. Jensen
  - Vincent Jones
  - Noral Jorgensen
  - Michael Lesko
  - Nils Lundquist
  - Fillip Madson
  - Perfecto Mangual
  - Felix Miranda
  - Raymond Myers
  - Francis O'Neill
  - T. Papoutsoylov
  - Floro Regalado
  - Charley W. Rhodes
  - G. H. Robinson
  - Edwin Rushton
  - Matti Ruusukallio
  - Herman Sampson
  - Ira Sandt
  - Staffley A. Sargeant
  - William G. Sargent
  - Warren Smith
  - James F. Thomson
  - James Waldron

- SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF.**
- James H. Babson

- USPHS HOSPITAL NORFOLK, VA.**
- Alvah H. Jones

- USPHS HOSPITAL MANHATTAN BEACH, NY**
- Fortunato Baccino
  - Frank W. Benrick
  - Claude F. Blank
  - Robert L. Booker
  - Thomas Bryant
  - Joseph G. Carr
  - Ilo Yee Choe
  - Jar Chong
  - John J. Driscoll
  - Matthew Gardiner
  - Bar E. Guranick
  - John B. Haas
  - Thomas Isaksen
  - John W. Keenan
  - Frederick Landry
  - James Lawlor
  - Kaarel Lectmaa
  - James R. Lreis
  - Arthur Lomas
  - Francis F. Lynch
  - Joseph McGraw
  - Archibald McGuigan
  - David McCreath
  - Frank Mackay
  - Eugene Nelson
  - G. E. Shumaker
  - Robert Sizemore
  - Henry E. Smith
  - Harry S. Tuttle
  - Virgil E. Willmoth

## FINAL DISPATCH

The deaths of the following seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefit is being paid to their beneficiaries.

**Robert E. Peck, 53:** Brother Peck, who sailed in the engine department and was a member of the SIU since December 5, 1938, died of heart failure on June 28, 1954, at Port Louis, Mauritius. His place of burial is not known. Surviving is his wife, Lillian Emely Peck of Bay Avenue, Green Harbor, Mass.

**Antonio Dans, 56:** A resident of New York, Brother Dans died of a circulatory ailment at Gouverneur Hospital, NYC, on March 23, 1954. He had been sailing in the engine department since November 24, 1945. Burial was at the Ferncliff Cemetery, Hartsdale, NY.

**Frank B. Burns, 71:** An SIU member since December 5, 1938, sailing in the deck department, Brother Burns died of a heart condition on August 1, 1954, in Boston, Mass. His place of burial is not known. Surviving is his wife, Annie K. Burns of 8 Armandine Street, Dorchester, Mass.

**Ralph Murray Churchill, 77:** Brother Churchill died of a heart ailment on July 19, 1954, at Boston, Mass. A member of the steward department, sailing on SIU ships since May 11, 1951, he was buried at St. Patricks Cemetery, Lowell, Mass. He is survived by his wife, Gertrude May Churchill of 1 Chauncy Street, Cambridge, Mass.

**Joseph C. Lupton, 33:** A former official of the SIU, Brother Lupton died in Frankford Hospital, Philadelphia, Pa., as a result of multiple injuries suffered when he fell into a hold aboard the SS Barbara Frietchie. A member of the SIU since June 6, 1941, sailing in the deck department, he was buried at Riverside Memorial Park, Norfolk, Va. Surviving is his wife, Annie Lorraine Lupton of 6106 Herbert Street, Norfolk.

**Ray W. Larson, 54:** A heart ailment was the cause of death for Brother Larsen on January 7, 1954, at Mercy Hospital, Baltimore, Md. He had been sailing in the engine department on SIU ships since May 4, 1951. Burial was at the Baltimore Cemetery, Baltimore, Md. Designated as his beneficiary is a friend, Charles Hoofnagle of 1635 Chilton Street, Baltimore.

**Armando Pimentel, 30:** Brother Pimentel died of visceral congestion on November 11, 1953, in New York, NY. He had been sailing in the steward department on SIU ships for a short time in 1953. Burial was at the Municipal Cemetery, San Juan, Puerto Rico.

## Shipmates' Gift For Sick Daughter



Crewmembers of the Peninsula Mariner are represented by ship's delegate Jim Tanner (left), carpenter, in presentation of \$77 gift to J. P. Crawford, AB, and Mrs. Crawford for their ill daughter, Rosemary. The 14-year-old girl was stricken with polio while her father was on the Peninsula Mariner in the Far East.



The worried-looking fellow you see above sometimes has reason to frown, because unlike the chairman of the apple-blossom festival, his is far more than an honorary job.

Your ship's delegate has to represent you, the crew, sometimes thousands of miles from home. He has to be an expert on the Union contract with its numerous clauses (and many of your delegates know that document backwards and forwards). He has to be a pretty good hand at keeping all kinds of records, and has to be able to stand up to ship's officers and state his case with firmness and tact, to get you, the crew, what's your due without alienating topside.

The Union has never made any secret of the fact that it re-

lies heavily on shipboard delegates to keep the ships up to snuff. That in a way puts the delegate on a little bit of a spot, because the crew looks to him to get them satisfaction. So if the plumbing leaks, if the old man doesn't put out a draw on time, if the coffee runs low or the mate works on deck, the delegate is the one who has to answer the question, "What are we going to do about it?"

Most delegates take their jobs seriously and bring in a good clean ship. It helps them considerably if the crew understands their problems and stands with them at all times. Remember, while he's your delegate, he's also a working Seafarer, doing his part on his own to make shipboard living more comfortable for everybody.