

Voting Begins For A&G Officials

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SEAFARERS LOG

Nov. 12,
1954

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

LAUNCH NEW BALTO HALL

Story on Page 3



Official Welcoming. Taking part in the dedication ceremonies opening the new Baltimore SIU offices, Mayor Thomas D'Alesandro extends the congratulations of the city to the men of the SIU and presents SIU Secretary-Treasurer Paul Hall with the key to the city. Mayor D'Alesandro termed the building "an outstanding example of forward-looking trade unionism and a welcome asset to the city." Standing at right is SIU Baltimore Agent Earl Sheppard.

In photo at right a group of Seafarers enter the new building for the special meeting and celebration. Among the more than 1,000 persons present for the ceremonies were Seafarers and their wives, public officials and representatives of various maritime and other AFL trade unions. (Story on Page 3.)



A&G Balloting Begins Monday; Seafarers Vote On 49 Posts

With 49 A&G district offices at stake, Seafarers will begin voting Monday morning in the Union's 60-day secret ballot elections. Voting booths have been set up in all SIU outports and at headquarters where Seafarers may register their choices for the various posts open in the two-year election.

A total of 78 candidates, the largest number ever to run for office in the SIU, are appearing on this year's ballot. This is three more than the old record of 75 who qualified for the previous election in 1952. Actually a total of 92 men nominated themselves under the SIU's simple nominating procedure, but 14 had to be disqualified because they did not meet the minimum requirements for holding office as specified in the Union's constitution.

Office Requirements

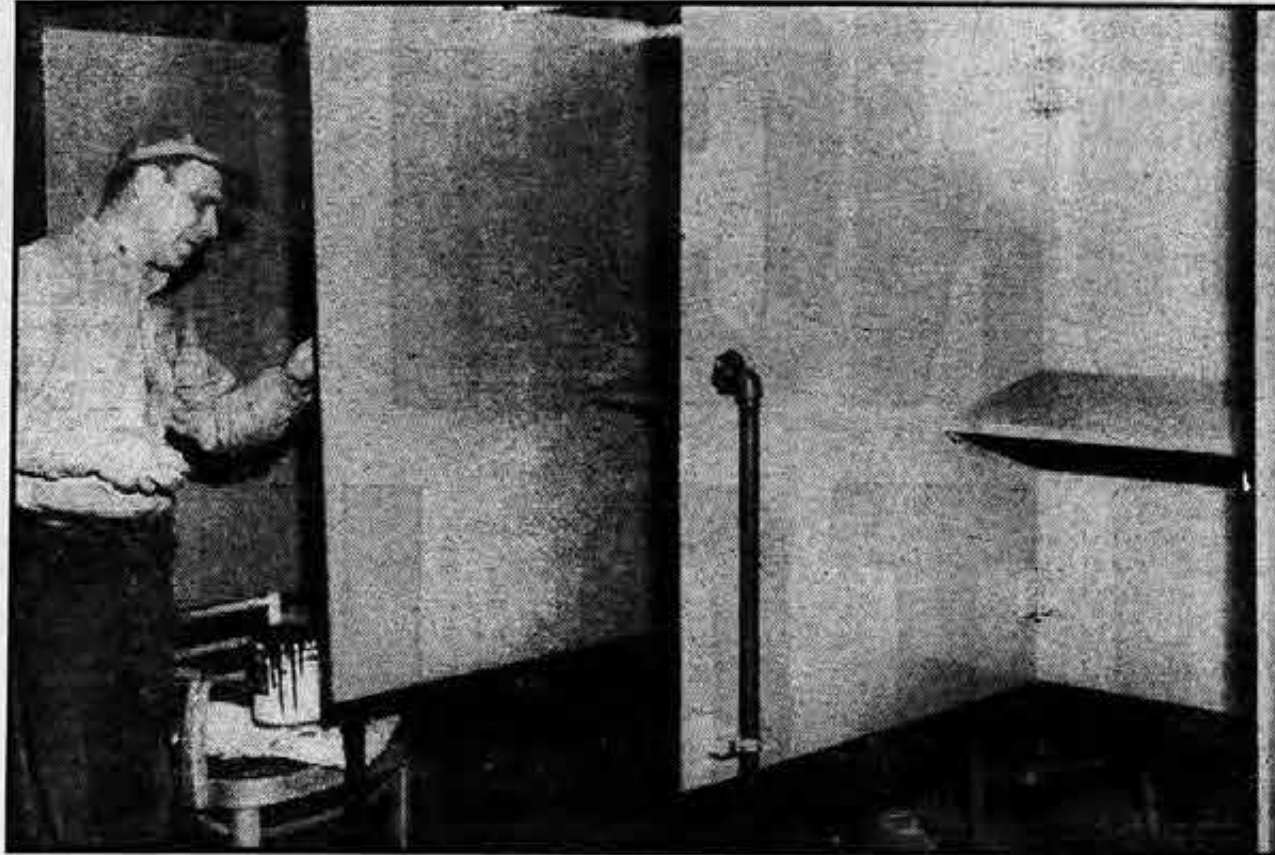
The basic requirements are: two years' consecutive good standing, US citizenship and three years' seetime, four months of it in the past year. Men serving the Union in official or employee capacity are exempt from the four-month provision.

Voting in the elections will continue until January 15 under the supervision of rank and file balloting committees elected in all the ports. At the first membership meeting after the close of the voting six-man rank and file tallying committees will be elected in all ports to count the votes. The headquarters tallying committee will count votes cast in headquarters and will also serve as a district-wide tallying body to check the tallies made by outport committees. The results of the election and the official report of the tallying committee will then be printed in the SEAFARERS LOG.

The 49 posts to be filled include: one secretary-treasurer, the ranking officer of the district; one assistant secretary-treasurer for the deck, engine and steward departments respectively and three joint assistant secretary-treasurers.

Posts To Be Voted

Port officers to be chosen are: an agent and joint patrolman in Boston; nine patrolmen for the deck, engine and steward departments (three in each) for New York as well as six joint patrolmen for New York; a Philadelphia agent and joint patrolman; a Baltimore agent and four patrolmen, one for each department and a joint patrolman; a Norfolk agent and joint patrolman; Savannah



Getting set for the two-month district-wide referendum on Union officers, which opens Monday, an SIU headquarters maintenance staffer paints a voting booth which can accommodate three Seafarers at one time. The secret ballot vote will be conducted at all SIU halls through January 15, 1955.

agent and joint patrolman; Tampa agent and joint patrolman.

Also a Mobile agent and four patrolmen and a New Orleans agent and four patrolmen assigned the same way as in Baltimore, and a Galveston agent and joint patrolman.

Full biographies of all candidates on the ballot, with their pictures, were printed in the October 1 issue of the SEAFARERS LOG. A sample ballot appeared in the October 29 LOG and copies of it are available in all ports.

There are no referendums on constitutional amendments appearing on the ballot in this election.

More Back Pay Ready

Another SIU - contracted company, the Transfuel Corporation of 25 Broadway, New York City, is now prepared to pay retroactive wages under the terms of amendments to the SIU dry cargo contract.

The company asks that seamen employed by it notify the company's office of a proper mailing address. Checks will be sent out in the mails accordingly.

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: Nov. 17, Dec. 1, Dec. 15.

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

All Sea Unions Keeping Watch On Crimp Outfit

Alerted by the October 29 SEAFARERS LOG expose of a phony maritime "union" which has been chartered to undermine legitimate unions, both American and foreign flag seamen's unions are preparing to deal with the disruptive outfit. Meanwhile, further information received substantiates first reports that the ILA-chartered affiliate is merely a front for a revival of large-scale crimp-type operations on the waterfront.

As reported in the last issue of the LOG, the discredited International Longshoremen's Association recently chartered an outfit in New York called the "United International Seamen's Union." The object of the outfit, as stated by its president, Louis Le Doulx, is to raid established unions under both American and foreign flags and with the help of the ILA take their ships away. Le Doulx has a record of supplying cut-rate crews to Aristotle Onassis and other foreign-flag operators.

Backed By Seamen's Foes
Aside from the old ILA, the new operation has the active support of elements in the Marine Engineers Beneficial Association as well as admiralty lawyers and others who have been active in attacking the SIU and other legitimate unions by leaflet and newspaper. The AFL-expelled ILA, according to a New York daily newspaper, has announced it is also working to defeat the SIU leadership in the A&G elections beginning Monday.

Representatives of several legitimate foreign-flag trade unions in New York have already called the attention of their home offices to the LOG story and indicated that a strong stand would be taken against any raids. The local office of the International Transport-workers Federation, an organization composed of both US and foreign-flag unions, including the

SIU, has also indicated it would take steps against the new "union's" program.

US sea unions on both coasts,

representing both officers and unlicensed men, have made it plain that they would not sit by and

(Continued on page 17)



Typical of crimp joint operations, the "United Int'l Seamen's Union" has dingy office over a store on New York's West 28th Street, from which attempt will be staged to disrupt legitimate US maritime unions. Chartered by the discredited old ILA, the outfit specializes in supplying seamen at cut-rate prices to foreign-flag ship operators and has announced plans to move in on AFL and CIO ships when contracts expire.

Vote Closes Galveston In Hall Change

All operations in the Houston-Galveston area have been shifted to the Houston SIU hall as the result of a resolution passed by the membership at last Wednesday night's headquarters and outport meetings.

The resolution, introduced simultaneously in all ports, pointed out that since the opening of the Houston hall, Houston has been handling more than 75 percent of the shipping out of the area. This was not unexpected in view of the shift in shipping in recent years from Galveston Island to the city of Houston proper.

Accordingly, the resolution asked membership approval for concentration of all Union activities in Houston, permitting the closing of the Galveston hall.

Under the terms of the resolution, the Galveston and Houston shipping lists have been merged, with men from Galveston carrying the same date of registration onto the Houston list.

Patrolman Charles Kimball and Mickey Wilburn, dispatcher, have been assigned to Houston to work under acting port agent Frenchy Michelet. Galveston agent Keith Alsop has been assigned to the port of New Orleans to work under Lindsey Williams, port agent for that city.

The Houston hall was opened in accord with the recommendations of the 1953 Agents' Conference, concurred in by all port agents at that time, which acknowledged the shift in shipping importance from Galveston to Houston.

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New Baltimore Hall Open; Tops In Seafarer Comforts, Services

With appropriate fanfare and welcoming ceremonies, Seafarers in Baltimore formally opened the finest union hall in the A&G district and one of the best of its kind anywhere on Wednesday evening, November 10. The sparkling new hall, another major step forward in the Union's building program, is without a doubt superior in design, facilities and membership conveniences to the SIU's already-famed New York headquarters.

Opening ceremonies before a throng of several hundred Seafarers, their wives and other guests got under way with a special membership meeting at which Mayor Thomas D'Alesandro, Congressman Edward Garmatz and others extended their congratulations to the men of the SIU for making the new building possible. Afterwards Seafarers and their guests enjoyed an eye-filling buffet, followed by music, dancing and entertainment.

Came From California

Groups of Seafarers came from Philadelphia and other nearby ports to participate and one SIU man came across the continent from Wilmington, California. "I was top man on the Wilmington shipping list," he said. "But I wouldn't have missed this for anything."

While the official opening took place at 7 PM Wednesday night, Seafarers in the port had been

At 6 PM, Seafarers, their wives, friends and guests started drifting in. They wandered through the building from the basement cafeteria and kitchen to the rooftop recreation deck and game room admiring the facilities and the tasteful decoration of the building. Many brought cameras to take a picture record of the opening.

Key To City

The special meeting got under way at 7 PM with an invocation and the presentation of the key of the city and a few words of welcome by Mayor D'Alesandro. A warm message of congratulations was read from SIU President Harry Lundeberg, and personal greetings were delivered by spokesmen for the Baltimore Federation of Labor, the Masters, Mates and Pilots, Brotherhood of Marine Engineers, and other union organizations. Congressman Garmatz, who represents the district in which the hall is located, also spoke a few words of welcome.

One speaker at the meeting interpreted the event this way. "The maritime industry today," he said, "may be beset by fears and uncertainties, but the SIU certainly isn't holding back. Your Union is going ahead with a vigorous, aggressive program for the benefit of the membership. I think that an alert, intelligent membership and the Union's forceful leadership, working together, are setting a fine example for the rest of the maritime industry and the trade union movement."

Buffet Dinner

After the meeting, the guests headed for the rooftop recreation deck where the buffet had been laid out. Steward Thobe and his assistants had outdone themselves with a centerpiece consisting of a roast suckling pig surrounded by platters of whole turkeys, hams, veal roasts and roast beef, all artfully sliced up and put back together again, plus assorted cold cuts, shrimps, salads, fruits and other delicacies.

One guest was so overpowered by the buffet that he refused to believe it wasn't the work of an outside catering firm. "You mean seamen did this?" he asked. When



The old and the new. Seafarers at the old Baltimore SIU hall wait for the last job call before moving all operations to the new SIU offices. Above, Seafarers look over the new hiring board during a tour of inspection of new hall. The Baltimore hiring board is identical to that in the Union's New York headquarters.



Features Of Baltimore Hall

The following are the major facilities of the new SIU Baltimore branch office:

- Modern hiring hall and meeting hall
- Union offices
- Cafeteria
- Bar and dance floor
- Barber shop
- Shoeshine Stand
- Laundry drop
- Sea Chest retail shop
- Air conditioning and sound-proofing throughout
- Parking lot
- Pool room
- Game room
- Elevator
- Television rooms
- Open sundeck
- Shower room
- Piped music and public address system

shifting Union operations bit by bit all week long. A one o'clock job call at the old North Gay Street hall was the last order of business. The dispatcher notified the men present that Gay Street was closing "as of now" and the Seafarers went home to get dressed in their Sunday best for the opening.

Meanwhile, workmen were cleaning up and putting the finishing touches on the new building—hanging Venetian blinds, checking thermostats, mopping and waxing halls and stairs, setting up furniture and cleaning up the residue of construction. In the gleaming kitchen below, Seafarer Gustave Thobe, chief steward, and his assistants were climaxing three days of preparation for the buffet.

assured it was so he shook his head unbelievably. One Seafarer present, Steve Emerson, AB, waited patiently camera in hand, for his son Paul Emerson, MM, to make his way around the buffet table. "I'm taking pictures of him here," he said, "so we can send it to our home town newspaper in Arkansas."

While the buffet was going on, the shipping hall was cleared for dancing. Live music was supplied and several acts followed for the entertainment of the guests.

More Spacious

The big star of the evening was the building itself, which drew

in design to New York headquarters, the resemblance ends right there. For one thing, the Baltimore hall, with five levels, has far more useful space than the three-story New York hall, and its design has utilized that space to great advantage for the membership. The installation of built-in air-conditioning, thermostatic controls, tiled and papered walls and superior lighting throughout also enhance the beauty and serviceability of the building.

Beginning at the basement level, the hall features a cafeteria reserved exclusively for Seafarers, and a modern galley, as well as roomy storage space. A truck loading dock and a conveyer belt running upstairs will simplify handling of supplies. The basement level also contains one floor of a duplex Sea Chest retail store, which will carry sea gear and shore wear for Seafarers.

Spectacular Bar

On the street level is the upper story of the Sea Chest, a three-chair barber shop and bootblack stands, a laundry and dry-cleaning drop and the Baltimore Port O'Call bar. While the last-named is not yet complete, it promises to be the most spectacular feature of the hall with a large stage, dance floor and ample seating space. The bar is being paneled in gray oak and will be decorated with fancy knot work, fishnets and three huge tropical fish tanks built in the wall.

One flight up is the modern shipping hall, with a shipping board similar to that in New York. A patrolmen's counter has been set up in the rear of the hall. The floor also contains the port agent's office and several other administrative offices.

Shipping Hall

On the next deck are the two shipping hall balconies, one of which will serve as a recreation room. A TV set and other game equipment have been installed there for the convenience of men waiting to ship out. Affiliated unions such as the BME, the Marine Firemen, the Sailors Union, will be tenants there as well as the MM&P and the Baltimore Federation of Labor. This deck also features a tiled shower room for the convenience of Seafarers.

The rooftop, however, is the area that drew the most admiring remarks and with good reason. The entire rooftop area consists of two huge recreation rooms surrounded on all sides by glass walls which offer a striking view of the downtown Baltimore area. There is ample space here for Seafarers to relax and enjoy themselves, supplemented by an outdoor sundeck for those who want a suntan.

Cool Comfort

Men familiar with Baltimore's summer heat will be pleased to know that the building is air-conditioned from top to bottom.

The building features plenty of aluminum, asphalt tile floors and special composition walls, all cheap and easy to maintain and requiring no paint. It is within walking distance of the Pratt Street dock area and accessible to all parts of the city by bus or taxi. An outdoor parking lot provides safe and ticket-free space for Seafarers' cars.

Seafarers are reminded that the next regular Baltimore port meeting on Wednesday evening, November 17, will take place at the new SIU Baltimore hall. Shipping out of the hall got underway with this morning's job call.

How to Get There

The new Baltimore branch office of the SIU is just a few blocks from the waterfront and near the old hall on North Gay Street. Seafarers going to the new hall simply have to go six blocks eastward from Gay Street on East Baltimore Street. The address is 1216 East Baltimore Street. City busses stop at the door.

The telephone number of the new hall is Eastern 7-4900.

"oohs" and "ahs" from those who hadn't seen it before. While the exterior of the building is similar

THE INQUIRING SEAFARER: What do you think of the new hall here in Baltimore?

Joseph A. Prodey, steward utility: The new place is easily as good as the New York headquarters hall, probably better. I've seen New York so I can compare them. I was up at the new hall yesterday looking around the place and believe me, it's got them all beat for style.



Stanley Kudlick, FOW: Just from what I've seen from the outside, it looks better than our hall in Brooklyn. I'm looking forward to seeing the inside facilities and shipping out of there. Our Union certainly has made a lot of progress compared to conditions 10 years ago.



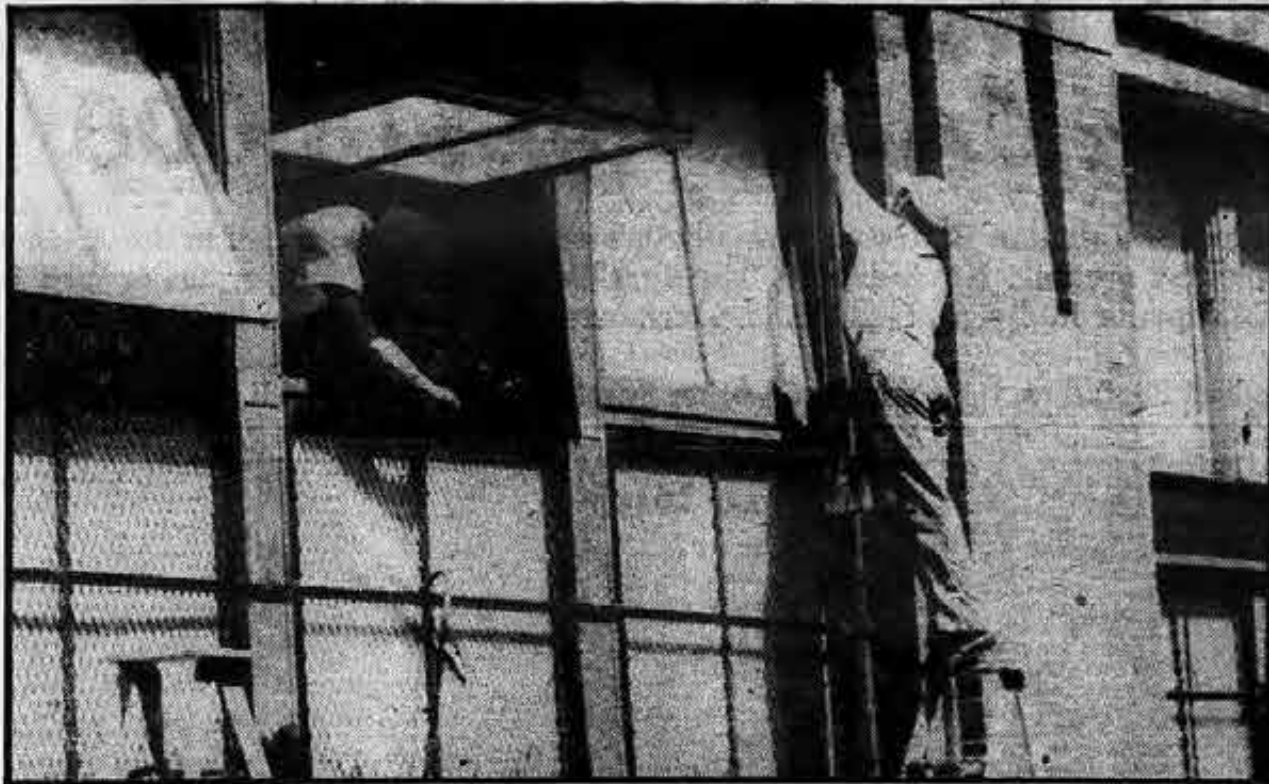
Robert A. Doyle, DM: Boy, it's tops. I've been through the place from top to bottom and it has everything that a sailor could wish for in the way of comforts and conveniences. As far as I'm concerned, I'll take this hall over our New York headquarters anytime. It's bigger and better.



Stanley Krawczynski, AB: It's beautiful. There's nothing like it in the world as far as I'm concerned. The hall is twice as good as our headquarters. The sundeck and the recreation deck are particularly nice and will be welcomed by the men on the beach waiting to ship.



New Orleans Hall Gets A Face-Lifting Operation



NEW ORLEANS—Plying paint brushes in face-lifting operation at NO hall, workers give the SIU New Orleans hall a shining new exterior. Renovations to exterior of building also included removing canopy over main entrance and laying new sidewalk in which ornament-topped posts are imbedded to prevent cars and trucks, which broke down old sidewalk, from parking there.

Budget-Cutters Plan New Attack On PHS Hospitals

WASHINGTON—Seafarers who paced the successful fight of US maritime unions to save the US Public Health Service hospital program at the last session of Congress may have to do the job all over again when the 84th Congress convenes in January.

Present plans of the Bureau of the Budget, which passes on all money requests before they go to Congress, call for a heavy cut in the appropriation for the hospitals in the next budget. The \$33 million appropriation this year gave the hospitals \$110,000 less than they had the year before and resulted only in reductions in some services. Two years ago, a budget cut of over \$1 million forced several hospital closings.

More Closings

A substantial cut in the \$33 million figure would probably mean a shutdown of additional hospitals, with only 16 now operating, including three which treat specialized diseases only. The budget slash which was defeated largely by Seafarers' protests this year was aimed at the closing of all but the specialized institutions.

Ten hospitals have been closed in recent years, including the specialized TB unit at Fort Stanton, NM, and hospitals in Mobile, San Juan and Portland, Me.

Although no definite information is yet available on the exact figure which will be recommended for the hospitals in the 1955-56 budget, Budget Director Rowland R. Hughes has indicated the program will be sharply curtailed. Hughes was Deputy Director of the Budget Bureau under Joseph M. Dodge, who initiated the idea of shutting down the hospitals altogether as part of a Government "economy" program devised in the summer of 1953. Dodge resigned earlier this year.

The fight which broke out when news of Dodge's plans became public was spearheaded by the SIU and helped lead to the formation of the Conference of American Maritime Unions last January as the spokesmen for the nation's non-Communist sea unions on this and other issues. The SIU, through CAMU, carried the fight to Congress and before various Government agencies involved, particularly the Department of Health, Education and Welfare, under Secretary Oveta Culp Hobby.

Mrs. Hobby later also reversed herself and promised full support for the hospital program when the

President submitted a budget request to Congress covering the hospitals in answer to appeals for his intervention. The budget bill was passed in June after Congress lopped off \$40,000 from the Administration's original request of \$33,040,000 for the hospitals.

During the long months between the news of the proposed closings in the summer of 1953 and the final signing of the bill by the President nearly a year later, Seafarers on ships and ashore swamped their Senators and Congressmen with requests to keep the hospitals open.

Sent Petitions

Petitions circulated by many ships' crews found their way to the capital in support of the USPHS program, as the fight saw-sawed one way and another throughout the Congressional session. A large part of the credit for the final passage of the bill was given to the individual and collective efforts of SIU men to alert Congress about the dangers of any hospital shutdown.

Many communities would not have large enough facilities to han-

dle the patients who would have to be transferred from the marine hospitals, which have provided free medical care for seamen and others since 1798. The hospitals themselves, down through the years, have served as an important training ground for thousands of doctors, nurses and specialists in various fields of medicine, pioneered cures for several communicable diseases and developed new techniques which revolutionized the medical profession, and thus have been a boon to the general public as well as seamen.

Plan Tunnel-Road Link Across Hampton Roads

NORFOLK—Bids have already been opened on a \$63 million project providing a tunnel-trestle link across world-famous Hampton Roads between this city and nearby Hampton.

Although the water crossing of the Roads is only four miles long, the completed job will provide a roadway 23 miles long. It would be completed in three years from the time work gets underway.

The entire project will consist of a tunnel 7,475 feet long, with 6,753 feet under water, flanked on each side by a roadway trestle approach. The tunnel will contain a 23-foot two-lane roadway, which at its lowest point would be 101 feet below sea level. The tubes will be steel and reinforced concrete shells

32 feet thick.

An island will be built at each tunnel entrance, and on each island a wall 14 feet above sea level will be erected to keep high waters from flowing into the tube. The trestle approaches will be 30 feet wide.

Hampton Roads serves the ports of Norfolk, Hampton, Portsmouth and Newport News, and is probably the principal coal export center in the US. At present, ferries provide the only means of transport across the Roads.

As I See It . . .

Paul Hall



CREWMEMBERS OF A COUPLE OF SIU SHIPS ARE GOING TO be \$18,000 richer, with other Seafarers in line for added dough as well, because your Union was successful in fighting a restriction-to-ship beef imposed by the Armed Forces. Men on two SIU ships, the Lawrence Victory and the Carroll Victory, can qualify for the cash on the grounds that restrictions ordered by brass hats at a Newfoundland military base were unjustified. Before the beef is wound up at least one more ship and possibly others will be added to this list.

The \$18,000 didn't come to Seafarers by accident. It was the result of a year-long fight by your Union, strictly on its own hook, to do something to stop the military from putting the squeeze on merchant seamen. When your Union saw the authorities restricting Seafarers to their ships in Korea, Labrador, Newfoundland, the Philippines and other places where there are US bases, it decided that action would have to be taken to put a stop to this interference with the traditional freedom of working seamen.

Your Union immediately took steps to deal with this beef on the top-most level in the Pentagon. The result was a new shore leave order which put an end to a lot of the unnecessary hardship imposed on the Seafarer in Korea and elsewhere. Furthermore, your Union was successful in winning admission in the record, from a top Government official, that the restrictions of Seafarers in St. Georges Bay, Newfoundland, were without any justification.

The next step was an obvious one. Headquarters made application for disputed overtime for two ships whose crews had been denied shore leave by the military. This overtime has been approved all the way down the line with the result that the companies involved are now prepared to shell out the dough.

Here was a case where it was generally agreed all around that the SIU had a good beef, but where it was thought the Union would get nowhere fast in attempting to make headway with the military. That wasn't the way your Union looked at it. Its action in this case was in line with the membership's policy to fight a good beef through to the end, regardless of the odds and the time it takes.

THE GOVERNMENT IS NOW GOING AHEAD WITH AN EXPERIMENTAL program to increase the power of four Liberty ships and try out a variety of new gear on deck. The latest information is that the Government is aiming at a 15-knot speed for these ships, which is nothing to get anybody excited as far as day-to-day shipping operations are concerned.

All this may or may not have a bearing on what happens to the 1,500 Liberties in the reserve, or on any other program for modernizing the merchant fleet. Certainly, while the program has experimental interest, it will have no immediate benefit for US-flag shipping.

As far as your Union is concerned, it is still waiting for a practical, present-day answer to the difficulties faced by American-flag shipping.

A FEW WEEKS BACK YOUR UNION SET UP AN SIU STEWARD department committee for the purpose of drafting standard procedures for galley gangs and for the storing of ships with high quality food supplies.

Along these lines your Union knows that the working members of SIU shipboard steward departments can contribute a great deal to the work of this committee. The committee would like to hear steward department men and others sound off on the subject.

Health Insurance Outfits On US Griddle

WASHINGTON—Seventeen insurance outfits specializing in selling accident and health policies have been hauled on the carpet by the Government. The Federal Trade Commission has filed complaints against these companies, which do a business of about \$350 million yearly, on grounds of false and misleading advertising.

As SIU men know, the Seafarers Welfare Plan is self-insured and has nothing to do with any insurance company, thus making possible a lower operating cost and higher benefits than any insurance

company would provide.

While the charges against the companies are serious ones, they involve no court action. At worst, if the charges are upheld, the companies will be ordered by the FTC to "cease and desist" from making false advertising claims in the future. This is the only penalty the Commission can enforce, in the absence of proven fraud.

The specific charges include the following:

The companies misrepresented termination dates on policies. Actually, health and accident policies sold to individuals can be dropped by a company any time it feels like it, which makes the promised protection mostly an illusion.

The companies' advertising is worded so as to create the impression that all accidents and ailments are covered. Actually, coverage is strictly limited.

Benefits payable under their plans were also exaggerated. Juiciest benefit amounts are reserved for a very few instances. The advertising left the impression that coverage begins immediately, whereas in most cases it starts only after several months.

The companies also refuse to pay benefits if they can prove that ill-

nesses derive from conditions existing before the policy is sold. The advertising gives the impression that all illnesses are covered, no matter what the cause.

Various other complaints were also entered into the record by the FTC.

Among companies involved are four of the biggest, including Mutual of Omaha, Bankers Casualty of Chicago, Reserve Life Insurance Company of Dallas and United Insurance Company, Chicago.

Complaints by thousands of working families that they had been swindled led to the Government investigation. Early this year, in the SEAFARERS LOG column "Your Dollar's Worth," Seafarers were alerted to beware of the many phony health and accident insurance plans as being "full of gimmicks" which destroy the advertised benefits.



Industrial Democracy Group At SIU



Getting some information about SIU from patrolman Teddy Babkowski are some members of League for Industrial Democracy. League inspected headquarters, reported themselves impressed with Union's constitution and democratic way of operation.

SIU Wins Leave Dispute; Two Crews Due \$18,000

A whopping \$18,000 in disputed overtime is now ready for payment to crewmembers of two SIU ships, as the result of the Union's successful fight against shore leave restrictions in foreign ports. Crewmembers of the Lawrence Victory (Mississippi) and Carroll Victory (South Atlantic) will receive the unexpected bonus as a result of the Military Sea Transportation Service admitting, under SIU pressure, that shore leave restrictions in St. Georges Bay, Newfoundland, were unjustified. Crewmembers of a third SIU-

contracted ship also have a shore leave beef pending on the same grounds, and it is expected that this one, too, will be settled in favor of the crew.

The shore leave beefs arose originally in Korea where, after the end of the hostilities there, the military authorities continued to deny shore leave to merchant seamen. Before long, the practice started to spread to other military bases established by the US on foreign soil.

SIU Took Lead

Taking the lead in protesting these practices, the SIU brought the problem to a head in a meeting with officials of the Defense Department. The result was an admission by a Government spokesman that there was no justification for the restrictions at St. Georges Bay. The conference also led to a new shore leave order greatly relaxing restrictions that had been in effect in Korea.

Claims Then Filed

The Union's next step was to file claims with the Mississippi Shipping Company and the South Atlantic Steamship Company for overtime covering shore leave at St. Georges Bay. Since both ships were Government-owned vessels out on charter, the claims were passed on to the National Shipping Authority and to MSTs where they were approved.

The claims for the Lawrence Victory cover the ten-day period from September 1-10, 1953. The Carroll Victory was restricted for a 13-day period in August. Both companies involved have checks ready for disputed overtime. Crewmembers can claim them by getting in touch with the companies' main offices in New Orleans and Savannah, respectively.

Mississippi Shipping can be reached at the Hibernia Bank Building in New Orleans; South Atlantic at the Savannah Bank Building in Savannah.

Locking The Barn Door . . .

A belated full-scale investigation of Maritime Administrator Louis Rothschild's "two for one" ship transfer policy is slated for next year, according to information received from the SIU's Washington reporter. It's feared though that the investigation will come too late to save the bulk of the US tramp shipping fleet which is fast slipping under runaway flags.

As reported in the "SIU's Newsletter from Washington" resentment is building up over the administration's high-handed action on transfers as well as changes made in the tanker trade-in program.

Further details, and other information on the latest Washington developments of importance to the maritime industry will be found in the Washington report on Page 7.

Transfers Kill 2,000 Jobs—So Far

WASHINGTON—Hell-bent on pursuing its easy ship transfer policy regardless of the cost, the Maritime Administration this month gave its okay for the transfer of seven more dry cargo vessels, bringing the total transfers over a 90-day period to 39 Liberty ships. Of these, 13 had been manned by Seafarers.

This figure does not take into account a variety of other types of vessels approved for transfer to Liberian, Panamanian or Honduran registry, the latest of which was the SIU-manned passenger ship Evangeline. In this case, the switch was from one Liberian corporation to another over which the original owners, the Eastern Steamship Corp., have no control. Thus, Eastern, once one of the largest coastwise passenger ship operators, now no longer has any vessels in active US-flag service.

The Evangeline is due to be operated in the growing Florida-West Indies trade, where she will likely

meet up with her former sister ship, the Yarmouth, which is now the Queen of Nassau under Panamanian colors. Both vessels had been operated until recently under SIU agreements. The only condition placed by the MA on the transfer of the Evangeline was that it cannot be used in the Miami-Havana run, in competition with the US-flag P&O passenger ship Florida, an SIU-contracted vessel.

Half-Way Mark

These developments thus indicated that the MA had no intention of slowing up the pace of approved transfers which, three months ago, were predicted would reach a total of 60-70 dry cargo ships—about half of the US-flag trampship fleet—before it would peter out.

The half-way mark is now passed, and with it, more than

2,000 jobs for American seamen. The Liberty ship transfers alone end about 1,500 jobs for both unlicensed and licensed seamen. Added to this are thousands of jobs and business opportunities for US ship suppliers, repair yards and other shoreside adjuncts of the maritime industry.

"One For Two" Policy

The MA transfer policy permits the shipowners to transfer one out of every two ships they own to foreign registry. This rule has made possible a lot of convenient arrangements between owners of just one ship or any other odd number of ships. By the loosest possible "partnership" arrangements, two companies with one ship each can put one ship under foreign flag and maintain one under the US flag with the Government's blessing.

Sometimes the "partnership" consists of no more than a letter from one one-ship operator to another saying he'll maintain his ves-

sel under American registry. The other is then free to transfer under the "one for two" rule announced last August.

Greece Wants Ships

Now Greece, unhappy over the sudden maritime prosperity for Liberia, Panama and Honduras—which are the only countries to which transfers will be permitted—is seeking MA approval of itself as a haven for American shipowners. Greece at one time received the lion's share of this traffic until the other countries discovered how profitable it could be and began encouraging it.

Of the seven Libertys approved for transfer this month, five were SIU vessels, including the Tainaron (Actium), Captain Nathaniel B. Palmer (American Waterways), Anne Butler, Christine (Tini) and Lucile Bloomfield (Elam). Previously, the General Patton, Trojan Seaman, Strathport, Bluestar, Purplestar, Greenstar, Western Rancher and Sea Wind all went foreign.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Don't Get Fooled By Bait Ads

Wage-earners and their families are often victimized these days by an advertising practice known among businessmen as bait ads. This is the trick of advertising a product at what seems like an amazingly low price. But when you go down to the store to buy it, or the salesman comes to call on you, you find that either they don't have the advertised special or the salesman claims it just isn't any good, and he tries to sell you a higher-priced version.

Bait ads are particularly widespread on television nowadays. The pitchman demonstrating an aluminum storm window for only \$10 is actually trying to hook you with a bait offer. When the salesman comes to your house, the window turns out to be a battered, poorly-made product which the salesman himself criticizes. He then tries to get you to buy good-quality storm windows for as much as \$40. If you aren't wary, you may find yourself signing a contract for several hundred dollars to buy storm windows at a high price, all because you thought you were going to get an unusual bargain.

Attempt 'Switch-Selling'

Bait ads are also often used to sell vacuum cleaners. The dealer advertises rebuilt or used models of such well-known cleaners as Electrolux and Hoover at very low prices. But when you go down to the store to buy one, the salesman doesn't want to sell it to you at all. He uses such tricks as reversing the fan blades on the advertised bargain so the cleaner doesn't have proper suction. Or he stuffs tissue paper in the tube, or loosens the bearings so the machine is very noisy. The whole idea is to get you to come down to the store prepared to buy, or

get you to phone in your name so a salesman can visit you. Then when the salesman has discouraged you from your original intention of buying the advertised special, he works on you to buy one at a very high price, like \$80.

Bait sellers have also been active in the furniture reupholstery business. Some firms have been advertising that they will reupholster any three pieces of furniture in your living room for a low price like \$39, or \$59. Naturally a family grasps at what seems like a chance to solve a furniture problem for little money. But when the salesman arrives, his fabric samples for the low-priced special are obviously shoddy quality and unattractive colors and patterns. His real aim is to sign you for an expensive job that may cost as much as \$200.

Installment furniture stores have long used bait ads. One of their favorite devices is to advertise a mattress at a low price. But when you get to the store the salesman tries to sell you mattresses in fancier coverings at prices of \$10, \$20 and \$30 or more. Often these mattresses have the same contents as the advertised special; the only difference is the covering or ticking.

Beware TV Pitchmen

Television has given bait sellers a new, successful method of practicing their tricks. The pitchmen can demonstrate their products with high-pressure patter and the offer of free gifts if you telephone right away. Be especially wary about buying storm windows with the promise of storm doors thrown in "free," or a fancy grill given "at no extra charge."

Another form of baiting has been used by some auto dealers recently. This is the practice of "bushing." You come out to your car and find a card stuck under the

windshield wiper, offering you a fantastic price for your jalopy on a trade-in. Or you find a postcard in your mail offering a very high trade-in allowance. There have been cases of dealers offering as much as \$1,300 trade-in allowance on a car actually worth only \$300. But when you call at the showroom, all set to take advantage of the offer, you are subjected to all kinds of tricks and pressure to get you to take much less.

Watch For 'Up-Selling'

Actually it is the simplest thing in the world to protect yourself from the bait-and-switch game. As soon as a salesman starts criticizing his own advertised special, you know immediately that is only bait offer and the real intention is to sell high a high-priced article that almost always you can buy for less from a legitimate retailer. In the case the \$10 storm windows often promoted on TV, the \$35-\$40 storm windows they really want to sell you can often be bought for as little as \$25 from more reliable installers, and that is all they are worth. When you see you are being traded up, simply leave the store or ask the salesman to leave your home if that is the case. Then report the incident to the newspaper, radio or television station the promoter used to make the bait offer. The newspapers and radio and television stations are not innocent parties. They have all been warned by the Better Business Bureaus and their own associations about the spread of bait selling. If they did not accept such advertising, bait offers would soon die out instead of flourishing as they now are. If the newspaper or radio station pays no attention to your complaint, it's worth reporting the incident to your local Better Business Bureau, or the local law-enforcement authorities who have been getting after these tricksters in some cities.

She's First Lady Patron Of Headquarters Barber Shop



Women these days are invading every sphere of what used to be a man's world and Frances Pasalak is doing her part in this feminine revolution, as this photo shows. Frances is getting her hair cut by barber John Rubino in the barbershop at SIU headquarters, and thus becomes the first gal to crash the gates of this formerly all-male sanctum. Frances is the daughter of Seafarer Frank Pasalak. Both the barber and the customer took the event in stride, but several Seafarers outside in the hiring hall were muttering about "nothing being sacred anymore."

Top of the News

BATISTA UNOPPOSED IN CUBA VOTE—The withdrawal of opposition candidate Ramon Grau San Martin left General Fulgencio Batista unopposed in last week's Cuban election. The opposition charged that government troops and rigged election regulations made a free election impossible. Batista, who seized power by force of arms in 1952, had been a heavy favorite to win before the withdrawal.

NEHRU RETURNS FROM RED CHINA VISIT—Western diplomats were keeping an anxious eye on India's prime minister, Jawaharlal Nehru, after a ten-day visit to Red China. Nehru also stopped off at Hanoi to see Indo-Chinese Communist leaders and at Saigon where an anti-Communist government still holds sway. The Indian prime minister declared that the Red Chinese regime had too many internal projects to deal with to become involved in war. It was also reported that he attempted to soften Red China's views on dealings with other nations.

OIL STARTS FLOWING FROM IRAN—Iranian oil started moving in western tankers under the agreement to reopen production at Abadan. The industry had been idle for two years since Iran seized the property of the Anglo-Iranian Oil Company. Eight international oil companies are now operating the property under a 25-year agreement.

ONE OF FIELD BROTHERS RELEASED—Hermann Field, a Cleveland architect, who was arrested by the Polish Communist government in 1949, as a spy, has been released from prison and all charges against him dismissed. It was the first that had been heard from him since he disappeared on a search for his brother, Noel Field. The latter and his wife had disappeared earlier and may now be dead. Noel Field was at one time reputed to be part of the Alger Hiss "ring" in the Government.

REDS EXPEL US DIPLOMATS' WIVES—Two wives of US embassy officials in Moscow have been ordered by the Soviet Government to leave the country after a dispute over picture-taking. The State Department charged the two women were forcibly detained by Russian secret police in violation of their diplomatic immunity, after trying to take a picture of a group of Russian women.

BRITISH DOCK STRIKE ENDS—A month-long dock strike involving 44,000 workers and tying up 340 ships was settled by an agreement on voluntary overtime. The strike tied up all major British ports and was led in many areas by "wildcat" committees. Charges were made that many of the strike committees were supported or led by the British Communist Party.

BABY SWAP HAS MOTHERS AGOG—Two mothers in an English town finally agreed to exchange their five-week-old baby sons after blood tests upheld doctors' contentions that they had been given each other's babies when leaving the hospital. At first the mothers insisted that each had her own, but later reluctantly agreed in the face of the evidence, to give the other baby a try.

ELECTION ENDS IN TANGLE—The bitterly-fought Congressional and state elections came to a surprising finish with neither Republicans nor Democrats able to claim a convincing margin of superiority. Democrats recaptured the House of Representatives but suffered some unexpected setbacks in the Senate. On the other hand, the Democrats had more success in state gubernatorial races and Republicans surprised by taking a few seats in the "solid South" notably one in the Tampa-St. Petersburg area. On the whole, Democrats did not do as well as the "experts" and opinion polls predicted.

Bridges Attacks Sea Hiring Halls

SAN FRANCISCO—An attack by Harry Bridges' longshore union against the hiring halls maintained by two SIU affiliates clouded developments this week at National Labor Relations Board hearings on an SIU of North America petition for a three-department vote on West Coast ships.

The action came as the Bridges' union moved to keep a grip on the last Communist-infiltrated segment of the US merchant marine. At issue is the question of who shall represent steward department personnel on West Coast ships, many of whom belong to the Marine Cooks and Stewards-AFL, an SIU affiliate.

In the wake of the hotly-contested stewards' election last spring, whose results were inconclusive because of the heavy "no union" vote recorded at the urging of Bridges' outfit, the Sailors Union of the Pacific, Marine Firemen, Oilers and Watertenders and the MCS-AFL recently petitioned the NLRB in the name of the SIU Pacific District for a three-department vote to settle the question. The current hearings are an effort to deal with this petition.

'Historical Precedent'

The SIUNA position is that a vote by the sailors, firemen and cooks and stewards as one unit would follow the historical precedent in maritime union elections involving all unions on all coasts. The hearings which opened Oc-

tober 21 have developed testimony upholding this view, and have an important precedent in a 1934 West Coast election in which all three ship's departments balloted as one unit in a vote between the old International Seamen's Union and a Communist-dominated enterprise known as the Marine Workers Industrial Union. The MWIU lost the vote and soon after disbanded. In its turn, the ISU disintegrated a few years later, a development which led to the formation of the present SIUNA in 1938.

Charges 'Discrimination'

Bridges' attack against the hiring hall came in the form of charges filed against the Pacific Maritime Association, the West Coast shipowners' group which negotiates with the SUP and MFOW, that the SUP and MFOW hiring halls were "illegal" and that the employers were discriminating in favor of the union seamen at a time when a petition for a representation election was pending.

Bridges' Monkeywrench

However, although Bridges thus recognized that a three-department election petition was in the works,

he nevertheless threw another monkeywrench into the proceedings by filing a petition on behalf of a so-called "Steward Department Organizing Committee" of his own International Longshoremen's and Warehousemen's Union for a separate representation election among steward department personnel only.

Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

Cartoon History Of The SIU

Welfare Benefits Begin

No. 76



Although the SIU, in 1949, became the first Atlantic and Gulf Coast seamen's union to win an employer-paid welfare plan, benefits did not begin right away. Even with the employers contributing 25c per day for each SIU man on their ships since Jan. 1, 1950, the Union moved cautiously, letting the reserve fund grow.



Meanwhile, agreement was reached on joint Union-shipowner administration of the plan—although the operators were sole contributors to the fund—to cut out the high cost of insurance company administration. Eligibility rules were made simple, enabling a man with just one day on an SIU ship to qualify for benefits.



Finally, in July, 1950, the SIU plan began paying out benefits. Starting modestly, the plan guaranteed SIU men a \$7 weekly hospital benefit for as long as they were hospitalized, plus a \$500 death benefit for their beneficiaries. An enthusiastic SIU membership hailed the event as a high point in the Union's history. Benefits were later increased several times.

SIU NEWSLETTER from WASHINGTON

Look for a full scale probe by Congress early next year into the ship transfer policy of the Maritime Administration.

Louis S. Rothschild, Maritime Administrator, adopted a policy last August of allowing transfer foreign of Liberty dry-cargo ships on a 2-for-1-basis—that is, for every 2 ships owned by a company, 1 could be transferred from the US flag.

There are some on Capitol Hill who are resenting the fact that MA did not clear this first with the appropriate Congressional committees before putting it into effect.

Another resentment from some quarters on the Hill shapes up from a decision made recently by MA in connection with the tanker trade-in-and-build law. When this proposal was being pushed through Congress, the understanding was that the new tankers to be constructed would have a speed of 18 knots. Subsequently, the MA and the Navy decided to reduce this speed factor to 16 knots.

One of the big factors behind the ship transfers has been the campaign put on by US tramp ship operators. With this in mind, the chances are that next year Congress, in probing the matter, will look to the financial side of the picture, to determine just how much the tramps have realized from the transportation of Government cargoes, and how much of this went into their own pockets or was put back into the industry.

Between July 1, 1953, and October 15, 1954, a total of 132 privately owned US-flag ships, each over 1,000 gross tons, have been transferred to foreign flag, including some for the purpose of scrapping. Since October 15 of this year, an additional 12 ships have gone to foreign flag.

Speculation is that the boom might be lowered on the MA unless it keeps in closer touch with Congressional committees before adopting such policy changes.

As reported earlier in the LOG, a move is afoot again this year to cut Government appropriations for marine hospitals.

The Conference of American Maritime Unions has sent out letters to members of Congress seeking their support to defeat the move.

Response to date has been good with many Senators agreeing to fight reduced Government appropriations for such hospitals.

With the Democrats in control of both Houses of Congress once again, one of the first noticeable improvements, so far as the maritime industry is concerned, will be the appointment of Representative Rooney, New York, to head the Appropriations Subcommittee, which will handle all maritime affairs.

In the last Republican-controlled Congress, the Subcommittee had been headed by Representative Clevenger, Ohio, who proved to be anti merchant marine.

The organization of both the Senate and House by the Democratic majority in Congress will place the Democrats in a very strong position to negotiate with President Eisenhower on all legislative matters.

At the moment, it appears that the chairmanships of the various committees, in most cases, will go to Southerners.

One of the exceptions is that Senator Magnuson, Washington, will become head of the Senate Interstate and Foreign Commerce Committee, which considers maritime affairs on the Senate side of the Capitol. Senator Magnuson has proved to be very close to the merchant marine in the past. Senator Johnson, Colorado, ranking Democrat on the committee, who would have become its chairman, dropped out to take over the job as Governor of his State. Under Senator Magnuson, the next ranking Democrat on the Committee is Senator Lyndon Johnson, of Texas.

On the House side, the House Merchant Marine Committee, when it is organized next January, will be headed by Representative Bonner, North Carolina, with Representative Boykin, Alabama, being the next ranking Democrat on this group. Both of these men are sympathetic to a strong merchant marine.

The outlook for the Labor Committees in Congress looks like this: Senator Hill, Alabama, will become chairman of the Senate Labor Committee, succeeding Republican Senator Smith, of New Jersey.

The House Labor Committee is expected to be headed up by Representative Barden, North Carolina, who will succeed Republican Congressman McConnell, of Pennsylvania.

The legislative program for the maritime industry, although initiated within a Republican-controlled administration in the past few months, is not expected to change much next year even though the Democrats control Congress.

At the moment, it appears that some of the major proposals before the next Congress, convening in January, will center around the following:

Operating subsidy aid to tramp operators; simplification of the method of determining subsidies; authority for vessel owners to accelerate depreciation; permission for non-subsidized ship operators to place vessel earnings in a special reserve construction fund on a tax deferred basis; reactivation of the ship construction revolving fund, first authorized under the 1936 Merchant Marine Act; development of a shipbuilding program designed to encourage up to 60 dry cargo ships each year to replace our aging fleet; and authorization for the Commerce Department to sell Government ship mortgages to provide funds for ship construction. As to the latter, the sale price for the mortgages probably would not be less than the mortgage indebtedness existing at the time of sale, and in addition such mortgages would be guaranteed by the Government.

In addition, special consideration is being given to the serious condition of the US domestic trade. It's not known at this time just what the legislative recommendations will be, but they may include subsidies for domestic lines, improvement of cargo handling facilities, and development of specialized types of carriers.

Your S.I.U. Washington Reporter

Ready New Beneficiary Card

IMPORTANT!
SOCIAL SECURITY NUMBER

SEAFARERS WELFARE PLAN
Suite 1060 New York 4, N. Y.

I, _____, hereby
(Please Print Full Name)

_____ ,
(Address)

Social Security No. _____
designate _____, hereby
(Please Print Full Name)

_____ ,
(Address)

who is my _____, to receive the
(Relationship: Wife, Mother, Friend, etc.)

benefits under the Seafarers Welfare Plan upon my death.

_____ Signed _____
Date _____

Witnessed _____

Members Book or Permit No. _____

YOUR BOOK OR PERMIT NUMBER

BE SURE YOU SIGN DATE SIGNED

Reproduction, above, of new beneficiary card now being printed by Seafarers Welfare Plan shows important information that is required of all Seafarers.

A new beneficiary card, containing some slight changes from the old form, is now being printed by the SIU Welfare Plan. As soon as the cards are available in sufficient quantity, they will be distributed to all SIU ports for completion by Seafarers.

Elections Bring Shift In Congress And States

WASHINGTON—Results in the national elections last week, with a shift to a Democratic 84th Congress in the midst of a Republican Administration, are not expected to have any serious effect on new legislation and policies affecting US shipping.

Optimistic forecasts by some maritime observers, however, hint at the prospect that the Democrats, again in a majority position after a two-year lapse, may attempt to affect some check on the maritime policies of the Administration. This may be felt in a closer scrutiny of the activities of the Maritime Administration and the Federal Maritime Board, the Government shipping agencies responsible for the much-criticized ship transfer policy and what is criticized as a dangerous lag in new shipbuilding for the weakened US merchant fleet.

Committee Changes

The shift in Congressional control will naturally cause changes in control of the maritime committees in the House and Senate, of course. In the House, Rep. Thor C. Tollefson, Republican of Washington, will have to make way for Democratic Rep. Herbert C. Bonner of North Carolina as the new chairman of the Merchant Marine and Fisheries Committee, but the change here is considered one of party label only. Both men are felt to be strong advocates of the US shipping industry.

Decontrol of the Republicans in the Senate will probably find Sen. Warren C. Magnuson of Washington assuming chairmanship of the water transportation subcommittee of the Interstate and Foreign Commerce Committee, replacing Sen. John M. Butler of Maryland, a Republican. Here again, as in the House, the change still finds a leading supporter of a strong Ameri-

can merchant marine wielding the gavel.

In the elections generally, with the final results still in dispute in some areas because of the narrow margins between victor and loser in important contests, the Democrats will control the House 232-203, and the Senate by a split of 48-47, with one acknowledged independent, Sen. Wayne Morse of Oregon, a Republican who backed Democratic presidential candidate Adlai Stevenson in 1952.

Governors Go Demo

In the gubernatorial races around the country, the Democrats took 19, and the Republicans 15, to make the line-up of governors now 27-21 in favor of the Democrats. In most of the upsets and shifts from one party to another in all these offices, local issues played a major role, although serious unemployment in some industrial areas, fluctuating farm prices and the twin issues of public vs. private power and Federal conservation policies had their effect on a broad national level.

Despite the setbacks, which President Eisenhower viewed with more alarm while campaigning before the election than he did after it when realities of the situation closed in on him, both parties pledged full cooperation and bipartisan policy on most foreign and some domestic issues.

The main reason for distributing the new card is the fact that a considerable number of cards now on file are improperly filled out. The SIU Welfare Plan office estimates that about 25 percent of the beneficiary cards are lacking in important information or are improperly filled out in other respects.

Accordingly it was decided to have new cards distributed which would be filled out by all men sailing on SIU ships. In the process, the form was changed slightly.

Important Points

Seafarers will be notified through the pages of the LOG when the new card will be available. Of particular importance in filling out the card is the Seafarer's social security number, book or permit number, signature and date on which the card was filled out.

The beneficiary cards determine who will receive the \$2,500 death benefit in the event of the death of a seaman covered by the SIU Welfare Plan. As such it is important that all Seafarers fill them out, particularly men who have dependents.

When they're printed, they'll be available at all halls and at SIU headquarters. Filing of a new card, of course, will void the old one, just as it has in the past.

Pick Up Gear In Baltimore

With Seafarers in Baltimore readying a move to the new Union office in that port, seamen who have gear in the present hall are urged to pick it up as soon as possible.

Once the move is made, the Union will have to clean out the baggage room. Seafarers who pick up their gear will help ease the problem of shifting baggage.



MARITIME

October's hurricane "Hazel" left a knotty problem for authorities in the Canadian province of Ontario, where an admiralty court will have to decide whether a \$40,000 tug is the salvage prize of a tanker captain and his crew. The tug broke lines and was adrift in Lake Ontario during the storm when the tanker Blue Cross came along, put a crew aboard and brought the tug back in to a Hamilton dock . . . Work on a \$48 million canal project that will enable deep-sea shipping from the Caribbean to enter Lake Maracaibo in Venezuela, is advancing to completion. The 20-mile canal will eventually be 30 feet deep. An important oil shipping center, the lake can now be traveled only by ships drawing 13 feet or less.

Attention on US maritime problems will be focused in Miami, Dec. 5-10, when the American Merchant Marine Conference will meet in conjunction with the 28th annual convention of the Propeller Club of the US . . . The North German Lloyd liner Gripsholm, a former Swedish liner, will soon be renamed the Berlin. She is in service between Bremerhaven and New York . . . The SIU-manned Isthmian freighter Steel Designer sailed from San Francisco last month with a shipment of Government and private exhibits for the World Trade Fair at Bangkok, which begins Dec. 8.

The Government will pay \$5 million for five World War II Esso tankers as an allowance credit against the building of two modern 35,550-ton supertankers. Esso is expected to spend an additional \$16 million on the replacements, which will be the first to be constructed under the "trade-in-and-build" law passed last summer. The older ships will go into the reserve fleet . . . Traffic reports for the Suez Canal for the month of August showed Liberian-flag shipping activity more than double what it was in the same month a year ago, a development attributed to the large number of newly-built Liberian-flag supertankers passing through the waterway. According to the canal company, they carried three-fifths of all oil shipments to the US from the Persian Gulf.

Work on the first phase of a six-year port improvement program is getting underway in Philadelphia with the construction of a new apron for Municipal Pier 3. Two other city-owned piers are also due to get new aprons to improve loading facilities in the port . . . The Italian freighter Santa Elisabetta, which ran aground on Smith Island Shoal, seven miles east of Cape Charles lightship on the Virginia coast, was refloated without major damage. The 7,300-ton vessel had been en route to Baltimore from Monrovia, Liberia, with a cargo of ore.

The Navy's Hydrographic Office has issued a publication indicating that floating mines are still a menace in the waters of the western Pacific, nine years after the end of World War II. The bulletin consolidates data on mines and other hazards left by the war in six large areas of the Pacific Ocean and will supplement broadcast information. The six areas are: (1) Indonesia, Borneo, Celebes, New Guinea, Australia; (2) Marianas, Solomons, Fiji Islands, Carolines, Marshalls, New Caledonia; (3) Vietnam, South China, Philippines; (4) North China, Korea, Yellow Sea, Siberia; (5) Japan (except for the Inland Sea), Nansei Shoto, Iwo Jima; (6) the Inland Sea.

Oceanic Steamship Co., a Matson Line subsidiary, is awaiting Government approval of its plans to renew passenger service between California, New Zealand and Australia by converting two Mariner-type cargo vessels for passenger travel. The company says the two new ships could be ready by mid-1956. Its outlay would be \$22 million and the Government's an additional \$18 million . . . The first Moroccan-flag merchant ship to call at New York in many years, the 3,805-gross-ton Djerada, was originally built at Superior, Wis., in 1945. A major item in ship's stores was the 400 gallons of Burgundy wine taken on during the NY stay for her crew of predominantly French seamen.

The Seafarers Puzzle

- | | | | |
|---------------------------|---------------------------|------------------------------|-------------------------------|
| ACROSS | DOWN | 11. Trinidad product | 33. Leaning, as a ship |
| 1. What cook does to spud | 1. Port S of Trieste | 17. Jack-in-the-pulpit | 36. Cries heard at bull fight |
| 8. Go by | 2. Native of Mecca | 19. Aromatic wood | 38. Exports from Spain |
| 9. Kind of poker hand | 3. S. African gold fields | 22. Notoriety | 41. Move gently |
| 12. N. African port | 4. Survive | 24. A night on Sicily | 43. Greek portico |
| 13. Bread spread | 5. Stations | 25. Part of the ship | 45. Bargain day |
| 14. Room in a harem | 6. Brew | 26. Chi footballer | 46. Hamburg's river |
| 15. Go ashore | 7. Washington port | 27. Too | 47. Close |
| 16. SIU member | 8. Article of furniture | 28. It's measured in degrees | 48. Open a keg |
| 18. Kidnap | 9. Suez Canal port | 30. Worker with a pen | 49. S. A. port |
| 20. Having a sharp taste | 10. Fruit drink | | 50. Former relief agency |
- (Puzzle Answer On Page 17)

1	2	3	4	5	6	7	8	9	10	11	
12				13					14		
15				16				17			
18				19			20				
			21			22		23	24	25	
26	27	28				29	30				
31				32	33				34		
35		36						37	38		
39				40		41					
			42		43		44		45	46	47
48	49				50			51			
52				53				54			
55				56				57			

THE INQUIRING SEAFARER

Question: Do you have any desire to obtain and sail on a license? (Question asked in Tampa hall.)

Mack Patterson, AB: I've never had any desire to sail on a license.



It isn't just a question of not wanting to take on added responsibility. I think the men in the unlicensed ratings have better conditions. It is much easier to change jobs when you get tired of sailing on one ship.

Charles Kirby, chief cook: I've been sailing 13 years and every now and then I like to get off and take a vacation. That isn't easy to do when you're sailing in a licensed rating, because then the company tells you when you can get off. I like to get off when I feel like it.

Jack D. Brown, AB: I would have tried to qualify for a license long ago if I ever had any desire to sail top-side. There is no question about it; conditions are better for unlicensed men. We don't have to take any abuse from the company because the SIU backs us 100 percent in any legitimate beef.



Roland Velasco, second cook: I'd rather sail unlicensed so if I become dissatisfied with one ship, I can get off and ship out on another through the SIU's rotary shipping system, which just can't be beat. To sail on a license, you have to be a good boy for the company to hold your job.

Jack Woods, officer: There was a time I thought I would like to sail on a license because of the extra money. It takes four or five years to get seniority with a company, though, and a man can't have the freedom of shipping he has in the unlicensed ratings which, I am now convinced, is the best deal.

Mike Manning, chief electrician: Back in 1946 I thought I was interested in getting a license. We paid off in San Francisco and the third assistant asked the company for transportation back to Philadelphia. What he got was a permanent vacation. I decided then and there I would sail SIU and not be at the mercy of the company.



After years of work in the anthracite mines, service in Siberia with the United States Army and a short spell in the French Foreign Legion, life at sea with the SIU might seem a bit tame to Seafarer Anthony Denddo. It also seems, and is, a good deal more pleasant and comfortable, to say nothing of paying better. But money isn't the only difference between a coal mine and an SIU ship, for as Denddo puts it, "I wouldn't go back to the mines for \$100 a day. It just isn't worth it."

MEET THE SEAFARER



ANTHONY DENDDO, Steward Utility

Finally in 1923, Denddo and the Army parted company for the last time. He went back to work in the coal fields for a while, this time as a full-fledged coal miner. Then he got restless again and signed up with the French Foreign Legion for a hitch in North Africa that lasted a year.

Returning home, Denddo found conditions in the anthracite mines getting worse year by year as the demand for hard coal decreased continually. The use of oil and then the depression put the business on the skids. Finally in 1939 he decided he would try his hand at going to sea.

"I'd been on quite a few Army transports when I was in service," he said, "and the sailors would keep telling me how nice it was to go to sea. So I decided to give it a try."

His first trip convinced him that seafaring life was far superior to any kind of work he had done before. Of course he was just in time for another war. One ship he was on, the Simon Willard, took a beating in an air attack off North Africa, but managed to stay afloat. Before the war was over he made a couple of Pacific Island invasions as well.

Denddo became a member of the SIU in 1942, and has been sailing as a Seafarer ever since, most of the time in the steward department. Once he got a taste of life at sea, he never worked ashore again. And being single, he doesn't bother spending too much time ashore between trips.

"Going to sea is a much better life all around than anything I'd ever done before," he concluded. "I'm certainly happy I decided to give it a try because I'm a lot better off today than if I had stayed in the mines."

"The work is a lot cleaner and easier, and of course, the pay and conditions are better all around. Of course, it was a little more exciting being in the Foreign Legion, although that probably gets tame after a while also. But going to sea was the best move I ever made," he stated.

LABOR ROUND-UP

Removal of a Taft-Hartley injunction was ordered by a Federal judge in Oak Ridge, Tennessee, leaving 4,500 atomic production workers free to strike. Officials of the Gas, Coke and Chemical Workers Union (CIO) indicated that no strike would be called until further talks were held on contract problems. The Carbide and Carbon Chemical Corporation, which operates the facilities for the Government, has offered a six cent an hour wage increase after six months of unsuccessful negotiations.

A new plan to utilize commissions from a union group insurance fund has been drafted by Local 802 of the American Federation of Musicians (AFL). The union, representing musicians in the New York area, will devote all commissions toward sponsorship of free concerts and other cultural benefits. The step was taken because in New York State commissions must be paid under the law.

Publishers of New York City daily newspapers came to agreement with newspaper truck drivers

for a \$5.80 package increase. The agreement averted a strike scheduled for election eve. Approximately 4,300 members of the Newspaper and Mail Deliverers Union (independent) are covered by the agreement which provides for \$4 in increases in two installments on a two year contract, as well as pension and welfare increases.

Shoreside seafood workers struck briefly last week at New York's famed Fulton Fish Market, but a truce agreement ended the walkout after three days. The strike involved 450 members of the United Seafood Workers (AFL) against saltwater fish handlers. Wage settlement details are still being worked out.

A "runaway" electrical equipment plant that had moved to Columbus, Mississippi, has been successfully organized by the CIO Electrical Workers Union. The union won an election at American Bosch-Arma by 121 to 74. The plant moved to Mississippi when the town gave it a free land site and built roads and water mains for its use.

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'Built On Loyalty'

The illustration on this page originally appeared in the LOG when the NY headquarters building was formally opened three years ago. The drawing is just as symbolic today as we open the new Baltimore hall as it was then.

The LOG said editorially then—and it says again today—"Brick, cement and steel went into its making, but it was the membership's devotion to trade union principles and to the welfare of the SIU that made it all possible." A strong membership with loyalty to its union made the SIU Building Program possible and as a result this week we open a modern hall in Baltimore that is without peer in the industry.

The new hall boasts more space and more facilities than are available in headquarters, in itself hailed at the time of its opening as one of the finest halls of its kind. But that was three years ago, and in the interim, the Union's experience at headquarters has been put to good use in designing and building the Baltimore hall.

It is the long term objective of the Union to provide modern, comfortable halls with all facilities in every SIU port. Of necessity, the process is a slow one. Locating suitable properties is not easy and expense is always a consideration. Considering the Union's modest beginnings in New York's Stone Street, what the Union has today gives an idea of the tremendous progress made by the men of the SIU in their determination to maintain the strongest and finest Union—and facilities—in the world.

Get Out And Vote!

It's hardly possible to exaggerate the importance of the elections for officers which take place in the SIU every two years. Of all the participation by the membership in Union affairs, aboard ship, at membership meetings and in committee, the Union's elections and other referendum votes top the list.

As is always the case in the SIU, there are a considerable number of candidates running for the various posts—this year a record number of 78 for 49 positions on the ballot. This is made possible by the SIU's simple nominating procedure which makes it easy for any qualified Seafarer to get his name on the ballot.

The candidates are on the ballot, the voting booths have been set up, and voting will begin Monday morning. From now on it's up to the individual Seafarer. By casting his vote, he and he alone decides who will conduct the affairs of the Union for the next two years.

Light On Insurance Co's

It's no secret that there are many insurance companies around who would love to lay violent hands on the SIU's self-administered Welfare Plan.

One of the tactics used by these companies is to imply that they can do the job better. A quick check of benefits paid by private outfits as compared to the SIU Welfare Plan debunks that argument. Another claim put forth is that the companies are most reputable and carefully-regulated, and can be trusted to do best with funds put in their care.

That may or may not be so. In this respect the SEAFARERS LOG carries a story in this issue on how some of these health and accident companies operate. It's not calculated to inspire much confidence in the operations of insurance companies.

Hospital Cuts Again?

It appears right now that the "economy bloc" in Washington is intent on cutting down the US Public Health Service hospital program, despite the overwhelming demonstration by the maritime unions earlier this year against such a move.

Successful in past years in cutting down the scope of the vital Government hospital program which provides medical care for seamen, this "economy" group will find that if its success continues, it will be dropping the whole problem of seamen's medical care right in the lap of the shipowners.

Accordingly, it would be smart if the ship operators raised their voice a little louder against any cutbacks in hospitals or hospital services. Although the SIU and other sea unions led the fight last time, a united shipping industry could be even more effective.

LETTER of the WEEK

Defends Stand On Steward Shipping

To the Editor:

I am writing this in reply to the "Letter of the Week" which appeared in the September 17th issue of the LOG. This letter was written by Brother Frank Cullison and in it Brother Cullison had quite a few comments to make about my previous suggestions for changing our stewards' shipping set-up.

In the first place, Brother Cullison writes that I think the steward who has been in the SIU the longest is the most efficient steward. Now that is not exactly what I said. I distinctly said that "all other things being equal, the man with the longest service record should be the most efficient man for a job."

In simple English that means that if two men have the same ambitions, abilities, qualifications and health, the most efficient one should be the man with the longest service record.

Good and Bad in Jobs

Brother Cullison also writes that in his many years of seafaring he has seen both good men and bad men in key jobs, such as stewards' jobs. Well, what about the recommendations I made for making the requirements for a steward's rating stricter? I believe stricter requirements would provide us with better stewards on the ships, and also help solve the problem of congestion among stewards caused by upgradings.

Among other things, I suggested possibly having a good stiff examination, or possibly having a requirement calling for six years of sea time. And probably some of the other brothers have other suggestions.

Another thing Brother Cullison questions is my statement that a man cannot be a good steward and a good cook at the same time because the jobs are not similar enough. A man, Brother Cullison writes, should not ship as a steward unless he can "cut the mustard" in all steward department ratings.

Around Awhile Himself

Well, all I can say is I have been around quite a while myself, and I have seen quite a few men who were good cooks or bakers but pretty poor stewards. And if a man like that gets a job as a steward, it means some crew has lost a good cook or baker and another crew is "stuck" with a poor steward. That's not my idea of efficiency.

Unfortunately, the age of specialization has not yet really arrived in the maritime industry, but I believe we ought to start getting away from the "Jack-of-all-trades" idea as soon as possible, especially in the steward department. Our SIU crews are deserving of real specialists in the preparation and serving of their meals, just as one will find in the best hotels, clubs and restaurants ashore. I think my suggestion about having a Group 1 for stewards and a Group 1A for the two senior cooks would be a step in the right direction in giving SIU crews what they deserve.

Harry L. Franklin.



(Reprinted from the Nov. 30, 1951, SEAFARERS LOG)

'Vote of Thanks'

Although the LOG poll on SIU libraries wound up several months ago, poll forms continue coming in from Seafarers reading old copies of the LOG for the first time.

The results of the poll, of course, gave a solid vote of confidence to the library program, although some changes in each 50-book assortment were made.

One good idea, not instituted at that time, called for including a world almanac or similar book of facts in each library package to settle the endless bickering over issues like which school won the Rose Bowl in 1937. This week, one of these post-poll returns from an anonymous Seafarer also urged having an almanac in each library and started the wheels rolling.

At the time the idea was first put forward, the distributor who supplies the LOG with books for the libraries did not have an almanac among his offering, so the idea ended right there. But now, the Union is attempting to make other arrangements to get one, because there's an obvious demand for it.

Seafarer "X" doesn't know it yet, but he will probably go down in history blessed as the one who helped settled shipboard arguments on fact vs. fancy for once and for all.

As is the usual practice in the SIU, quite a few rank and file Union brothers were elected to meeting posts at the headquarters and branch membership meetings of the Union last week. In Norfolk, Seafarer James Meehan served as recording secretary of that branch's meeting. In Miami, that well known bosun Johnny "Bananas" Zierles was in the chair along with Bill McCuiston and R. Doran. J. Rawlins and C. Ducote were up front at the Galveston port meeting while Seafarers Vin Capitano and B. A. Granberg served in Wilmington. Several other SIU ports also had rank and file members sitting in the chair.

Just of few weeks ago, the SEAFARERS LOG announced that the Union was setting up a Seafarers steward department committee to examine operating procedures in steward departments and take steps to assure a high level of

storing practices on SIU ships. It may be one of those extraordinary coincidences, but ever since the formation of the committee was announced, crews of SIU ships have been lavish in their praise of the quantity, quality and serving of the food.

To take one example, the Marymar (Calmar) noted that it was a happy ship, a condition it attributed in large part to the feeding. The crew went on record for an "overwhelming vote of appreciation and thanks to steward Andy Reske and his gang who did a bang up job and gave best of service. "No one," the recording secretary noted, "goes hungry on this scow. First class food and plenty of it (Ritz style)." Well the Marymar may not exactly be the Ritz but you can't tell that by the crew.

The Alcoa Patriot crew passed the compliments all around noting that "A hearty vote of thanks was given to the steward department for their fine chow and excellent services rendered." The Patriot's minutes noted further that the galley gang gave the deck and engine men a vote of confidence for their wonderful cooperation with the steward department.

It appears then, on these ships at least, all is well as far as feeding the crew members is concerned.

Another Calmar line ship, the Oremar, came up with much the same kind of comment about the food and service. They made particular note of the "excellent way the food is prepared and served by Charles Joyner, chief cook, Charles D. Locke, night cook

and our cheerful and ever smiling messman, Fred." Fred wasn't identified further for the information of the LOG.

Joyner incidentally, is one of the newer members of the Union, getting his membership book in Savannah last August.



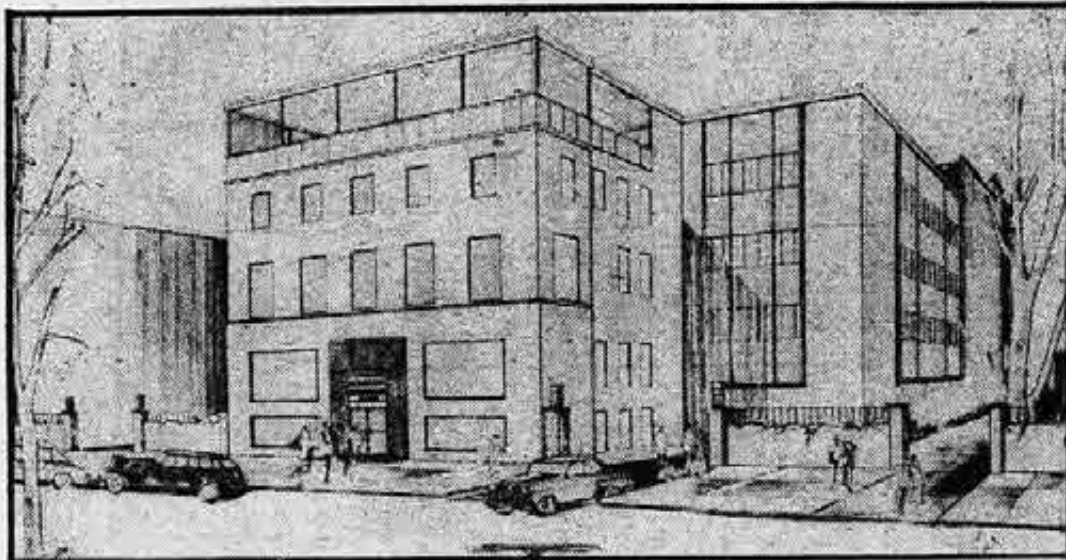
Ducote



Joyner

WELCOME!

to the new BALTIMORE HALL



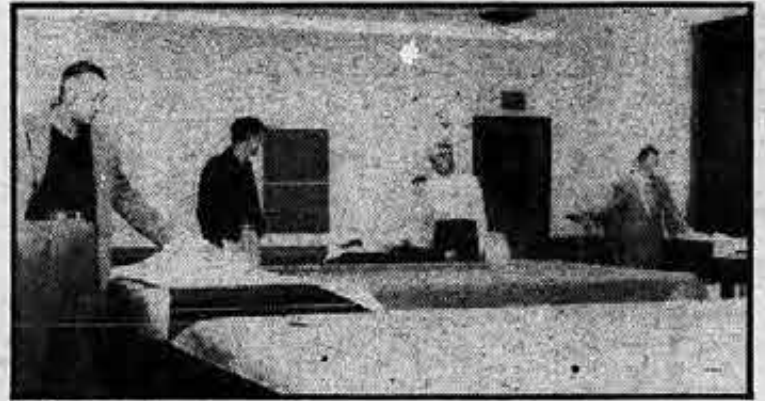
The new showplace of Baltimore, the SIU Baltimore branch hall is shown here in architect's drawing.



Port agent Earl Sheppard (left) chats with group of Seafarers before the meeting.



Seafarers V. Greef, S. Musco, Bill Baker and Mrs. J. A. Smith tune in one of TV sets.



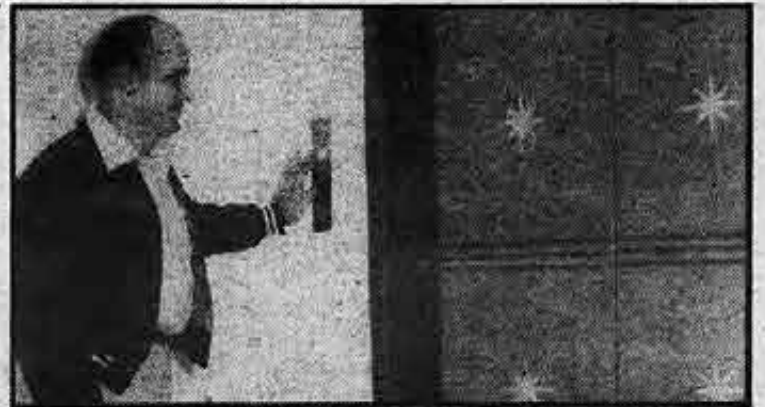
Game room features three new pool-tables, shuffleboard and a television set (not shown).



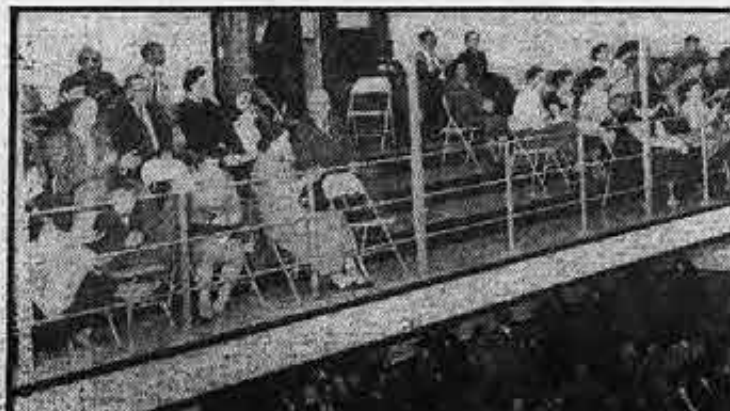
Touring Seafarers look into shipping hall (rear). Corridor is lined with offices.



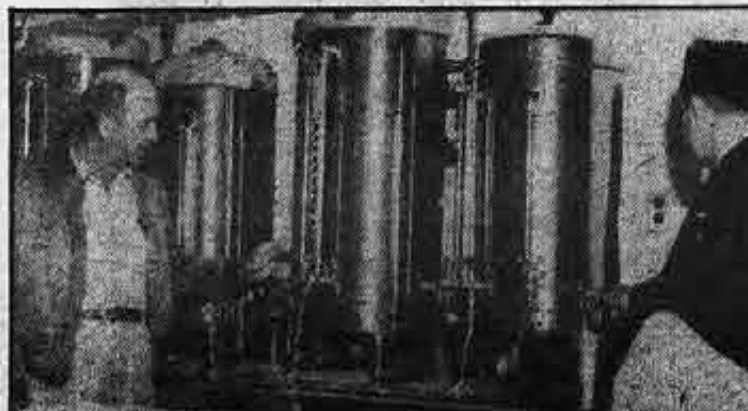
Trying out barber chair is Harry Smith while Elvyn Bussell and Bob Stanford look on.



With five stories, counting basement and rooftop facilities, elevator comes in handy.



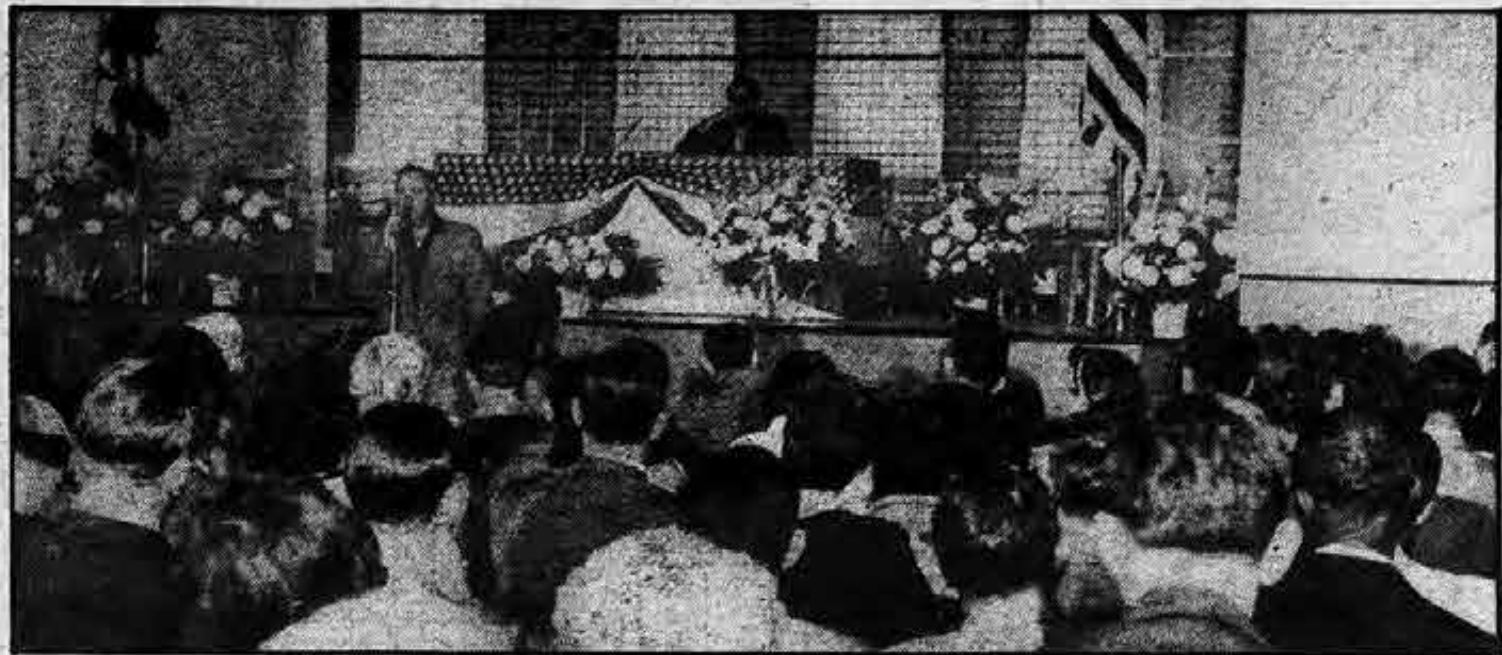
Seafarers and guests at special meeting applaud congratulatory messages to the Union.



Coffee urn in basement cafeteria gets experimental once-over from two Seafarers.



William Hartlove starts on salads while steward Gustave Thobe (rear) calls for supplies.



President of Baltimore Fed of Labor, Francis S. Filbey, praised SIU leadership in port.

SIU Secretary-Treasurer Paul Hall, windup speaker, recalled old days of Union on Pratt Street. Crowd of several hundred Seafarers and guests filled shipping hall and two balcony areas.



Mayor D'Alesandro (l.) and agent Sheppard listen to benediction by Brother Johns.

One of many to greet SIU was Moe Weinstein, MMP agent. Mates will have office in hall.

Balto Customs chief Ray Dempsey and Congressman Ed Garmatz pose with SIU's Bob Matthews.



Popular local entertainer amused guests with Spanish songs in one of several variety acts.



Guests look over buffet selections. Many SIU men brought wives, mothers or girl friends.



Ted Thomas, wiper; John Watkins, AB, and James Banaskiewicz, MM, "fill 'er up" at buffet.

After meeting and buffet, tables and chairs were set up on the sides of the meeting hall and on the balconies where guests could enjoy program of entertainment, arranged for the evening.

PORT REPORTS

Seattle:

Laid-Up Ames Victory Set For European Run

Shipping has been good here, and the future also looks good, with the Ames Victory (Victory Carriers) coming out of lay-up this week for a trip to Europe and the Mother M. L. (Eagle Ocean) set to sign on for another run to the Far East providing the company puts additional electric fans on board.

Several ships have come out of lay-up and others have called here with no fans as per the agreement, and this has stepped up the sale of 12" fans to the point where ship chandlers are having difficulty supplying them.

Other Beefs Settled

The Mother M. L., when she paid off here, had a couple of other small beefs but these were settled to the satisfaction of the crew.

In transit during this period were the Pennmar (Calmar), Longview Victory (Victory Carriers) and Hastings and Fairland (Waterman).

Men on the beach now include M. W. Townsend, C. A. Gardner and Tex Ringo. In the hospital are William E. Ellis, W. J. Fick, J. M. H. Hudson, S. Johannessen, Lester C. Long and M. Michalk.

Jeff Gillette
Seattle Port Agent

Baltimore:

Shipping Holds Good; Two Crew-Ups Slated

Shipping in the port of Baltimore has been very good for the past two weeks—in fact, it has been good for the past five weeks and I base this statement on the fact that during this period we shipped more men than we registered. During the past two weeks, for instance, we registered 249 men and shipped 251.

Furthermore, we expect shipping here to continue good and tomorrow we will crew up two ships that have been laid up here for some time—the Strathbay (Strathmore) and the Ragnar Naess (Norlo). The Strathbay is heading for Yugoslavia and the Ragnar Naess is going on a tramp run which will probably take the crew around the world.



Steinsapir

All this is very gratifying to me as it proves that the SIU is still on a sound basis and I am positive that this shipping is not just a spurt but will continue at least throughout the remainder of the year.

During the past two weeks the following ships paid off here: Steel Voyager and Steel King (Isthmian); Bethcoaster (Calmar); Mae and Hilton (Bull); Raphael Semmes (Waterman); Bents Fort (Cities Service), and Santore, Feltore, Cubore, Baltore and Chilore (Ore).

Signing on were the Steel Voyager (Isthmian); Bethcoaster and Seamar (Calmar); Julesburg (Terminal Tankers); Evelyn (Bull); Raphael Semmes (Waterman), and Feltore, Venore, Cubore, Baltore, Chilore and Santore (Ore).

In transit were the Angelina, Ines and Kathryn (Bull); Calmar, Bethcoaster and Seamar (Calmar); Alcoa Pegasus, Alcoa Pointer and Alcoa Roamer (Alcoa); Steel Executive and Steel Chemist (Isthmian); Chickasaw (Waterman); Robin Trent (Seas Shipping), and Sea Coral (Coral).

I want to take this opportunity

to invite all of the members and their friends who can possibly make it to come and see our new hall. I hope that they take advantage of the services they can get at our cafeteria and Port O' Call bar, and I am sure that they will be more than pleased with their visit.

At this time I would also like to thank the members for their whole-hearted cooperation during the elections. The members have already been congratulated by the successful candidates, and by successful candidates I mean the ones we gave our backing to, who were all elected. Thanks again, fellows, for a bang-up job.

Brothers In Hospital

Men in the marine hospital at present are Harry Thrash, Henry T. Miller, Gus Sanchez, George Meltzer, Earl T. Erickson, Roy M. Hawes, Jack Morrison, Julianus Blanco, Clyde Leggett, Robert L. Lambert, Melvin Mason, Francisco Mayo, Clouse Coates, Jessie A. Clarke, Leslie Aaron, Samuel C. Hudgins, Michael Pugaczewski, Jeff Davis and Walter H. Sibley. How about dropping a card to those unfortunate brothers while they're laid up? You might be in their shoes yourself some day.

We still have a few oldtimers left on the beach including Al Sjoberg, chief quartermaster John Taurin, Maxie Steinsapir, one of our better-known stewards, and a few others who are still absorbing as much of the Baltimore climate as they can before shipping out.

Earl Sheppard
Baltimore Port Agent

Norfolk:

Optimistic View Held About Future Shipping

There was a slight pick-up in shipping in this port during the past two weeks and we feel optimistic about the future.

During this period we paid off the Alcoa Pegasus (Alcoa), Seagarden (Penn. Navigation), and Bents Fort and Government Camp (Cities Service), and these four ships signed on again.

In transit were the Alcoa Roamer (Alcoa), Southport (South Atlantic), Ocean Ulla (Ocean Trans.) and Steel Maker and Steel Traveler (Isthmian).

All of the payoffs, sign-ons and in-transits were in good shape.

In the USPHS hospital at the present time are Herbert Bumpass, George Leckler and Lonnie Hall.

Ben Rees
Norfolk Port Agent

New Orleans:

Libertys Quit Lay-Up, 2 Take On New Crews

Considering the slow shipping we had previously, and the slow shipping in general, shipping in this port during the past two weeks has been good. Also, the coming two weeks will be good as the rumors about Libertys coming out of the boneyard have now become a reality. We already have orders for men for the Sunion (Kea) and the Frederic C. Collin (Drytrans); and both of these ships will complete crewing up around November 8. The Sunion will take a full load of wheat to Brazil while the Frederic C. Collin will carry soybeans to Formosa.

Also helping shipping here will be the re-crewing of the Del Mar (Mississippi). This ship is now undergoing repairs and only 18 men were kept on board out of a crew of 103, so there will be 85 jobs open here. We also have eight payoffs scheduled here during the next two weeks, so this is another factor in the good shipping outlook.

Paying off here during the past two weeks were the Alcoa Ranger (Alcoa); Del Viento, Del Rio, Del Mar and Del Valle (Mississippi), and De Soto, Beauregard, Iberville and Hurricane (Waterman).

Signing on were the Alcoa Corsair and Alcoa Ranger (Alcoa); Del Alba and Del Campo (Mississippi); Beauregard (Waterman), and Paoli (Cities Service).

In transit were the Alcoa Pioneer, Alcoa Pennant, Alcoa Cavalier and Alcoa Pilgrim (Alcoa); Steel Traveler (Isthmian); Del Campo and Del Viento (Mississippi); Seatrains Georgia and Louisiana (Seatrain); Kyska, Monarch of the Seas, Arizpa and Clabborne (Waterman); Marie Hamill (Bloomfield); Southern States (Southern); Val Chem (Valentine Tankers); Paoli (Cities Service), and Evelyn (Bull).

The Del Valle paid off here November 1 and we must extend a vote of thanks to the crew for bringing in a fine ship. Outside of one crewmember fouling up, this ship was in perfect shape, with no trouble during the entire trip and not an hour of disputed OT. It was really a pleasure for the boarding patrolmen to pay her off.

The Del Mar will stage a party



Larsen

for President Tubman of Liberia this Sunday, November 7, and from all reports this will be a gala affair. Previously there were parties staged for other high officials from Liberia and the men who took part in serving these parties were highly commended by the company for a job well done. The ship is now on idle status due to drydocking, but 22 men will be added to the 8 now on board to take part in preparing and serving the food, and the party will probably last until the wee hours as the men have been told to be ready to work past midnight.

Dewey Shaw, Nicholas Tala, John Naugle and Knud Larsen were recently discharged from the marine hospital here, while Melvin Foster, Nick Mutin, John Carolan and Leonard King are still a little under the weather but hoping to be able to ship out soon.

Benjamin Seal, Paul Signoring, Gus Brosig, Harry Schuler and Victor Bonura were recently admitted to the hospital.

Lindsey J. William
New Orleans Port Agent

Savannah:

South Atlantic Ships Pay Off And Sign On

Shipping was fair in this port during the past two weeks. We paid off the Southstar and Southport (South Atlantic) and signed on these two ships and also the Royal Oak (Cities Service). In



Kagelmacher

transit were the Rosario (Bull), Steel Director (Isthmian) and Seatrains Georgia and Louisiana, which each called here twice. On the Southport there was a beef about rotten meat being put aboard, and on the Southstar there was a beef about the ship being short on some items. These beefs were taken up and disposed of by seeing to it that the meats will be more closely inspected when they come aboard, and also increasing the stores on the Southstar.

Men now on the beach include W. Parker, R. J. Nash, F. Kagelmacher, J. Floyd and M. J. Akins. In the marine hospital are J. Littleton, A. W. Lima, W. C. Lee, W. H. Gilbertson, J. T. Moore, P. Bland, E. Snedeker and J. D. Cannady.

Jeff Morrison
Savannah Port Agent

Lake Charles:

Shipping Up Briefly But Slows Down Again

During the past two weeks shipping in this port picked up for a few days but this proved to be a flurry and then things settled down again.

Calling in here during this period were the Cities Service tankers Chiwawa, Salem Maritime, Logans Fort, Bradford Island, Lone Jack, Government Camp, Bents Fort, French Creek and Cantigny.

Over in Beaumont, Tex., we paid off the San Mateo Victory (Eastern) and this ship then went into lay-up, and in Port Arthur, Tex., we had the Del Campo (Mississippi) and Republic (Trafalgar). All of these ships took on a few men, so we were able to ship 32 men altogether.

Boyd

We expect several ships in here during the next two weeks but don't advise any of the brothers to run down here as we have enough men on hand to handle any ships expected for a while.

Among the men on the beach are A. G. (Tex) Alexander, K. Hellman, H. Lee, S. Cantrell, J. Alsbrook, W. Johnson, George Forrest, A. I. Hebert, C. Young, B. F. Grice, J. Dixon, B. J. Martin, J. Mitchell, F. J. Smith, Jesse Maloney and Roy (The Goon) Boyd. We have no men in the hospital at this time.

The AFL Laundry Workers are busy lining up the laundries in this city and doing a job that has been needed for a long time. Reports from the organizers show an overwhelming desire for a union, and we are keeping our eye on the situation to help out if needed. The Lake Charles Labor Council, AFL, has already gone on record to give the Laundry Workers all-out support.

Elsewhere on the labor front things are quiet and no trouble is expected. The Metal Trades Council, AFL, having won an NLRB election by a large majority, is now having contract talks with one of the chemical companies here, and these talks are going along smoothly and should result in the signing of a contract very soon. The hunting season is still on here full blast and every day some of the boys are telling about the ones they saw, but we don't hear much about the ones they bagged.

Leroy Clarke
Lake Charles Port Agent

Philadelphia:

Lockout Of Old ILA Hits Shipping Here

There is now a lockout in this port, due to a beef by the old ILA with the employers, and as a result no ships are moving in or out of the port. We have three ships affected by this lockout and we cannot hope for any action until it is ended. And at this writing no ending is in sight.

During the past report period we paid off the Dorothy (Bull) and had no sign-ons. In transit were the Robin Locksley (Seas Shipping), Chickasaw and Raphael Semmes (Waterman), Carolyn (Bull), and Seamar, Yorkmar and Marymar (Calmar). All of these ship were in good shape.

A. S. Cardillo
Philadelphia Port Agent

A & G SHIPPING RECORD

Shipping Figures October 20 to November 2

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	15	5	8	28	3	8	2	13
New York	112	118	87	317	76	88	65	229
Philadelphia	24	20	12	56	7	1	8	16
Baltimore	95	83	71	249	108	88	55	251
Norfolk	16	8	12	34	19	12	8	39
Savannah	17	13	9	39	12	12	9	33
Tampa	11	8	28	45	13	9	13	35
Mobile	50	31	39	120	24	17	16	57
New Orleans	93	73	87	253	75	72	73	220
Galveston	19	28	18	60	17	19	16	52
Seattle	30	20	7	57	15	14	8	37
San Francisco	20	19	24	63	11	10	14	35
Wilmington	6	2	11	19	4	2	8	14
Totals	510	419	413	1,342	384	352	289	1,025

PORT REPORTS

San Francisco:

Shipping Is Slow, No Improvement In View

Shipping in this port was very slow during the past two weeks and it looks as if it will continue that way for a while.

During this period we paid off the Longview Victory (Victory Carriers) and signed on this ship and also the Madaket (Waterman). In transit were the Steel Designer (Isthmian), Hastings, Azalea City, Fairland and Falstaff, and Portmar (Calmar).



Wallick

At our last meeting it was moved, seconded and concurred in that the anonymous leaflets circulated among our members are hostile to the interests of our Union.

Men now on the beach include A. J. Surles, C. E. Wallick, R. Montcalm, A. Kessen, J. Jackson, F. Votto, F. Wonsor, J. Stuntebeck, J. Sheldon and F. McCall. In the marine hospital are J. Childs, P. Yuzon, O. Gustavsen, C. Neumaier, L. Cronsohn, C. R. Johnston and J. Perreira.

Tom Banning
San Francisco Port Agent
⚓ ⚓ ⚓

Mobile:

Ol' Man Winter Hits But Hall's Cozy Place

Well, Ol' Man Winter has moved in on this port, with the temperature getting down to the freezing mark for the first time this year, and the hall is a mighty cozy place to be in. We had our air conditioning system moved from cooling to heating this week and from the looks of things the changeover was none too soon. Our plans also call for running an additional duct from the air conditioning unit over to the combined Sea Chest-recreation room next door when the renovation plans are completed.

Shipping in this port during the past couple of weeks can be considered only fair, with some 57 men shipped to regular off-shore jobs and 105 men sent to various relief jobs in and around the harbor.

During this period we paid off the Arizpa, Monarch of the Seas and Claiborne (Waterman) and the Alcoa Cavalier, Alcoa Partner, Alcoa Pilgrim, Alcoa Patriot and Alcoa Clipper (Alcoa). The Arizpa, Partner, Pilgrim and Patriot signed on again and in transit were the Iberville and De Soto (Waterman) and the Del Viento (Mississippi).

Future Outlook Fair
Prospects for the coming two weeks look fair, with the following ships due to hit the port either for payoff or in transit: Alcoa Corsair, Alcoa Pennant, Alcoa Polaris, Alcoa Puritan and Alcoa Cavalier (Alcoa) and the Hurricane, Beaugard, Chickasaw, Fairisle, Monarch of the Seas and City of Alma (Waterman).

In addition, we have 10 Waterman C-2s laid up in this port awaiting cargo, and all of these are subject to go out on short notice as soon as the company can get cargo commitments for them. On the political front, this

staunch Democratic state has elected a complete Democratic slate, including a new Democratic governor, senator and representative. The Republican party here, however, put up its stiffest fight since the Yankee carpetbaggers moved down from the North, especially in the governor's race.

King Is SIU Oldtimer
For our Seafarer of the Week we nominate Brother A. R. (One Round) King, who joined the Union during its first year, 1938, and has shipped steadily since that time in all deck department ratings. Brother King makes his home in the Tampa area but on his last few trips shipped out of Mobile. His favorite pastimes, while on the beach, are boxing, baseball and Falstaff, and he says his favorite SIU benefit is the vacation pay which gives him eating money while he's on the beach.

Also on the beach now are G. Chandler, E. S. Vatis, Luigi Gallo, F. James, E. Vitou, Otha Bryars, Chester Spinks, C. Merritt, J. Norfleet, G. Menendez, W. L. Kitchens and C. B. Ivey.

The hunting season is now open here and some of these boys on the beach are taking advantage of it.

Cal Tanner
Mobile Port Agent
⚓ ⚓ ⚓

Tampa:

Shipping 'Holds Its Own,' No Change Seen

Shipping has been holding its own in this port during the past two weeks and we expect it to stay just about that way in the immediate future.

During this period we paid off and signed on the Alcoa Pioneer (Alcoa), and in transit were the Kyska, Iberville and Chickasaw (Waterman).

On the Iberville there was a beef about the food by the officers, but none from the crew.

Bennie Gonzales, Acting
Tampa Port Agent
⚓ ⚓ ⚓

Miami:

6 In-Transit Ships Are Serviced Here

During the past two weeks we had no payoffs or sign-ons here but serviced six in-transit ships, as follows: Ponce (Ponce Cement), Florida (P & O) and Iberville, De Soto, Yaka and Topa Topa (Waterman).

Eddie Parr
Miami Port Agent

Boston:

Trade Center Planned To Increase Shipping

Patterned somewhat after the one in New Orleans, an international trade center, designed to promote shipping in the port of Boston, is now being planned in this city. The promoters of the project have already selected the top floors of the Harbor Building for the enterprise, and foreign trade and finance leaders have already met with Mayor Hynes and heard William G. Zelmann of New Orleans explain the success attained by the International House in that city.

Another item of interest here is the formation of the Boston Council of Seamen's Agencies. This council is designed to bring about a united and cooperative effort by all seamen's agencies here, and is composed of the Seamen's Club of Boston, American Merchant Marine Library Association, Baptist Seamen's Bethel, Boston Seamen's Friends Society and Women's Seamen's Friends Society.

On the political front, a Republican governor, Christian A. Herter, and a Republican senator, Leverett Saltonstall, have been reelected, and the Republicans have gained control of this state for another two years.

Shipping in this port continued to be slow during the past two weeks but we expect things to pick up somewhat in the near future.

During the last two weeks we paid off the Cantigny, Logans Fort and Lone Jack (Cities Service) and the Ann Marie (Bull) and these four ships signed on again. In transit were the Steel Chemist (Isthmian), Robin Trent (Seas Shipping), Republic (Trafalgar), Sweetwater (Metro Petroleum) and Antinous, Choctaw and De Soto (Waterman).

When the Sweetwater came into the Portsmouth Naval Yard she was badly in need of repairs, but due to extremely strict security regulations no outside workmen were allowed to enter the yard. The ship, which is expected to sign on for foreign, is going down to Norfolk where we have been assured the repairs will be completed.

For our Seafarer of the Week we nominate Brother John S. Rubery, better known to his friends

and shipmates as "Fish." Brother Rubery, who has been an SIU member since its beginning in 1938, sails as bosun in the deck department. His last trip was a seven-month run to the Far East aboard the Orion Comet.

Also on the beach now are D. Downey, J. Patrice, J. Sabella and W. Prince, while in the Brighton marine hospital are F. Alasavich, E. Broussard and A. Oyhus.

Brother Michael Buckley, who had been sick and unable to work for the past year, died on October 31st in the Mattapan Sanitarium. The Union sent a floral wreath and the pallbearers were brothers J. Beresford, F. Robbins, T. Fleming and J. Sheehan, Boston port agent.

James Sheehan
Boston Port Agent
⚓ ⚓ ⚓

Houston:

Robin Gray Pays Off, Takes Crew For Italy

Since this new hall was opened we have paid off the Robin Gray (Seas Shipping) and the Lafayette (Waterman).

On the Robin Gray, which was in from a four-months run to the Orient, there were a number of beefs, but these were all squared away to the crew's satisfaction, thanks to Leroy Clarke and ship's delegate Steve Fulford, who kept detailed notes on the circumstances of each individual beef.

The Robin Gray took practically a full crew for a run to Leghorn, while the Lafayette proceeded to Mobile and may possibly be laid up there.

We have quite a large shipping list here but could use electricians and pumpmen.

A. (Frenchy) Michelet
Houston Port Agent
⚓ ⚓ ⚓

Wilmington:

Port's Business Slow; 10 In-Transits Call

Shipping has been very slow in this port for the past two weeks and the outlook for the next two weeks is not good.

We had no payoffs or sign-ons during this period, but we serviced 10 in-transit ships, as follows: Mary Adams (Bloomfield); Fairland, Maiden Creek, Madaket and Azalea City (Waterman); Steel Designer (Isthmian); Pennmar and Portmar (Calmar), and Ocean Betty and Ocean Nimet (Ocean Transportation).

Ernest B. Tilley
Wilmington Port Agent

New York:

Close Contests Mark Voting Around Port

Well, the big day for the politicians has come and gone. They say bad weather is Democratic weather, and we had plenty of rain here in New York City and snow in some parts of upstate New York. As for the Democrats, New York has elected a Democratic governor for the first time in 12 years—Averell Harriman. The race between Harriman and Senator Irving M. Ives, the Republican candidate, was close however, and the official decision is still pending a re-canvass of the votes which has been ordered by Governor Dewey.

Most of the other races here were also very tight with the Republican and Democratic candidates battling it out neck and neck right down to the wire, and at this writing some of these races are still unsettled, pending recounts or the counting of absentee ballots.

We only hope that the final results of these elections will show the successful candidates to be people who will give favorable consideration to the problems of labor. We in the maritime industry, of course, are especially concerned about this election because of the fight merchant seamen are making against the present Washington policy of allowing American-flag ships to be transferred to foreign flags and other acts which are doing away with the jobs of US seamen.

Shipping Picks Up

Shipping in this port picked up considerably during the past two weeks, and we had more than the usual number of payoffs and also had two ships come out of lay-up, the Wacosta (Waterman) and the Ocean Ulla (Ocean Transportation).

During the next couple of days we expect to crew up the Robin Tuxford (Seas Shipping) and the National Freedom (American Waterways), so shipping should continue to be good for the coming period. The National Freedom is a former NMU ship that has just been signed to an SIU contract.

During the past two weeks we paid off 24 ships, signed 7 on foreign articles and serviced 14 in transit. All of these ships were in good shape with the crews and delegates handling their jobs in true SIU fashion. The following were the ships paid off:

Seatrains Georgia, New Jersey, Savannah, Louisiana, Texas and New York (Seatrains); Western Rancher (Western Navigation); Frances, Elizabeth and Kathryn (Bull); Val Chem (Valentine Tankers); Bradford Island, French Creek, Paoli, Salem Maritime, Chiwawa and Royal Oak (Cities Service); Robin Trent (Seas Shipping); Steel Executive and Steel Chemist (Isthmian); Choctaw and Topa Topa (Waterman); Mankato Victory (Victory Carriers), and Massmar (Calmar).

Ships Signing On

Signing on were the Steel Maker and Steel Executive (Isthmian); Seatiger (Orion); Ocean Ulla (Ocean Transportation); Robin Locksley (Seas Shipping); Wacosta (Waterman), and Mankato Victory (Victory Carriers).

In transit were the Warrior, Chickasaw and Antinous (Waterman); Alcoa Runner, Alcoa Pioneer and Alcoa Pointer (Alcoa); Steel King and Steel Voyager (Isthmian); Yorkmar and Massmar (Calmar); Kathryn (Bull); Alexandra (Carras); Seatrain New Jersey (Seatrains), and Seatiger (Orion).

Claude Simmons
Ass't. Sec.-Treasurer

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Discussions of SIU agreement are important part of shipboard meetings on Logans Fort. Here are some typical meeting shots taken by William Rapp, oiler, and Shadrack Manuel, pantryman. Left: AB Willis Thompson, deck delegate, gives his report. Center: "Frenchy" Herbert serves as recording secretary at meeting in messroom after supper. Right: Ship's delegate Thurston Lewis addresses the members.

Hair's Long But Beefs Are Short And Logans Fort Crew Is Happy

The Cities Service tanker Logans Fort is a clean and smooth-running ship. What's more, it's a happy ship, reports Thurston J. Lewis, ship's delegate. And this, Lewis says, is primarily due to two factors: to the familiarity of the crew with their SIU agreement, and to the close cooperation of the crew with their delegates.

As for the first factor, Lewis points out that discussions of the SIU agreement are vital parts of shipboard meetings. What's more, the crewmen are currently writing up suggestions for improving or clarifying the agreement and these will be submitted to the Union's negotiating committee for consideration.

Regarding the second factor, Lewis points out that the crew's policy of working through their elected delegates has kept relations between the crew and officers cordial, and has kept beefs at a minimum. At a recent payoff, for instance, the only beef was three hours of disputed OT.

Crew Are 'Longhairs'

The crew, in fact, has only one real gripe, Lewis says. Currently they are on a schedule which makes them hit port both North and South on Sundays. "Heads of hair have been growing profusely due to the lack of contact with barbers," Lewis says, "but occasionally Jim the messman comes to the rescue of some especially long-haired son of the sea with an old pair of rusty scissors."

But offsetting this dearth of tonsorial treatment are things like the new foam rubber mattresses which Lewis describes as the "cat's whiskers" and the fantail area-recreation space which is being painted and equipped with benches for after-supper bull sessions or other pastimes.

"Bourey," Lewis says, "is a very popular card game on the ship although some of the men prefer rummy or hearts."

Also, there are the SIU slop-

chest and SIU library—two features which make the men's shipboard life a great deal happier, Lewis reports.

Much of the good relations they enjoy with their officers, as well as the good shipboard conditions

they enjoy, the crewmembers attribute to John Crawley, former ship's delegate, Lewis says.

Besides Lewis, the present delegates are Willis R. Thompson, deck; V. D. Becker, steward, and Anthony McGee, engine.

'Hazel' Whoops It Up But San Mateo Rides Her Out

Hurricane Hazel really rocked the boat for a while, but thanks to her officers and SIU crew the San Mateo Victory (Eastern) escaped serious damage although she was driven into the bow of another ship while anchored at Norfolk.

This is reported to the LOG by crewmember Leo Bruce who writes: "The clock struck 1500 on the afternoon of October 15 and Hazel struck with violent force and fury, sending all craft heading for shelter."

"Our skipper, Captain Horsley, gave us orders to secure thoroughly, and each man tensely waited for Hazel's arrival."

"All Navy ships took to sea, leaving only a few merchantmen lying at anchor in the port of Norfolk. Then someone cried, 'Here she comes!' and

come she did with all her power and speed, like a hungry monster seeking revenge."

"I think full credit must be given to Captain Horsley, to chief

mate George M. Foster, to bosun John B. Swiderski, and to our SIU crew. Every man did his full share and more in saving our ship from further damage than she suffered when a big gust of wind dragged our anchors and drove her into the bow of the Bahia Del Mariel."

"It is officers and crews like this," Bruce writes, "which make me proud to be an SIU seaman on an SIU ship."



Bruce

Rancher. Crew Makes News In Spanish Port

In its last issue the SEAFARERS LOG carried a story describing the visit of the Western Rancher (Western Navigation) to the port of Gijon, Spain, and the warm welcome given to the SIU crew by the local populace. And now, it seems, there is a sequel to the story.

These additional events were related by crewmember Luis Ramirez when he visited headquarters upon the Western Rancher's return to the States.

The Western Rancher was the first American ship to hit the little Spanish port in the past three years, and not only did the townspeople really roll out the red carpet and treat the SIU men royally, but the local newspaper—El Comercio—also made quite a fuss about them, Ramirez reports.

In an interview with one of the paper's representatives, Ramirez, on behalf of the crew and the Union, warmly thanked the residents of Gijon for their hospitality. He also stated that he hoped the Western Rancher's visit would be only the first of many visits by US ships to this port.

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.

Oldtime Seafarers with a nostalgic remembrance of the days when New Orleans was the cradle of jazz will probably relive a few happy moments in reading "Satchmo: My Life in New Orleans," the autobiography of that impresario of the horn, Louis Armstrong. Although "Satchmo" is still very much an active jazzman and his records stand out as his most eloquent autobiography, the 240-page volume is a lively chronicle of his early years, in the days before he journeyed north to Chicago to join King Oliver's Jazz Band at the Lincoln Gardens. The book is published by Prentice-Hall, Inc., of New York, and retails at \$3.50.

LP records under the collective title of "Fats," by Victor, which were pressed from recently-discovered transcriptions of the work of the late "Fats" Waller. The recordings are unique offerings of Waller's work, since the numbers are played mostly in medleys, with the piano man himself introducing them briefly in his own colorful style. Some are backed by a rhythm band and others feature just "Fats" himself singing and playing. The package totals 38 numbers, including two different versions of "Honeysuckle Rose," "Ain't Misbehavin'" and a flock of other Waller trademarks.

Those who are beyond the beginner's stage in philately and are looking for a specialty field in stamp-collecting may be interested in an offer by the Precancel Stamp Society, 1021 Province St., Pittsburgh 12, Pa. This group will send to interested collectors a booklet explaining some of the high points of this specialty and 20 different precancelled stamps along with it. Only a stamped, self-addressed envelope need accompany requests.

Backing up its product all the way, the Westinghouse lamp division offers to replace every one of its new flashbulbs that fails to flash with a new bulb—no questions asked. Regardless of the age or cost of your camera or flashgun, if a bulb ever misses, simply return it to the place where you bought it and exchange it for a new one on the spot. The company says it can make this guaranty because of four "sure-fire" features built into its bulbs, which assure full flashing power, operation even with weak batteries, super-sensitive triggering element and a pre-polished base for positive socket contact.

Another item for the jazz enthusiasts is a package of two 12-inch

Those amateur house-painters and home craftsmen who long ago discovered the virtues of using a special paint undercoat before applying enamel to wood or other surfaces may be interested in knowing that there are also several preparations on the market for removing the gloss from old enamel to produce a good bonding surface for the new paint. The special material is used to wipe down enameled walls before repainting. Typical of these preparations is one called "Wil-Bond," which is made by the Wilson-Imperial Paint Co., 115 Chestnut St., Newark 5, NJ, and can probably be obtained at any paint store.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

LOG-A-RHYTHM:

The Rebel Seaman

By M. Dwyer

There once was a seaman, a rough sort of guy,
But one who could look you straight in the eye.
A little wild was he—a rebel, I fear,
I'll tell you about him—just lend an ear.

Well, he grew up, as young lads do,
Seeking adventure—a thrill or two,
When old enough, he took to the sea
For reasons unknown, even to me.

He fell in love with the seaman's life,
The sea to him was like a wife,
Then soon he became top man in his crew,
And this isn't bilgewater I'm handing you.

He left broken hearts in every port,
And had scars to show for the fights he fought.
In port he enjoyed the life that he led,
But he'd go back to his ship with an eager tread.

He'd kiss all the girls, then away he'd skip,
For before any woman he placed his ship.
He'd stand his watches, perform his task,
And never a favor would he ask.

He'd stick up for a shipmate through thick or thin,
And many a buddy counted on him.
Alone at night, he'd lean on the rail,
And dream of home as the ship would sail.

He'd remember the girl who set him free,
To journey far on the distant sea,
For be she sweetheart, mother or wife,
A smart woman won't change a seaman's life.

Quiz Corner

- Who was the first US President to speak over the radio: (a) Wilson, (b) Harding, (c) Roosevelt?
- How much do you know about your own anatomy? What parts of the body are referred to as: (a) pulmonary, (b) cerebral, (c) renal?
- Harry, now 39, is three times as old as Jack was when Harry was as old as Jack is now. How old is Jack?
- Excluding Florida, the first letters of the names to the other states bordering on the Gulf of Mexico combine to form the name of a substance used in making beer, ale and other beverages, as well as the slang term for a much less potent drink favored at soda fountains. What is the word?
- Which country is the setting for Kipling's poem "Mandalay"?
- Which event in American history was commemorated by the opening of the New York and San Francisco World's Fairs in 1939?
- How much does a diamond of one carat weigh?
- One-third of a number plus twice the number plus seven equals 140. What is the number?
- Is Salem or Portland the capital of Oregon?
- What is the American term for what the English call "crossword pancakes"?

(Quiz Answers on Page 17)

Bremerhaven 'U-Drive-It' Firm Helps SIU Crew See The Sights

There's not too much point in hitting a port if all you're going to see is some more of the sea, Seafarer Nick Wuchina points out. What you've got to do is get around and see the sights, says Nick, who is a crewmember on the Jefferson City Victory (Victory Carriers).

A recent Jefferson City Victory run to Bremerhaven, Germany, for instance, was a particularly enjoyable one, Nick reports, thanks to the crew's discovery of a German "U-drive-it" establishment where they could rent cars, complete with radios and heaters for only 27 marks or \$6 a day.

Soak Up Scenery

Because of this reasonable and convenient method of transportation, Nick says, the Jefferson City Victory men were really able to get around and soak up a good deal of the local scenery.

The "U-drive-it" establishment, which is also a taxi service, is run by Albert Wilkins at Lange Strasse 31, Bremerhaven.



These photos, taken by Nick Wuchina during a recent Jefferson City Victory run to Bremerhaven, show (left) crewman Logan in the ship's engine room, and crewman Splicey, who seems to have found something nicey at the Studebaker Bar.

Greeks Say 'Thanks' To Seafarer



Posing aboard their ship are the Greek crew of the Panamanian vessel Ionian Skipper, who say "thanks" to Seafarer Kenneth Collins in a recent issue of the magazine *Angyra* (The Anchor), published by the International Society for the Aid of Greek Seamen. Last summer, when the Ionian Skipper was in Tokyo, the crew was told by the skipper that the vessel was being scrapped and that they would be repatriated on a freighter and paid off "later." When the crew protested the captain howled "mutiny," but Seafarer Collins, after hearing the story, promptly went to work on the company agent and Panamanian consul. As a result the hardtim- ing skipper was fired and the crew got all the pay due them.

Seafarer Sam Says

GOT A SUGGESTION FOR A COLUMN, AN ARTICLE, OR A FEATURE IN THE LOG? LET'S HEAR ABOUT IT. THE LOG IS ALWAYS TRYING TO BETTER SERVE THE MEMBERSHIP.

TELL THE EDITOR!

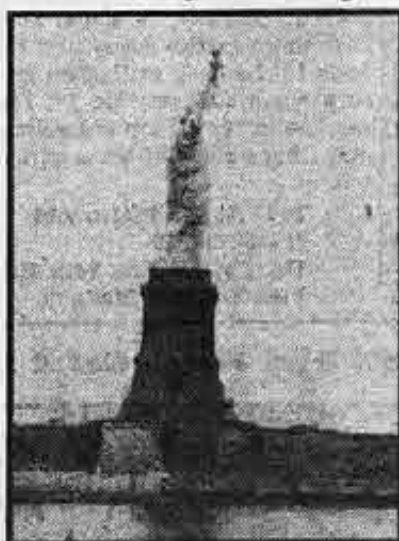


Agent Safe, Crew Cited For Action

What might have been a fatal accident was prevented by the quick action of the SIU crewmen aboard, and thus the run of the Frederic C. Collin (Transfuel) to Lisbon, Portugal, was kept from being marred, reports ship's delegate D. D. Story. "We had a good run," Story writes to the LOG, "but just before we left Lisbon the company's agent, Mr. Norton, was leaving the ship and at the foot of the gangway he fell overboard, hitting his head on the fender that held the ship away from the dock and knocking himself unconscious.

Natives Don't Help
"The natives on the dock did nothing to help the injured man," Story reports, "but the deck delegate quickly lowered a line down and the chief engineer went down and made the line fast, and we pulled the agent back on the dock. Then we got a taxi and got him to a hospital, and later on—after the ship had left port—we were notified by radio that he was out of danger and on the road to recovery. It was the quick action of the crew that made this possible."

Liberty's Lady



This is one of the best "shots" of the Statue of Liberty he's ever taken, reports Tom Collins, ship's delegate on the Bradford Island (Cities Service). Ordinarily, Collins says, CS tankers don't anchor so close to the lady with the torch, but he got this photo from the deck of The Cabins (Mathiasen) at the Tankport, N.J., oil docks.

The SPORTS LINE

By Spike Marlin

Before World War II when a lot of people were poor, 40 cents and a high school pass could get you a fairly decent seat at a professional football game. For most games the guard at the gate wasn't very fussy. Anybody who didn't have gray hair and had the sense to take a clean shave and wear a sweater could get in on the 40-cent tab.

Most of the time there were three teams operating in New York, all living off short rations. The football Giants used to manage to make a buck somehow. The Chicago Bears were always solvent as were the Green Bay Packers. Other teams in the pro league looked slightly moth-eaten and played the same way. Fortunately, steaks were reasonably cheap in those days so the players could be kept in food if nothing else.

Bad Balance

There were teams then that were as good, or better, than the best around today. But on the whole, the league was sadly unbalanced. The Packers and the Bears took turns winning the Western title, while the Giants and Redskins completely dominated the eastern half. The good teams were very, very good indeed but the bad ones were just a couple of cuts above a good college club. By and large your pre-war pro teams showed a lot better running game than teams of today.

It was the pro football people who discovered, out of necessity, that shifting teams around sometimes paid off. The Redskins went hungry for years until they quit Boston well ahead of the Braves and moved to Washington. There they became one of the strongest teams in the business. But pro football's biggest boom came when it went to the West Coast.

The pros discovered what the baseball people failed to see in time—that there was no big time professional sport in the West. They can give the Pacific Coast League any title they want but it will never be more than a refuge for worn out major leaguers and

ballplayers who can't make the grade in the big time.

Today professional football is solidly established as the only really sound professional sport outside of baseball. There are a lot of people who would like to see the professionals do a little more running and a little less passing, but is awfully tough to run against the big defensive lines that all pro teams have today.

Otherwise, though, the professionals seem certain to take the play away from the collegians in the next few years. It's all to the good because then the colleges can go back to the business of teaching and people who want to see a football game can do so without bucking the college alumni crowd.

Here's His Proof



He's always considered himself the best fisherman east of the Mississippi, Seafarer "Frenchy" Hubbard writes the LOG, and he has submitted this photograph to prove it, especially to his competitors. "Frenchy," who is an oiler on the Ann Marie (Bull), reports he caught this kingfish on a recent run to Puerto Rico.

GALLEY GLEANINGS

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 Harold Thompson's recipe for "French onion soup."

Although the quick-and-easy way of doing things is often most desirable, in cookery, at least, this is not always the case. One who takes pains with his work in this field will generally wind up with the most compliments, and will also find that the extra time spent is well worth it after all.

This is often true in the case of soups, for, as most home-makers know but few admit, most canned, packaged or quick-frozen varieties don't come up to snuff. Care with ingredients, and low-flame simmering turn the trick when you're making soup, in the opinion of Seafarer Harold Thompson, chief steward on SIU ships for the past three years and a cook for many years before that.

This is not meant to disparage the soup-packers, Thompson contends. It's just that while the manufacturers may take a lot of pains with their product, you can't make it come out first-rate at home just by heating it up with sink water for a couple of minutes.

Of course, SIU cooks don't use the prepared mixes anyway. Ships' cooks always have a couple of gallons of good stock and the fresh fixings for almost any kind of soup you could name on hand. While

prolonged simmering will generally boil off some of the soup mixture, when you're cooking in quantity for a ship's crew, this isn't much a problem.

You generally start out with more than you need anyway, for who can tell when there'll be a run on the stuff, with 40-odd different appetites calling the turn.

According to Thompson, here's what you need for a good French-style onion soup: 2½ gallons of stock, 1 cup flour, 1 pound butter, 24 large onions, croutons or toast bread, 1 pound grated Italian cheese. Slice the onions thin, add to melted butter and cook very slowly about 20 minutes. Blend in the flour for a minute or two and then combine with the stock. Simmer under a low flame for about 40 minutes.

Set aside for a couple of hours—make it the night before, if possible—so the flavor can really develop, then heat slowly again before serving. Serve with croutons or toast sprinkled with cheese.

Hospital Plan Vote Is Asked

To the Editor:

In reading the SEAFARERS LOG I have come across many letters from Seafarers containing recommendations and suggestions for establishing a hospitalization insurance plan so that Seafarers and their families can be assured of adequate protection in case of need.

I, like many other Seafarers, feel there is a vital need for such a plan, and I believe it could be set up in conjunction with our already-excellent Welfare Plan.

All seamen know how the Government has cut down the USPHS program, and that the Government has little real interest in us seamen. Even now, when shipping is bad, men who have been on the beach more than 90 days are refused treatment, and sometimes have to seek help at some charitable institution.

What's more, if a seaman's wife or children become ill and need hospital care, his savings are often swallowed up by hospital and doctor's bills, leaving him in desperate financial straits.

Matter Under Consideration

I know this matter has been under consideration by the Union for some time as I have already spoken to our Welfare Services director and been told that surveys have already been made. However, I was told, it would take money because many hospitals and clinics would have to be contacted in order to assure the members proper treatment and service.

I say that if necessary we should bring the matter of a hospitalization assessment to a vote on the floor. I believe such a vote would pass because I feel sure that many other brothers share my views.

John Jелette

~ ~ ~

He's Organizing—Even The Army

To the Editor:

I just received my copy of the LOG and reading it certainly made me homesick. I also showed the LOG to some of the other GI's here in my company and they could hardly believe the good conditions and benefits that SIU men enjoy.

Several of these boys read the LOG through from front to back, and now hardly a day goes by when someone doesn't approach me and ask me how he can get his seaman's papers and join the Union. Believe me, I think, if I had some pledge cards I could organize this whole outfit, and it reminds me of the time we were organizing Isthmian.

Well, in about another month I should be getting back to the States, so maybe then I'll be able to see some of my old pals. Meanwhile, I hope you'll continue to send me the LOG as it's certainly a real morale builder.

Cpl. M. L. Olvera US 56206870
SUC Co. 29 RCT Fort Buckner
APO 331, San Francisco, Calif.

• L E T T E R S •

Backs Union In Welfare Probe

To the Editor:

I am now in the Manhattan Beach USPHS hospital, and I am writing this to say "thanks" to the SEAFARERS LOG for the fine article in a recent issue about the New York state investigation of our Welfare Plan. I think the LOG article gave a good, clear explanation of what this was all about and just what the SIU's position is.

I read most of the New York newspaper articles about the probe.



Lomas

And, although I found nothing in these articles which I considered to be a real indictment of our Plan, I did find some of the articles pretty confusing. However, I think the SEAFARERS LOG story cleared up that confusion and confirmed our knowledge that our Union is doing everything it can to promote our best interests.

As for the expenses in connection with Mr. Creasey, this man has an important position, as head of the welfare fund, and must conduct himself accordingly. He is doing a fine job, and I believe that whatever expenses were incurred were kept at a minimum.

Those of us who have been, or are being benefitted by the Welfare Plan, either in the hospital or elsewhere, must say, "You are doing a swell job. Keep up the good work."

Arthur J. Lomas

~ ~ ~

Wants More Info On Homesteading

To the Editor:

I have just finished reading the September 17th issue of the LOG containing an article about Brother McIntosh homesteading in Alaska.

I am quite interested in this subject and would appreciate it if you could tell me where I could obtain further information.

Jack D. Anderson
US 55-408-173
97th Engr. Co. APO 971
San Francisco, Calif.

(Ed. note: Any brothers interested in this subject can obtain information by writing the US Department of Interior, Washington, DC.)

~ ~ ~

Seeks Contact With Old Pals

To the Editor:

I am writing this from the Rutland State Sanatorium in Rutland, Mass., to let you know how much I enjoy reading the LOG, which I receive regularly.

I am an oldtime sailor who made his first trip in 1919 on the Kispop out of Boston, and after that I sailed with many outfits.

I was a member of the old ISU,

and then in 1938 I joined the SIU when it was chartered, and continued to ship, mostly out of Baltimore, until 1944 when I made my last trip on the Cape Corwin of the Bull Lines.

Lacks 'Little Things'

I was pretty scared when I first got into this place, but I have gotten wonderful treatment, especially from the people in Ward A, and with their help I manage to get along. However, I get no welfare benefits so there are many small things that I lack.

I certainly would appreciate hearing from any of the oldtimers who might have sailed with me. My address is Ward A, Rutland State Sanatorium, Rutland, Mass.

William H. (Slim) Love.

~ ~ ~

Applauds Boost In Vacation Pay

To the Editor:

I'm writing this to say "thanks" not only to the best maritime union in this country but in the world. Yes, I mean the SIU.

I've just finished reading in the LOG about the vacation pay increase, and I think that's proof enough of the above statement.

At present I'm in the Army at Fort Devens, Mass., quite a few miles from the nearest SIU hall. However, I get the LOG regularly so I can keep up with the Union's affairs.

About two weeks ago I went into Boston with an Army buddy of mine, Cpl. Edwin R. Game, and showed him around the SIU hall. Eddie is a nephew of Seafarer Eddie Game who ships out of Baltimore, and whose son, Jack, won one of this year's SIU college scholarships.

Learning To Be Cook

Incidentally, I'm now receiving on-the-job training as a cook in the unit mess, which was chosen as the cleanest and best-run mess at Fort Devens by the First Army Inspection team. Our mess sergeant is Harvey Jones and the best compliment I can pay him is to say he does his job in real SIU style.

I've also been reading lately about how the Maritime Administration is selling US seamen down the river by letting the companies transfer their ships to monkey flags. It seems to me that our Government takes pretty good care of its war veterans, but forgets about the men who served just as well by keeping the ships sailing. My suggestion is for us to keep the ships and transfer Louis Rothschild to Liberia.

Well, anyway, I have another year to go in the Army and then I hope I'll be back sailing on an SIU ship again. Meanwhile I'd like to say "hello" to all my old shipmates and I hope some of them will write me.

Pvt. A. M. Pietrowski
US 52335913
Hq. Co. 1st Bn., 74th RCT.
Fort Devens, Mass.

LOG Brightens Hitch In Army

To the Editor:

I have been receiving the LOG regularly here in Germany, where I am now stationed, and I want all the members to know I appreciate the consideration which the SIU shows to us beached brothers who have been caught in the draft. Getting the LOG helps me keep up with the latest happenings in the Union.

Stationed In Mountains

I had hoped to be stationed near a port where I might see some of the brothers from time to time. But as luck would have it I've been sentenced to 18 months in the mountains. Instead of sailing I now plod through mud, and instead of smelling the sea I now smell cow manure—even right in the center of town, on the main drag.

Well, I still have 10½ long, miserable months to go, but at least I can look forward to getting back to a couple of cool ones in the Fort O'Call and then to a nice clean SIU ship with plenty of that good old SIU chow.

Pvt. R. "Red" Fink
US 51260317
Hq. & Hq. Co., 12th Inf. Reg.
APO 39 c/a PM NY, NY.

~ ~ ~

Amerocean Crew, Officers Tops

To the Editor:

After being in two hospitals, I'm now on the Amerocean, and I thought I'd drop you a few lines to let you know about this ship and some of my shipmates.

First of all, this ship is a "feeder." The cook, baker and messboy are all on the ball, and the steward, L. B. Thomas, makes every effort to please.

Our bosun, Packert, is a good Joe, and we also have a good chief mate, Mr. O'Neill, who looks something like W. C. Fields. Our skipper, Captain Morrissey, and our chief engineer, Mr. Hilberg, are okay, too. As for the crew, they're all tops.

Be seeing you.

Jack Denley
(The Baltimore Kid)

~ ~ ~

LOG Makes Him Happy In Korea

To the Editor:

For the past year I have been receiving the LOG here in Korea and it was good of you to send it. There are a couple of other seamen here in my outfit and they also enjoyed reading the LOG and think the SIU is a fine union.

I should be returning to the States very soon and am looking forward to visiting headquarters and seeing some of my old shipmates again.

Cpl. P. D. Fate

Skipper, Steward Aid Sick Seaman

To the Editor:

Speaking for the crew of the Seagarden (Peninsular Navigation) I would like you to know of the wonderful treatment given to one of our sick members by our skipper, Captain John Faraclas, and our steward, H. R. Hanssen.

The sick man is Brother John Blizzard, who developed appendicitis and had to be rushed to the



Sarkus

General Hospital in Rijeka, Yugoslavia. Five packages containing articles of food and other items were sent to this man, and in fact Captain Faraclas took up the last and largest package himself, after saying that what had already been taken up was not enough.

Among the articles which were taken to Brother Blizzard were canned foods, fruits and fruit juices, jams, crackers, milk, bacon, eggs, towels, soap and matches.

The crew very much appreciate the attention given to Brother Blizzard by Captain Faraclas and Steward Hanssen and wish there were many more men like them. We also wish Brother Blizzard a speedy recovery.

Phillip Sarkus

Ship's Delegate

~ ~ ~

Old News Story Shows SIU Gains

To the Editor:

I recently came across an old newspaper clipping reporting that seamen's representatives asked for minimum wages of \$72 a month for sailors and the shipper's representatives offered \$48. What a difference between this and reading the SEAFARERS LOG, which points out the wonderful wages, working conditions and welfare benefits which SIU men enjoy. Take the recent headline, for instance: "Win Vacation Pay Increase To \$176." That certainly rates congratulations!

As a retired bookmember of the Union I know how much the SIU does for its men. Only lately, in fact, one of the SIU Sea Chest men helped me get a discount on a new Ford, and I am certainly thankful for that.

Paul Tribble

~ ~ ~

Shoreside Union Can't Match SIU

To the Editor:

Just a few lines to let you know I have been working ashore since I got out of the Army. And believe me, this shoreside union has nothing to offer. I certainly envy the men in the SIU.

I generally enjoy reading the LOG, but I certainly was sorry to read about the death of Moon Kouns.

Well, I certainly hope to be back with the men of the SIU some day. Meanwhile I am keeping busy raising a growing family.

Joe Curran

Burly

That's Why We've Got A Sea Chest

By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

JOHN C (Dover), September 8—Chairman, Bob McCulloch; Secretary, none. Motion made and carried that all hands contribute 500 yen to ship's fund in Yokohama to be used for purchasing electric iron, magazines, etc. Steward requested the crew to conserve on coffee and not abuse the linen as this might be a long trip.

ROBIN SHERWOOD (Sea Shipping), August 18—Chairman, Ray Brault; Secretary, A. J. Tursi, Jr. Chairman asked that mention be made in the minutes of the terrible condition of the crew's refrigerator. Attempts have been made to repair same to no avail. The box has not operated right all trip.

NORTHWESTERN VICTORY (Victory Carriers), September 11—Chairman, John Caffro; Secretary, Joseph Ortega. The water still has oil in it. Ship's delegate asked the crew to recognize the delegates after the crew votes for them and to cooperate with them when beefs come up. Patrolman will ask the captain about a written statement saying the ship is laying up so crew can collect vacation money and unemployment benefits.

ROBIN DONCASTER (Robin), August 1—Chairman, Gene Flowers; Secretary, Hemsley M. Guinier. All members were asked not to dump garbage midship as same must be taken aft. Motion made and carried that wipers should clean the passageways by the bakers quarters.

KATHRYN (Bull), September 7—Chairman, A. Gonzalez; Secretary, F. Aponte. Outside people should not handle food

in the crew pantry. Crewmembers were asked to keep toilets and showers locked while in port. The carpenter requested the baker make a variety of pies.

PENINSULA MARINER (Waterman), August 30—Chairman, C. E. Martin; Secretary, C. J. Nall. Discussion about discharges which were given for coastwise articles which had been written in red pencil for vacation only. Several suitcases were damaged by fuel oil coming from vents into port holes.

MARY ADAMS (Bloomfield), August 15—Chairman, A. Kavel; Secretary, J. Parnell. Several complaints about the food. The patrolman will check menus. Patrolman will also check all mattresses, pillows and linens. Sheets are too small for bunks.

GREECE VICTORY (South Atlantic), September 2—Chairman, Don Hall; Secretary, Norman Wexler. Discussion on restricted shore leave on Bluejay run. A beef between two brothers was discussed, and the matter will be taken up with the patrolman. Recreation room will be locked in port. Vote of thanks given to the steward department for the exceptional food and extra items of fare.

August 7—Chairman, Tex Krohn; Secretary, Don Hall. Two men-messed ship in New York. Ship's delegate elected.

HASTINGS (Waterman), July 11—Chairman, L. Thomas; Secretary, J. Wells. Ship's delegate spoke on drinking. Delegates were asked to have repair lists ready before payoff. Milk will be obtained in Kobe.

SALEM MARITIME (Cities Service), September 1—Chairman, F. Smith; Secretary, J. U. Wau. Ship's delegate reported that fans are not available for deck de-

partment head. Bailey was elected to take the crew's radio for repairing. Delegates will get all the information on the stowage for foreign voyage.

BENTS FORT (Cities Service), August 1—Chairman, J. Buzalack; Secretary, D. E. Williams. Ship's delegate elected. All delegates were asked to make up their repair lists. All beefs should be brought before the department delegates before going to the ship's delegate.

ANN MARIE (Bull), August 26—Chairman, Blakely; Secretary, Bewder. Ship's delegate reported that one man was left in San Juan hospital. A new ship's delegate was elected. From now on crew will see department heads about winches, etc.

KATHRYN (Bull), June 4—Chairman, A. Gonzalez; Secretary, Paul A. Emerson. The crew complained that they have had



bad water for the last two trips. The condition of the washing machine used by the crew is in bad shape. Crew discussed why they lose a day's pay on each payoff.

SEATRAN TEXAS (Seatrains), August 28—Chairman, S. Freilich; Secretary, Charles W. Gethran. Motion made and carried to concur with motions made on Seatrain New Jersey regarding time off for all hands, air conditioning messhalls and welfare funds to include immediate family. These motions are being submitted to the Negotiating Committee. Steward requested that all soiled linen be turned in before New Jersey arrivals.

SEATRAN LOUISIANA (Seatrains), August 22—Chairman, Jim Lippencotte; Secretary, Aaron Wilburn. Mattresses and old bed springs will be checked. All hands agreed to have the iron repaired. Crew voted not to serve milk till Saturday night so it will last longer. Crewmembers decided to buy radio aerials for the ship out of the ship's fund.

JEFFERSON CITY VICTORY (Victory Carriers), July 24—Chairman, R. C. Lundquist; Secretary, E. Joseph. Crew was asked not to throw garbage outside messroom. Personal grudge between freeman and wiper to be handled outside of meeting.

August 23—Chairman, A. Goldfarb; Secretary, V. Hall. Motion made and carried to have all repairs taken care of before signing on. First aid kit will be installed down below. Mattresses will be replaced by inner springs.

SEATRAN SAVANNAH (Seatrains), August 22—Chairman, Mack Chapman; Secretary, S. Johnson. Ship's delegate reported one man fired since last meeting. Motion made and carried that anyone entering the messhall in undershorts, or without a shirt to cover his arm pits be fined \$5 which is to be payable at the first draw and contributed to the ship's fund. The Negotiating Committee was advised that the crew aboard the Seatrains would like to have time off where men off are not expected back until one hour before sailing time. All brothers were asked to donate at the payoff to the ship's fund.

LAWRENCE VICTORY (Mississippi), August 14—Chairman, W. Hammock; Secretary, J. Carlo. Ship's delegate saw the captain about the repair list. Crew's mess to be painted. Electrician advised crew to take better care of fans.

ELIZABETH (Bull), September 22—Chairman, M. Morrison; Secretary, W. Loshance. Proper storing of ship taken



up with union officials and port steward. Variations in menus suggested.

CRACKER STATE MARINER (South Atlantic), August 26—Chairman, C. V. Magette; Secretary, A. Novak. Ship safety meeting report made to the men. Motion made to call merchant marine library to come and pick up old books and exchange same for new ones. Motion made and carried that part of the ship's fund be used to purchase a steam iron.

SEATRAN LOUISIANA (Seatrains), September 19—Chairman, Aaron Wilburn; Secretary, John M. Galas. Ship's delegate suggested that men keep locks on

their lockers due to the fact that some articles have been missing. A few new mattresses will be ordered each trip.

SEATRAN SAVANNAH (Seatrains), September 19—Chairman, S. Friedman; Secretary, S. U. Johnson. A copy of the letter sent to the negotiating committee read. Donations to the ship's fund will be accepted at the payoff. Repair list made up and anyone having additional repair items should notify his delegate.

CHILORE (Ore), September 4—Chairman, A. Swartz; Secretary, H. G. Leiby. New motor was placed in washing machine. Letter on file concerning Sea Chest and information as to what may be purchased with ship's delegate. Men were asked to return cups to pantry from deck and recreation room after using same.

DEL MUNDO (Mississippi), September 24—Chairman, Trussel C. Beffrous; Secretary, John W. Picou. Food beef explained by ship's delegate and steward. Crewmembers were asked to stop dropping cigarette butts on the deck.

MARIE HAMILL (Bloomfield), September 5—Chairman, R. E. Kiedinger; Secretary, B. Messerall. Ship's delegate reported that most of the repairs have been completed. Innerspring mattresses will be put aboard for everyone next trip. Repairs will be made on crew ice box. Vote of thanks given to the steward department for a job well done. A vote of thanks was also given to the ship's delegate and the electricians.

CHIWAWA (Cities Service), September 21—Chairman, James Murrell; Secretary, none. There is a balance of \$1.89 in the ship's fund. Voluntary donations will be collected from members who have not



yet contributed to the fund. Brother Murrell gave a pep talk on our present conditions, pointing out how they were obtained, steps necessary to maintain these with the idea of bettering them when and where possible.

HURRICANE (Waterman), September 5—Chairman, D. E. Jones; Secretary, S. Zubovich. Motion made by bosun to write headquarters requesting information pertaining to a bonus in this area, and whether there is any kind of bonus or penalty overtime for carrying refugees or for cleaning holds after refugees leave ship. Electrician told all hands to turn off all fans when not needed as there are no extra parts.

CHOCTAW (Waterman), September 18—Chairman, John Jacobson; Secretary, George Johnson. Motion made and carried to write a letter to the Sea Chest to see if a suitable stowage could be put aboard. The excuse that the ship is going to lay up has been used for the last couple of trips. A vote of thanks was given to the delegates for a good job done. Repair lists to be made up.

KYSKA (Waterman), September 25—Chairman, S. Anderson; Secretary, P. L. Whitlow. Discussion on the preparation of food and lineup of the menus which are the poorest quality. There is no variety in the menus. Suggestion that more cigarettes be put out and that a new slopchest list be posted in the messhall. Suggestion that the steward order sufficient sprayers, fly spray, deodorants and buzz bombs for use by all departments.

BENTS FORT (Cities Service), September 27—Chairman, J. E. Buralack; Secretary, George Halmimison. The chief engineer will order a new agitator for the washing machine. Crewmembers were asked to be a little more quiet when men are sleeping. Suggestion made that patrolman inspect mattresses with ship's delegate in order to see if same need to be replaced.

SEA COMET II (Seatrains), August 29—Chairman, Ed Nooney; Secretary, L. Freeman. Discussion on steward being brought up on charges. Crew went on record to give vote of thanks and appreciation to Captain Sterritt for his full cooperation with the crew. The steward

department was thanked for meals well prepared.

MAIDEN CREEK (Waterman), September 23—Chairman, J. C. Keel; Secretary, Adolph Capote. All delegates were requested to make up repair lists. Suggestion that all hands get slip from mate showing reasons for being laid off.

Sea Unions Alerted To Crimp Rig

(Continued from page 2)

permit the ILA or anybody else to undermine present contract conditions and attempt to take away ships.

Rank and file Seafarers, upon learning of the new organization, uniformly expressed their scorn of any ILA efforts to raid SIU-contracted companies. The consensus of opinion was that any serious attempt to get a foot in the door would meet with a very hot reception from the SIU's membership.

As one Seafarer put it: "We came from that kind of crimp hall set-up years ago and we aren't going back to it. There isn't a single SIU man who would back off from this kind of a beef. The Combies on the waterfront tried the same thing years ago and couldn't take us then. They won't be able to take us today." Another Seafarer added, "We can take care of everything that comes along. When the day comes that the Union asks for men to handle the beef there will be more than enough to do the job."

Meanwhile the "United International Seamen's Union" has been occupying itself by peddling membership books and shipping seamen to foreign flag operators at \$100 a month. Men coming to the UIU office have been given "letters of reference" to Standard Oil, Tidewater, Black Diamond and other companies with foreign-flag operations. In some instances men have not even been able to get jobs at the \$100 figure.

In addition the "union" has placed want ads in New York daily newspapers asking for licensed deck and engine officers for foreign-flag ships. This, it appears, is in line with its plans to establish a pool of low-wage seamen for the convenience of the operators.

Thus far, despite its boasts, the new "union" has made no effort to sign any contracts, even with runaway-flag operators for whom Le Doulx has been crimping for years. However, any seaman who has the cash to buy himself a membership book has been welcomed with open arms.

PERSONALS

Claude W. Pritchett
Contact your father at Petersburg, Va.

Samuel J. Anderson
Your wife wishes you to contact her at Holmdel.

John S. Davies
Contact your mother, Mrs. Elizabeth Davies, 311 Main St., Childs, Pa. Urgent.

Isidore Ostroff
Urgent you contact Mrs. Lillian Ostroff immediately.

John W. Bigwood
Contact Mrs. Mary L. Cusato at 68 Robert St., Roslindale 31, Mass.

William R. Dixon
Because of illness at home you are asked to contact S. F. Dixon, 68 Pershing Terrace, Uniontown, Pa.

Rudolph R. Cefaratti
Urgent you contact your mother as soon as possible.

A. F. Morris
Contact Mrs. Lucille Leland, 700 Michele Drive, Martinez, Calif.

Ezra R. Swartz
Get in touch with Ezra N. Swartz at 11 Washington St., Carbondale, Pa., or Tom Banning, San Francisco port agent.

Morris Richelson
Important you contact Julio D. Delgado at Box 307, Guayanilla, Puerto Rico.

Chee Mohat
You are asked to contact your wife in Philadelphia.

Francis E. Miller
This man, formerly employed aboard the George H. Pendleton, is asked to contact Herman N. Rabson, 15 Park Row, New York, N.Y.

Quiz Answers
(1) (b) Harding (1923).
(2) (a) The regions of the (a) lungs, (b) brain, (c) kidneys.
(3) 26.
(4) Mississippi, Alabama, Louisiana, Texas produces malt.
(5) Burma.
(6) The inauguration of George Washington as President 150 years earlier, in 1789.
(7) One carat. A carat is the unit of weight used for measuring diamonds.
(8) 57.
(9) Salem is the capital.
(10) Waffles.



partment head. Bailey was elected to take the crew's radio for repairing. Delegates will get all the information on the stowage for foreign voyage.

BENTS FORT (Cities Service), August 1—Chairman, J. Buzalack; Secretary, D. E. Williams. Ship's delegate elected. All delegates were asked to make up their repair lists. All beefs should be brought before the department delegates before going to the ship's delegate.

FRANCES (Bull), no date—Chairman, G. Bonafont; Secretary, E. O. Rourke. The

NOTICES

Clint Pannell
Your Personal property, off the Golden City, is being held and will be sold at auction on January 20, 1955, at Appraiser's Stores, 201 Varick St., New York, NY. Contact Welfare Services at headquarters for "notice of sale of merchandise."

The following men still have unclaimed retroactive wages coming from the Alcoa Steamship Company, Inc. Requests for payment of these wages should be made to Mr. W. C. Geger, Jr., Marine Department, Alcoa Steamship Company, Inc., Post Office Box 1568, Mobile 9, Ala.; or to Alcoa Steamship Company, Inc., 17 Battery Place, New York 4, NY.

Louis L. Arzua, Franklin Andrews, Edward A. Barry, Robert L. Brock, Ralph J. P. Burke, Joe R. Bryan, Guy D. Barfield.

Fred D. Bentley, Emmet Barrios, Jack L. Chastain, Jr., Enoch Collins, Charles C. Collins, Harry E. Dorer, Beverly E. Dunn, Roscoe B. Dearmon.

Joseph I. Decastro, Salvatore Di Bella, Robert E. Duncan, Billy G. Edelman, John H. East, John R. Epperson, John E. Eubanks, Robert Eschrich, James P. Faulkner, Rufus P. Flynn, Jr., Roy A. Goddard.

Crisanto Garfin, Michael T. Gatto, Robt G. Guerrero, Homer W. Gill, Schrader O. Hunter, Raymond Hodges, George A. Hawkins.

Rufus G. Hurley, Jr., Philbert Hinds, Walter J. Jarrett, Ralph R. Jernigan, Fletcher Johnson, Robert K. James, Harold O. Keith, Eddie M. Kilker, Jimmy A. Knight, Thomas P. Lind.

Pierre C. A. LeBlanc, John T. Morton, Gaspar Martinez, Margaret Morsette, Raymond C. Miller, Fernando Martinez, Marvin E. Miller, Clayton Mullis, William C. Miller, Horace C. Mccurdy, Arthur P. Nickels.



Puzzle Answer

P	A	R	E	P	A	S	S	P	A	T
O	R	A	N	O	L	E	O	O	D	A
L	A	N	D	S	E	A	F	A	R	E
A	B	D	U	C	T	T	A	R	T	
	R	E	S	E	T	U	S	E	D	
B	A	L	E	D	C	L	I	M	A	T
E	L	A	A	L	L	E	N	I	N	C
A	S	T	O	R	I	A	K	O	D	A
R	O	I	L	S	T	E	E	L		
T	E	S	T	A	R	I	S	E	N	
T	R	U	S	T	I	E	S	V	A	L
A	I	D	O	N	C	E	L	B	A	
P	O	E	A	G	A	S	S	E	E	R

Welcome Bearer Of SIU \$\$ Tidings



Seafarer Christopher Flowers, OS, signs for his \$15 weekly SIU hospital benefit at the Norfolk USPHS hospital while Patrolman James Bullock (center) holds receipt book. Waiting their turn are (left to right) Prescott Spinney, deck engineer; James R. Armstrong, galley utility; and George Lechler, messman.

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:

Lon James Gooch, born August 31, 1954. Parents, Mr. and Mrs. Lonis B. Gooch, 669 Central Avenue, Brooklyn, NY.

Claude Ledford Atkins, born October 8, 1954. Parents, Mr. and Mrs. Thomas Atkins III, 3001 Dauphin Street, Mobile, Ala.

Janet Hamby, born September 30, 1954. Parents, Mr. and Mrs. William H. Hamby, 202 Michigan

Avenue, Mobile, Ala.
Sharon June Harris, born August 19, 1954. Parents, Mr. and Mrs. James M. Harris, 106 Bennett Road, Baltimore, Md.

Linda Jean Oakley, born September 17, 1954. Parents, Mr. and Mrs. Oliver P. Oakley, 2918 So. Union Avenue, Tacoma, Wash.

Nancy Milagros Oliveras Corniel, born October 16, 1954. Parents, Mr. and Mrs. Braulio Oliveras, 20 Herzl Street, Brooklyn, NY.

Katherine E. Higgins, born Octo-

ber 5, 1954. Parents, Mr. and Mrs. John F. Higgins, 59 Boston Street, Somerville, Mass.

Sandra Lee Swearingen, born September 5, 1954. Parents, Mr. and Mrs. Barney E. Swearingen, 5427 Broward Road, Jacksonville, Fla.

Barbara Brent Hellebrand, born January 25, 1954. Parents, Mr. and Mrs. Paul G. Hellebrand, 304 E. Fairview Avenue, Gaffney, SC.

William Steven Smith, born October 7, 1954. Parents, Mr. and Mrs. R. E. Smith, Route 1, Attalia, Ala.

David Lee Wheeler, born September 18, 1954. Parents, Mr. and Mrs. Elmer Wheeler, 222 Elmer Street, Vineland, NJ.

Michael Hamlin, born July 23, 1954. Parents, Mr. and Mrs. Edward Hamlin, 186 Green Street, Brooklyn, NY.

Grace Marie Case, born October 22, 1954. Parents, Mr. and Mrs. Samuel Case, Jr., 2015 Avenue Q 1/2, Galveston, Texas.

Terry Sue McGoldrick, born October 24, 1954. Parents, Mr. and Mrs. John David McGoldrick, Jr., 803 Ackerman Street, Rockdale, Texas.

Dennis Alan Doyle, born June 11, 1954. Parents, Mr. and Mrs. Billie E. Doyle, PO Box 128, Essex, Conn.

Theresa Yolanda Maldonado, born October 15, 1954. Parents, Mr. and Mrs. Manuel O. Maldonado, 511 16th Street, Galveston, Texas.

Annie Lea Gilmore, born October 14, 1954. Parents, Mr. and Mrs. David C. Gilmore, RFD 4, Dunn, NC.

Martha Keirn Spear, born August 26, 1954. Parents, Mr. and Mrs. Boyd W. Spear, 443 W. Main Street, Greenville, Tenn.

Bonnie Ann Guarino, born October 21, 1954. Parents, Mr. and Mrs. Bonnie Guarino, 803 Third Avenue, New Orleans, La.

His Head-On Meeting With Hatch Board Lays Him Low

One Seafarer who is thankful that he is still alive is John Doherty, who was OS aboard the Mankato Victory. An accident he suffered while working down in the hold of the ship came close to taking his life, but today he is up and around again and making progress toward full recovery.

Lightening the burden of being hospitalized with a broken neck is the fact that Doherty is receiving

regular weekly service from the SIU Welfare Services representative on all personal needs. That's in addition, of course, to the SIU's weekly \$15 hospital benefit which he receives in cash as do all the other hospitalized Seafarers at Staten Island and in other USPHS hospitals. Several of his former shipmates on the Mankato Victory have visited him to help him pass his stay in the hospital.

Cleaning Dunnage

Doherty was working down in the hold with several other crewmembers at the time of the accident. They were cleaning up dunnage after cargo had been unloaded, and a windlass was being used to cart the dunnage out of the hold. On one trip up, the dunnage load got caught on a hatch beam with the result that some hatch boards were knocked loose. One of them, falling in the hold, struck Doherty on the back of the head.

Doherty was virtually paralyzed by the blow which he took across the back of his neck. He had to be rushed to the hospital where he was placed in a special neck brace used for the treatment of such injuries. Now he is out of danger and gets around quite freely, subject to the limitation that his head is held rigidly in the neck brace. He is hopeful that he will be able to recover fully from the injury and be as good as new again.

Beware Of Case Chasers

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

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

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

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 10-25-54 To 11-5-54

No. Seafarers Receiving Benefits this Period	267	
Average Benefits Paid Each Seafarer	76.95	
Total Benefits Paid this Period		66,723.06

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7785.00	
Death Benefits	14,810.50	
Disability Benefits	2,175.00	
Maternity Benefits	7,000.00	
Vacation Benefits	34,952.56	
Total		66,723.06

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	581,215.00	
Death Benefits Paid Since July 1, 1950*	1,084,361.30	
Disability Benefits Paid Since May 1, 1952*	64,095.00	
Maternity Benefits Paid Since April 1, 1952*	300,400.00	
Vacation Benefits Paid Since Feb. 11, 1952*	2,830,771.63	
Total		5,850,942.93

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand		609,829.46
Vacation		503,314.97
Estimated Accounts Receivable		227,241.88
US Government Bonds (Welfare)		2,883,385.00
Real Estate (Welfare)		1,780,707.82
Other Assets - Training Ship (Welfare)		119,060.97
TOTAL ASSETS		4,799,517.82

COMMENT:

In as much as many of the beneficiary cards now on file at the office at the Welfare Plan are not properly completed, we anticipate issuing new cards to new members. When you receive a card read it carefully before completing same. After being completed, check for possible errors and omissions.

CAUTION:

Beneficiary card which is not properly completed may deprive your beneficiary of Welfare benefits.

Submitted 11-8-54

Al Kerr, Assistant Administrator

Let us Know... if you're in trouble



YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



All of the brothers in and out of the hospitals will remember the big beef that your Union and its membership put up in the last Congress over the money for the US Public Health Service hospitals. As was reported in the last issue of the SEAFARERS LOG, it looks like the Government is fixing to take another slice out of the hospitals.

Well the new Congress has been elected, and Seafarers in the hospitals know who their Congressional representatives will be for the next couple of years. If they don't know, the Union can find out for them. Just as soon as these Government proposals on the hospitals come through, or maybe even before that, it will be a good idea for all the men inside the hospitals, and the Seafarers outside too, to sharpen up their pencils and let their particular Congressman and Senators know what the score is. We'll have more information on this before long.

It seems lately that the men around the New York area are staying healthy or not getting caught in a bight, which is a good sign. At any rate, we are happy to report that there aren't too many new admissions at the Staten Island Hospital.

Among the brothers admitted recently is veteran Seafarer Thor Thorsen, who has been on the SIU disability benefit for some time now. Thorsen went into the hospital for a check-up and hopes to be out again in the near future. A spot of sinus trouble laid Seafarer R. J. Koch of New Jersey low. Koch was machinist on the Logans Fort. He entered the hospital on October 29.

Seafarer Chang Son, night cook and baker on the Alcoa Partner the last trip out, is getting treatment for gland trouble. Santos Pizarro, passenger utility on the Frances on his last trip, is in for a stomach ailment.

Another ailing Seafarer is William Rackley of Bayonne, New Jersey. Rackley was steward on the Northwestern Victory before going in for treatment on October 21, 1954. Doctors are giving him the once-over now to find out what's wrong.

Some of the other men who have entered the hospital in the last couple of weeks are A. Hanstvedt, deck maintenance on the Northwestern Victory; Joseph Malone, who was steward on the Carolyn; Abraham Mander, steward utility on the Julesburg, and Irving De Nobriga, AB on the Alcoa Runner.

It appears that they'll all be spending Thanksgiving holidays in there, so write or pay them a visit if you can.

Seafarers In Hospitals

- USPHS HOSPITAL, NEW ORLEANS, LA.**
 Boyd Amsherry, Leonard Kay
 Perry Bland, John D. Kelly
 George W. Books, E. G. Knapp
 Charles Brady, D. Korolis
 John E. Brady, Leo Lang
 August Broisig, Knud Larsen
 Owen Butler, Pierre Leblanc
 John Carolan, Clarence Lomax
 Sebastian Carregal, Jesse Lyles
 George Champlin, J. McElreath
 Cloise Coats, James Mason, Sr.
 S. Cope, Clarence Mazous
 Lesley Courtney, Vincent Michel
 Clarence Crowder, Nick Mutin
 Emilie P. Davies, J. Naugle
 Serio Desoso, William Ott
 Joseph Dionne, Aurelio Patingo
 Hal R. Ellis, Randolph Ratcliff
 Thomas Fields, Warren Reed
 William J. Fisher, Henri Robin
 Leo Fontenot, Edward Samrock
 Melvin Foster, Wade H. Sexton
 D. Ganvrogliannis, Durand Shaw
 Nathan Gardner, John W. Smith
 George Gordano, Wesley Snelling
 Roy Green, Henry Sosa
 Clifton Gullet, Edward Stevens
 Niel Hansen, D. R. Stroup
 Paul Hebert, Nicholas Tala
 Lyle Hipp, J. E. Ward
 Henry Jeffrey, A. J. Wouiger
- MONTELEPRE MEMORIAL HOSPITAL, NEW ORLEANS, LA.**
 Leonardo Munna
- USPHS HOSPITAL, NORFOLK, VA.**
 H. M. Bumpass, George F. Lechler
 Lonnie Hall
- USPHS HOSPITAL, SEATTLE, WASH.**
 Claudius Archer, Lester Long
 Bernard Burke, Mike Michelik
 William Ellis, Robert N. Oman
 William Pick, T. Raines
 Robert Heilig, Donald Ruddy
 Sverre Johannessen, Richard Welch
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 Henry J. Childs, Carl R. Johnson
 Luke Ciamboli, C. J. Neumaier
 Leo Cronsohn, Joe Perreira
 Olav Gustavsen, P. S. Yuzon
- USPHS HOSPITAL, STATEN ISLAND, NY**
 Hussen Ahmed, William E. Logan
 Peter Arthurs, Nils Lundquist
 Charles Cantwell, Donald McShane
 Angel Carrasquillo, John Macinnes
 George Coleman, William Malcewicz
 Irving Denobriga, Joseph Malone
 John J. Doherty, Abraham Mander
 Vincent Fitzgerald, Perfecto Mangual
 George Flood, Paige Mitchell
 Estell Godfrey, Albert Mvrae
 John Graddick, Joseph Neubauer
 John Hannay, Romon Olivera
 Alfred Hanstvedt, Oscar Olsen
 Fred Hauser, T. Papoutsglov
 Gustav Holzerson, Abe Partner
 Vincent Jones, William Rackley
 Theodore Katros, Jose Rodriguez
 Arthur Havel, Jose Rodriguez
 Richard Koyh, Matti Ruuskallio
 Leo Kulakowski, Jose Salgado
 Salvatore Labarbera, William Salarez
 Florencio Letie, C. R. Sanderson

- Joseph Stanton, Robert F. Welker
 Chong Sun, Norman West
 Pedro Villabol, Clifford Womack
BEEKMAN DOWNTOWN HOSPITAL, NEW YORK, NY
 John Hamilton
- USPHS HOSPITAL, MANHATTAN BEACH, NY**
 Fortunato Bacomo, Arthur Lomas
 Frank W. Bemrick, Huribut Free
 Claude Blanks, Francis Lynch
 Robert Booker, Joseph McGraw
 Thomas Bryant, Archibald McGuigan
 Joseph G. Carr, Frank Mackey
 Ho Yee Choe, Vic Millazo
 Jar Chong, Eugene T. Nelson
 Bart Gutanick, Pedro Peraito
 John Hass, James C. Powell
 Taib Hassen, George Shumaker
 Thomas Isaksen, Robert Sizemore
 John Keenan, Henry E. Smith
 Ludwig Kristiansen, Jack Thorburg
 Frederick Landry, Harry S. Tuttle
 James Lawlor, Renato Villata
 Kaarel Leetmaa, Virgil Willmoth
 James Lewis
- MEDICAL CENTER, JERSEY CITY, NJ**
 Salvatore Marone
- USPHS HOSPITAL, SAN JUAN, PR**
 Sergio Rivero
- USPHS HOSPITAL, BALTIMORE, MD.**
 Marcelo Arong, M. G. Madarang
 Joseph Carender, Frank Maher
 Jessie A. Clarke, Samuel Mills
 Oswald Ergle, H. J. Montona
 John B. Gillespie, Frank Taylor
 Gorman T. Glaze, Eugene G. Plahn
 John R. Henchey, Thomas Scanlon
 Michael Jablonski, Francis Sullivan
 Edward Janowski, Douglas Turner
 Newell Keyes, J. C. Whalley
 T. E. Lanphear, Paul Wilkerson
- USPHS HOSPITAL, BOSTON, MASS.**
 Frank Alasavich, John T. Keegan
 Edward Broussard, Maurice Lavoie
 Joseph Carey, Arnfim Oyhus
 Clarence Dudley
- USPHS HOSPITAL, GALVESTON, TEXAS**
 Ralph Armstrong, Eugene T. O'Mara
 Joseph Arras, Abel Salas
 Joseph Busalacki, Joseph Solleau
 A. P. Copa, John S. Sweeney
 Thomas Dawson, John E. Tillman
 Jack Ferguson, William G. Trice
 John R. Hailman, Franklin W. Webb
 Ernest Kolenovsky, Charles B. Young
 Joseph Montpeller
- USPHS HOSPITAL, SAVANNAH, GA.**
 Paul E. Bland, James F. Lee
 J. D. Cannady, Albert W. Lima
 R. Carrington, Jimmie Littleton
 Rufus L. Field, J. T. Moore
 W. H. Gilbertson
- USPHS HOSPITAL, FORT WORTH, TEXAS**
 Edward J. Toolan, W. A. Meyers
- PHILA. GENERAL HOSP., PHILADELPHIA, PA.**
 Warren Nielson
- USPHS HOSPITAL, PHILADELPHIA, PA.**
 W. M. Bankhead

Landlord Got Too Ambitious

This one could be called "The Case of the Greedy Landlord." Thanks to the landlord's desire to get more than was coming to him, and to the help of SIU Welfare Services, one Seafarer is on the road to recovering a big chunk of dough in rent overcharges.

Were it not for the fact that the landlord applied for a rent increase legally, Seafarer A. R. Volkerts never would have discovered he was paying better than \$70 a month over the ceiling rental.

Volkerts is a resident of Brooklyn, where a State rent control law is still in effect. He was paying \$100 a month for his apartment, and other tenants in the

building were paying similar sums.

One day Volkerts got a notice from the State Rent Control Commission to the effect that his landlord had applied for a rent increase. The commission notice, sent to all the tenants, informed Volkerts that the legal rental for his apartment was nowhere near \$100, but was actually \$28.75. And the rent increase that the landlord was asking for could at best be another 15 percent.

What had happened, apparently, was that the landlord had some tenants in the building living at the old legal rental and was trying to jack them up, by jacking the legal ceiling for the whole building. He didn't figure that the rent control board would send copies of his petition to the tenants themselves.

Contacted Union

When Volkerts got the notice, he hotfooted it to Welfare Services at headquarters. Since he had been living in the apartment for 17 months, it meant that he had been overcharged over \$1,200. Further, the law provides additional penalties in the event a tenant successfully sues a landlord under the rent control laws.

Welfare Services gave Volkerts the necessary information as to how to proceed in the matter. The result was that the landlord had, at last word, agreed to pay back the overcharge. And of course, from now on in, Volkerts will be paying the legal rental and not the \$100 a month he had been shelling out up until now.



Still able to smile after his long ordeal, Seafarer Hussen Ahmed is comforted by his wife. He's now receiving further treatment following amputation of his left leg.

'Just A Bruise,' Co. Doctor Said; Leg Amputation Follows

Another instance of unreliable medical treatment in foreign ports, coupled with neglect by ship's officers, has come to the attention of Welfare Services recently. As a result, a Seafarer has had to suffer a leg amputation and is still undergoing treatment at the Public Health Service Hospital.

Seafarer Hussen Ahmed, was the victim of neglect and careless treatment after he had hurt his leg severely when a heavy mooring line slipped off a bit and struck it. At the time of the accident the ship was in a foreign port, several thousand miles from home.

Although Ahmed was limping badly, he had to go ashore under his own steam to a doctor selected by a company agent. The doctor examined him and sent him back with a report that it was "merely a bruise," wrapping the leg up in a bandage and leaving it at that.

Had To Climb

Despite the fact Ahmed was obviously in pain, the ship's officers refused to move him to the sickbay. Instead they assigned him to a spare engineers room. In order to get to the mess-hall for his meals, he had to climb up and down a ladder. And he had to clean his own room, make his bed and the like.

This situation continued even though a doctor in another port said that there was definite evidence of a fracture and the man was not fit for duty. The only thing that was done was to permit Ahmed to miss his watches for the next 20 days. No steps were taken to hospitalize him or treat him for his injury.

As a matter of fact, it was reported that the mate often ridiculed Ahmed and intimated that he was faking all along.

Back On Watch

After 20 days, Ahmed was put back on a regular watch although it was obvious that the leg was in bad condition with a big knot on it above the ankle. Despite this he was worked all the way back to

the States.

When the ship got to Boston, the first Stateside port of call, Ahmed immediately went to the local Public Health Service hospital where he was marked as "not fit for duty" after examination. He was sent on to New York and had to take his own gear off the ship with no one to help him.

At Staten Island doctors discovered that infection had set in and the only thing that could be done was to amputate, a situation which could have been avoided if he had been treated properly in the first instance.

Right Leg, Wrong Man

As the result of a mix-up in the last issue of the SEAFARERS LOG, Norman West was mistakenly identified as having had his left leg amputated recently in the Staten Island hospital.

West had an amputation some time ago and had merely entered the hospital for a brief period of further treatment. The Seafarer whose leg was amputated recently was Hussen Ahmed. Further details on his case appear on this page. Our apologies to both brothers for the error.

FINAL DISPATCH

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

Charles Merritt, 52: On September 13, 1954, Brother Merritt died of natural causes aboard the SS Del Sud while at sea. He joined the Union in New Orleans in April, 1942, and has been sailing in the steward department out of that port ever since. He is survived by his wife, Mrs. Isabelle Merritt of 2133 Audubon Street, New Orleans, La.

Theodore Kioussis, 58: Brother Kioussis died of natural causes in La Serena, Chile, on September 8, 1954. A member of the steward department, Brother Kioussis joined the union in 1945 and has been sailing out of New York. He is survived by his daughter, Miss Karmelia Kioussis, of 807 South Oldham Street, Baltimore, Md.

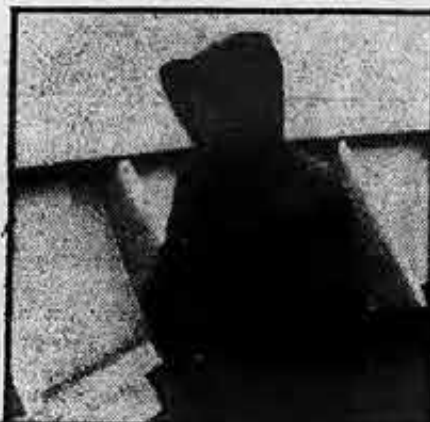
Oscar F. A. Madere, 43: One of the first members to join the SIU in 1938, Brother Madere died of natural causes in New Orleans on October 11, 1954. He had sailed with the Union in the engine department out of New Orleans since 1938. Brother Madere is survived by his wife, Mrs. Edith Medere, 2903 43rd Street, Metairie, La.

Ephriam M. Adkins, 64: On May 29, 1954 Brother Adkins died of a heart attack while aboard the SS Alcoa Pilgrim. He has been a member since February, 1951; he joined the Union in Mobile. Brother Adkins is survived by his brother, V. G. Adkins, of Route 1, Theodore, Alabama.

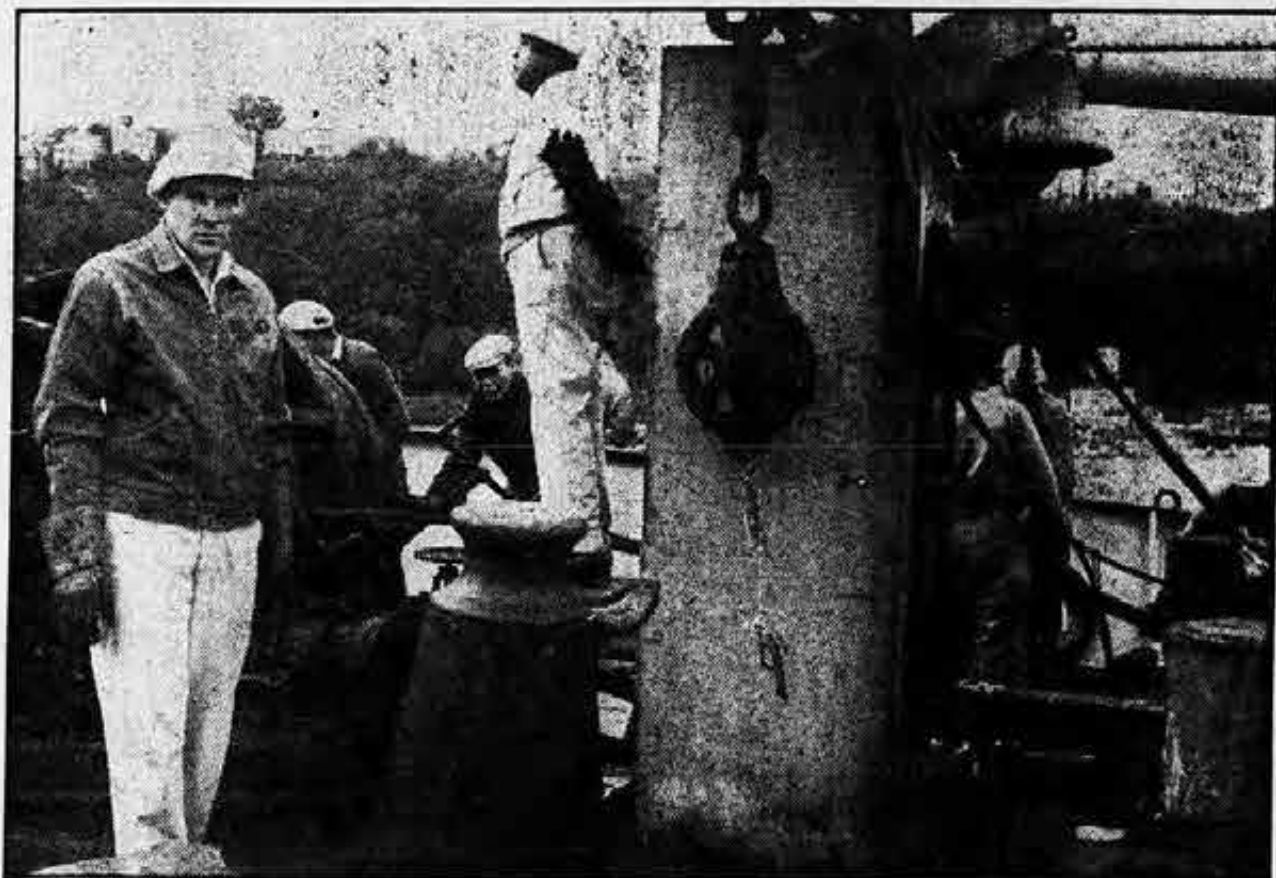
Louis Fishman, 22: While sailing aboard the SS Petrolite, Brother Fishman was lost at sea on May 14, 1953. A resident of Brooklyn, he had been sailing as wiper aboard the vessel when the accident occurred.



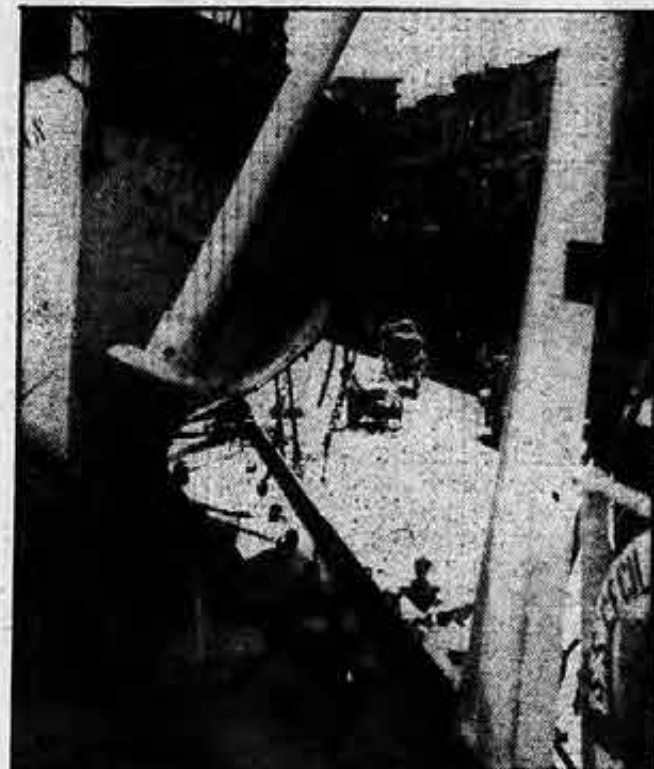
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •



Summer in North Pacific is real cool so lookout Patti, AB (left), dons parka. Below, the Cecil Bean docking at Keelung, Formosa.



Deck gang is hard at work as the ship maneuvers into port. That's Dan Butts, bosun, supervising from a high perch.



CARGO TO FORMOSA



Deciding on menu is half the job. Gardner, steward (left), and Doheze, chief cook, ponder the choices.



Coffeetime on deck provides a break in the day's work as crewmembers sip, sun, swap stories. The Seafarer facing camera seems concerned, as viewed through the lens of Seafarer Don Ruddy.



Markham (left) and Roche, ABs, greet boarding pilot at Port Angeles. He's been through it often, seems bored.



"Lefty" Parks holds forth at ship's meeting to spin a tall tale to the evident delight of his audience. This meeting was one of several during two-month trip, which began July 22 in Seattle.

Seafarers have always had a front-seat on history, although such things are commonplace to the seaman, whose work takes him all over the globe.

Thus, the trip to Formosa by the Seafarers on the Cecil N. Bean (Drytrans) was not especially out of the ordinary, despite the history-making events going on all around them in the Far Pacific.

Crewed up out of the Seattle SIU hall on July 22, the vessel was joined by her crew in Portland, Ore., picked up a valuable cargo of wheat and proceeded to Keelung, Formosa, both picturesque and dangerous.

The port is one of the last "bonus ports," and the fact that crews sailing there qualify for a 100% bonus added to their regular pay while in the area points up that it is about as close to being a war zone as you can get.

But through it all, work goes on. In time, the cargo was delivered, the crew went ashore for sightseeing and eventually returned with the ship to the US. All the photos are by Seafarer Don Ruddy, a crewmember.