

# WAGE CEILING OFF; NEW PAY IN EFFECT

Story On Page 3

## SIU \$10,000 Calls AMEU Bluff

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**Jinx Ship.** Hard aground off Lower California coast, the Waterman ship Fairhope awaits tugs that pulled her back to Los Angeles. Grounding followed mysterious disappearance of steward, believed to have been murdered. A grand jury and Coast Guard are investigating. (Story on Page 3.)



### Juicy Payoff.

One of first ships paying off on new scale is the Azalea City on coastwise run. Here Seafarers C. T. Briggs (L.) and A. M. Velez have their OT sheets checked by Tom Gould, patrolman, before collecting pay. (Story on Page 3.)



Challenging the AMEU to "put up or shut up," Seafarers at the regular membership meeting in New York vote unanimously in favor of using \$10,000 to back the SIU's claim of one job or more for every active bookmember during 1952. Seafarers at membership meetings in other ports also gave unanimous approval. Keith Terpe, SIU Director of Organization is at right, holding mike.

# SIU's \$10,000 Calls AMEU Bluff

Calling an AMEU bluff, the SIU has posted \$10,000 to back its claim that the SIU book to job ratio was one to one or better throughout 1952. It acted after unanimous membership action in all ports last week called on the AMEU to

"put up or shut up" on its challenge of SIU job figures.

The AMEU challenge, issued in a handbill called "AMEU bulletin No. 8," claimed that job opportunities for SIU bookmembers were far fewer than the Union indicated to Atlantic seamen. It stated that "if the SIU accepts our challenge and puts up 10 Gs, we will give the money to the Seamen's Church Institute to provide a fund for needy SIU Seafarers who are broke, between jobs."

### No AMEU Cash

Taking up the challenge, by giving overwhelming approval to a proposal embodying the Union's answer, Seafarers noted that the AMEU had nowhere mentioned anything about putting up \$10,000

to back its claim of "SIU misrepresentation," and had in fact already decided on a "use" for the money.

### Impartial Audit

In voting the appropriation, the membership challenged the AMEU to put \$10,000 of its own on the line, with the understanding that whoever was proven wrong by an impartial audit to determine the SIU's 1952 book-to-job ratio would forfeit his \$10,000 into a special "Atlantic Seamen's Widows and Childrens Fund."

It was emphasized that the \$10,000 each put up would be held in trust by a bank or responsible public official for this fund, which would pay out an additional \$300 to match the small \$300 death benefit paid to the beneficiaries of Atlantic seamen, until the fund was used up. "The widows and

children of Atlantic seamen are the ones who really need help," the SIU Tanker Organizing Committee stated, "because the death benefit they receive is way below the \$2,500 SIU death benefit."

### Accountants Will Check

In fairness to both sides, under the terms of the SIU proposal, an impartial organization, the American Arbitration Association, will be asked to name one to three certified public accountants to conduct the audit of Union records and certify what was the actual ratio of jobs to active SIU bookmembers, as defined by law, during all of 1952. It was noted that although the AMEU had challenged an SIU claim of 1.2 jobs per active bookmember during one particular period of the year, the SIU was willing to do better than that and

(Continued on page 17)

## The SIU Offer . . .

SIU claim of one job or more per active bookmember is challenged by AMEU.

• SIU puts up \$10,000 to back its claim.

• AMEU challenged to put up \$10,000.

• \$20,000 to be put in trust for "Atlantic Seamen's Widows and Childrens Fund."

• American Arbitration Ass'n be asked to name accountant(s) for impartial audit of SIU records.

• Accountants to certify ratio of SIU active books to jobs during 1952.

• \$10,000 of whoever is proved wrong becomes payable as "Atlantic Seamen's Widows and Childrens Fund." The other \$10,000 is returned.

• "Atlantic Seamen's Widows and Childrens Fund" pay out \$300 to every bona fide beneficiary of Atlantic seamen to match \$300 now paid, until it is used up.

THIS CHECK IS IN PAYMENT OF THE FOLLOWING ACCOUNT MEMORANDUM BY PAYEE CONSTITUTES RECEIPT IN FULL		
IF INCORRECT PLEASE RETURN		
DATE	PARTICULARS	AMOUNT

SEAFARERS INTERNATIONAL UNION OF N. A.  
 ATLANTIC AND GULF DISTRICT  
 ORGANIZATIONAL AND LEGISLATIVE FUND  
 No. 789  
 NEW YORK February 16, 19 53 1-12 210  
 PAY TO THE ORDER OF "ATLANTIC SEAMEN'S WIDOWS AND CHILDRENS FUND" \$10,000.00

THE SUM 10000 DOLS 00 CTS DOLLARS

ORGANIZATIONAL AND LEGISLATIVE FUND  
*Joseph Adams*  
*Paul Hall*

CHEMICAL BANK & TRUST COMPANY  
BROADWAY OFFICE  
(30th Street)  
New York

The SIU's check which throws down the challenge to the AMEU.

# Special Run Co Signs Contract

Another of the Union's specialized operators, the Ocean Tow Steamship Company of Seattle, has signed new agreements with the Union covering both its offshore and Alaskan operations.

The offshore agreement is the same as the standard freight contract. It covers the Liberty ship Seacoral which Ocean Tow is currently operating under bareboat charter from the SIU-contracted Coral Steamship Company. All standard provisions on wages, retroactivity, welfare and vacation provisions are incorporated.

For the company's ships on the Alaska run, in which the company operates three motor vessels a special agreement has been signed to deal with the coastwise type of operation in which the ship's crew also does the cargo handling.

Basic wages on the Alaska run

are higher than on the offshore ships, being \$308.82 a month for AB's, oilers and watertenders. Deck department scales go to a top of \$431.79 for bosuns. In the engine department the spread ranges from \$296.03 for wipers up to \$483.49 for chief electricians, while steward department wages are \$247.07 up to \$418.16.

### Three OT Categories

In addition the Alaska agreement sets up three categories of overtime payment, on duty, off duty and the cargo handling rate. On duty overtime, dealing with work performed during regular weekday working hours is paid at \$1.20, \$1.64 and \$1.79 an hour. Work at

other hours is paid at \$1.80, \$2.35 and \$2.50 an hour, while the cargo handling rates are \$2.20 and \$2.35. The bulk of ratings get the medium and high overtime payments except on cargo handling where the dividing line is \$330 a month.

### New Rules Included

Many of the new general rules of the standard freight agreement have been added to the Alaska contract, including the new repatriation provision. Handling the negotiations for the Union was Seattle port agent Jeff Morrisson.

The company's ships on the Alaska run are the Gadsden, Alaska Cedar and Alaska Spruce, all motor vessels.

# AFL Orders Clean-up Of Waterfront

An ultimatum to the International Longshoremen's Association to abandon the shape-up and clean up conditions in the port of New York has been issued by the AFL Executive Council. Failure to correct conditions by April 30, the Council said, would result in the expulsion of the ILA from the federation.

The Executive Council statement read that "clean and wholesome free trade unionism must be immediately restored within your organization and all semblance of crime, dishonesty and racketeering be forthwith eliminated. . . ."

In addition, the Council said, union representatives with criminal records must be removed from office in the organization.

### MTD Role Seen

While the AFL has not publicly stated what it would do in the event the conditions set down by the Executive Council are not met, indications are that it plans reorganization of the ILA. It is known that the Council had before it the recently-passed program of the New York Port Council, Maritime Trades Department, when it issued its order to the ILA. That program, as reported in the SEAFARERS LOG was aimed at eliminating abuses on the waterfront and ensuring democratic procedure in all affiliated unions.

Consequently it has been reported that the MTD will play a large part in any contemplated reorganization of dockworkers, with the powerful International Brotherhood of Teamsters participating with the program, either through membership in the MTD or as a cooperating union on the waterfront.

### New Inquiry

Meanwhile, the much-investigated waterfront situation in New York is about to undergo another inquiry. Senator Charles Tobey, Republican of New Hampshire, has scheduled a Senate investigation of conditions to be conducted by a subcommittee of the Senate Interstate and Foreign Commerce Committee, beginning February 23.

Senator Tobey, a former member of the Kefauver committee, is expected to use the same techniques of publicity and television hearings that were used by the Kefauver group in its crime investigation. The Tobey inquiry is expected to be broader than that conducted by the New York State Crime Commission, since it will take in New Jersey as well as New York piers.

Among Senators who will participate in the Tobey hearings is Senator Warren Magnuson, Washington Democrat, who has long played a leading role in merchant marine legislation.

## Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

## SEAFARERS LOG

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The rocks and shore loom close by the Fairhope when seen from the vessel's bridge in the photo by a crewmember. The ship at the time was hard aground off the coast of Mexico.

## Jury, CG Investigate Mystery On Fairhope

LOS ANGELES—A Federal grand jury and the US Coast Guard have opened hearings into the mysterious disappearance at sea of Seafarer Carl Thurmond, steward, of the Fairhope (Waterman). At the same time, the Coast Guard has placed charges against the ship's skipper, Captain Harold T. Hallman, for negligence leading to the grounding of the ship on San Benito Island off Lower California, January 30.

FBI agents investigating the possibilities of murder turned up additional evidence of difficulties aboard the ship when narcotics were found on board.

Commenting on the case, SIU Secretary-Treasurer Paul Hall declared: "From the few facts we've learned there's no doubt that there were foul-ups in that crew who were responsible for all the goings on aboard. When a crewmember disappears and dope is found aboard a ship it gives a bad name to all Seafarers who are doing their jobs in a proper manner."

### Union Action Forthcoming

"We're withholding judgement until we get all the information, but you can rest assured that the Union will take action against all foul-ups according to the previous decisions of our membership."

The Fairhope was on its way back to Mobile, Alabama, after a trip to the Far East when the steward disappeared. The ship had stopped at San Pedro on January 29, en route to the Panama Canal.

### Bloodstains On Porthole

On departure night, according to the skipper, there was a fight below in which the steward took part. Shortly afterwards he disappeared. Examination of his foc'sle showed bloodstains all around the inside of the porthole as well as down the side of the ship to the waterline.

Authorities have theorized that the 56-year-old steward, who was tall and thin, was stabbed to death and then pushed through the 14-inch porthole.

That same night, the Fairhope

ran aground off the coast of Lower California.

The grand jury has subpoenaed 19 crewmembers, including the captain, for testimony. SIU Wilmington port agent Sam Cohen is attending both Coast Guard and grand jury hearings as observer for the Union.

Early reports on the Grand Jury hearings throw little light on the mystery. US attorney Walter Bings said that a bloodstained mattress and other evidence was being analyzed by the FBI lab in Washington.

# New Wages Begin, Back Pay Speeded As Controls Die

SIU-manned ships are now paying off at the full rate of wage and overtime increases won in the last contract as the result of last week's order by President Eisenhower suspending all wage controls. In addition, men on the freight ships are now in line for a large chunk of retroactive pay, since the money provisions of the contract were made effective as of November 18, 1952, in the negotiations.

Similarly, the President's action makes it unnecessary to get Government approval for the increases in payments to the SIU Welfare and Vacation Plans. These increases, an additional ten cents on Welfare and 15 cents more on vacation had been held aside for the time being pending Government action on the contract. No steps could be taken to apply these increases in the form of new benefits until such approval was won.

### Withheld From WSB

Actually, as has been explained at SIU membership meetings, the SIU had never formally submitted its contract to the Wage Stabilization Board in the expectation that wage controls would be dropped by the incoming administration. Previously the WSB had been stripped of its industry members by resignation after the coal wage dispute and a tremendous backlog of several thousand cases had piled up. This made it impossible for the SIU to get early action in any case. By holding off, the SIU avoided the risk of losing some of the monetary gains of the contract through WSB action.

This course of action was taken earlier by the SUP, which withheld its petition from the WSB when it appeared that the agency would deny benefits won after a 63-day long strike last spring and summer. SUP secretary-treasurer Harry Lundeberg took a "wait and see" position on wage controls rather than risk losing wage gains. An unfavorable WSB decision would have hindered SIU negotiations that were going on with the shipowners this summer and fall. The



R. Rutledge, FWT, signs receipt for his first payoff under the new wage scale as P. K. Murdock (seated), 2nd mate, and F. Strelitz, steward, await their turn.

SUP policy paid off with the end of wage controls last week.

### Union Asks Early Payment

As soon as the President's order was announced the Union took steps to assure immediate payment of the new wage and overtime rates. A telegram was sent to all the Union's contracted companies reading as follows:

"On February 6, 1953, the President of the United States issued an executive order abolishing the Wage Stabilization Board, thereby decontrolling all wage and salary contracts. The Union therefore requests that all ships now pay off under the new wage and overtime scale . . . We would appreciate

your cooperation in having retroactive wages computed as soon as possible . . ."

### 58c OT Increase

The removal of the wage ceiling lid means that increases of from five to 15 percent, ranging up to \$42.63 a month are now in effect. In addition the new high overtime rates of \$1.48 to \$1.87 an hour will prevail, along with the new divid-

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## LST Outfit Purchases A Liberty

Entering the general freight field for the first time, the Southern Trading Corporation has purchased a Liberty ship and put it under SIU contract. Previously the company had been operating exclusively with four LSTs, which it uses as bulk cargo carriers in the coastwise trade.

The latest addition to the list of SIU-contracted ships is the George Uhler. It took on a full crew at Norfolk and then came up to New York to load cargo under charter to the US Navigation Company for one voyage. After the charter, the ship will be operated directly by the Southern Trading company.

A standard SIU freight contract has been signed by the company to cover this vessel and any other standard freight ships it may acquire.

## Vacation Pay 1.8 Million 1st Year

One of the Union's most successful operations, the SIU Vacation Plan, breezed by its first birthday last week with almost \$2 million paid out to Seafarers. It was just a year ago on February 11, 1952, that the fund started payment of cash benefits. The year closed with \$1,815,719.12 going into the pockets of SIU men.

When the plan got underway, SIU officials estimated that in any given year, benefits would be paid at the rate of \$2 million. The first figures come fairly close to the original estimate.

### First in Maritime

For practically all Seafarers, the revolutionary Vacation Plan, a trailblazer in maritime, provided vacation pay for them for the first time. Previously it was necessary to stick with one company for months in order to qualify for any kind of benefits.

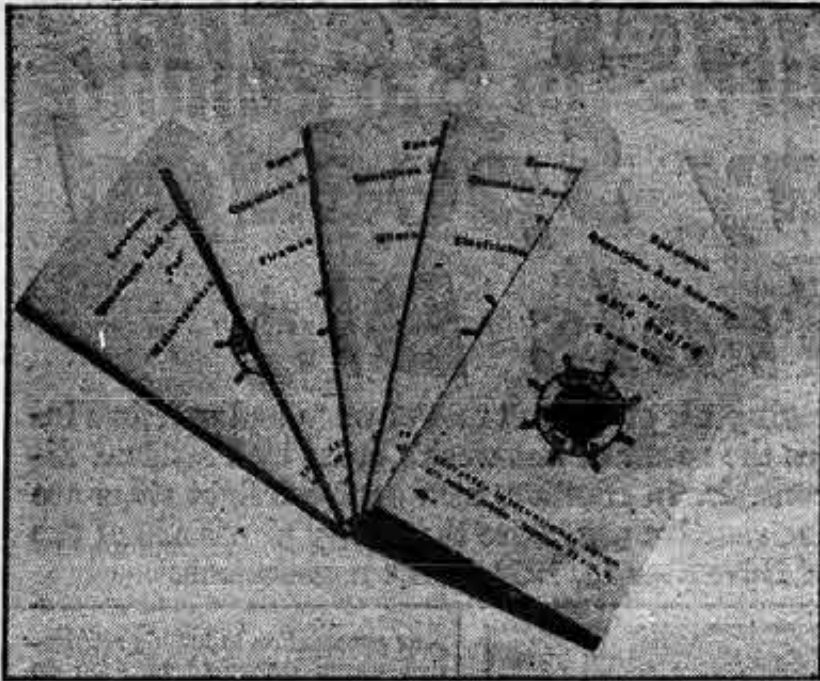
All that was changed under the Plan first adopted by the SIU. Shipowners began contributing to a central kitty, so much for every day worked. That way a Seafarer



Allen Batchelod, pumpman, and H. E. Grant, AB, left to right, celebrate the first birthday of the SIU Vacation Plan as they line up in New York headquarters to accept vacation money from headquarters clerk Al Bernstein.

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**Upgrading Booklets Available**



Shown fanwise above are the booklets prepared by the Union's education department and available in all ports for the upgrading of Seafarers. The pamphlets include questions and answers for ABs, firemen, watertenders, oilers and electricians.

**LOG Welcomes Stories, Pics**

With the LOG now containing 28 pages, the biggest ever, there is more room now than ever before for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe it themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, NY. If you want anything returned after we use it, we'll do that too.

**As I See It . . .**

*Paul Hall*

**OUT ON THE WEST COAST OUR BROTHERS IN THE SAILORS**

Union of the Pacific have been battling around the clock for quite a few years against Communist leadership in other maritime unions there. Few people realize that this fight is just as important today as it was a few years back when the Communists had entrenched themselves very strongly in many organizations. Now that our Government has taken action against the Communist Party and the Kremlin is very unpopular in this country, people wonder what all the noise is about. They seem to think that the Communists have been licked for good and are no problem in the unions any more.

The facts don't square with this kind of thinking. Far from pulling in their horns the Communist leaders in the Marine Cooks and Stewards and in the International Longshoremen and Warehousemen's Union have been putting the steady squeeze on their membership to retain power.

If anybody doubts that they can read a nice fat book of testimony, 245 pages worth, that's been issued by a subcommittee of the Senate Labor Relations Committee. This group, headed by Senator Humphrey of Minnesota, heard dozens of witnesses testify how the Communist leaders of the Marine Cooks and Stewards kept a Moscow-style dictatorship going in that union.

Members who opened their mouths against Communist control were dumped on the ships or ashore. If they refused to kick in to a Communist fund drive or openly supported this country's policy in Korea they were brought up on trial and blackballed out of the Union. And when they tried to ship, the MC&S would then pressure the operators to fire them.

In other words, loyal working guys were being deprived of their livelihood unless they knuckled under to the Communist leaders of the MC&S and their Russia-first policy.

The operators out on the Coast aren't free of blame either. These fellows have been doing business with the Commie-led unions for years.

On occasion they've played footsie with them to lick the SUP. So when the MC&S came round and fingered a man for making anti-Communist statements the shipowners couldn't wriggle out. This condition isn't limited to maritime. It exists elsewhere in this country where there are strong Commie line outfits in control.

In some quarters the feeling is that more Government regulation is needed to lick this problem. But we already have Coast Guard screening and a non-Communist oath on the books. These things haven't slowed down the MC&S in the slightest.

The real fight on Communist control can only come from inside the labor movement. The SIU has been committed for years past to driving the Communists from the waterfront. We propose to continue on this course to protect waterfront workers and guarantee their rights.



**SUP's 'Calculated Risk' Pays Off**

SUP Secretary-Treasurer Harry Lundeberg rode in on another long shot last week when President Dwight Eisenhower abolished wage controls. The order upheld the SUP's decision to withhold its contract from the WSB in the gamble that the wage lid would be removed. As a result, SUP members will collect the full amount negotiated in base pay, overtime and penalty rates back to April 27, 1952, a huge chunk of back pay for every man.



Harry Lundeberg

The SUP contract case is an illustration of Lundeberg's ability to take calculated risks for greater gains, in the face of strong opposition from all sides. When the SUP membership voted overwhelmingly on May 26 to go out on strike, it faced the united opposition of the Pacific Maritime Association, Harry Bridges longshore union and its Communist satellite, the Marine Cooks and Stewards throughout the 63 days of the walkout. A hostile press in California added to the unsuccessful hue and cry against the SUP.

**SUP Went It Alone**

This has been a long-standing situation whereby for years the SUP has "gone it alone" on the West Coast but has managed to win out every time. Fortune magazine, spokesman for the business point of view, stated frankly that given the choice between the "strongly anti-Communist" SUP and "a notorious party line union," the ILWU, "the Pacific Maritime Association picked party-liner Harry Bridges over anti-Communist Harry Lundeberg."

While Bridges, the MC&S and the shipowners joined hands in actively attacking the strike, the other West Coast Union, the Marine Firemen, Oilers and Watertenders, piped up that the strike was a bum beef. But as in the past, when it was all over, the "me too" MFOW dropped its hands-off attitude and jumped right in to grab a slice of the melon won by the SUP.

Too many seem to have forgotten that at issue in the strike were jobs of SUP members. The ship owners wanted to take maintenance work which had traditionally belonged to the Sailors and give it to Bridges. The commies criticized the SUP for hitting the bricks—criticized the Sailors for fighting to preserve their jobs. If the Sailors hadn't fought for their right to the work, these jobs would not exist today. Proof of the soundness in the SUP's determined stand is borne out by the figures showing the number of men shipped to these jobs daily.

Being under fire from all sides is nothing new for Lundeberg. He's been accused by both right and left of being a super-militant, but his militancy has turned out to be in the interests of his membership

and in response to the membership's needs and demands. He's never hesitated to stick his neck out and take an unpopular position on behalf of that membership, come what may.

A couple of years ago, for example, when both AFL and CIO were demanding outright repeal of the Taft-Hartley law, Lundeberg brought a storm down on his head by meeting with Senator Taft on the subject. He secured assurances at that time that the maritime hiring halls, the key to maritime trade unionism, would not be disturbed. Today, organized labor has come around to Lundeberg's position and has abandoned rigid and unrealistic demands for repeal in favor of a more flexible approach of securing the best possible deal under the circumstances.

Despite Labor's hostile attitude to Taft, Lundeberg met with the Senator for one reason: to protect his membership and save the union.

It would have done the SUP little good if Lundeberg had shouted "repeal" and stood by while the hiring hall was undermined. The membership wanted assurance that T-H would not destroy their hiring hall and that's what they got.

Similarly it was with the membership in mind that Lundeberg rejected an invitation to serve in the Eisenhower cabinet as Secretary of Labor. His first choice was to work for the Sailors. He felt he could best do that by staying where he was and leaving the honors to others.

Another "unpopular" position Lundeberg has held through the years has been his uncompromising stand against the Communist Party and Communist-led unions. During the "popular front" days of the late 1930's and during the

wartime "honeymoon" he maintained his stand despite strong criticism. At the same time it helped save the SUP from being swallowed up by the various "federations" and "unity committees" that the Party was always setting up to take over the waterfront.

Few realize that while Lundeberg has left the spouting of the "progressive" line to others, the SUP was the first maritime union to negotiate successfully for a shipowner-paid welfare fund. The pattern established has been beneficial to both shoreside and sea-going maritime unions. Then too, there has been much noise from the left as well as other groups about the McCarran Immigration Act, but it was Harry Lundeberg who went to Washington and did something for alien seamen.

**Secret Ballots**

Since Lundeberg has long been a commanding figure in maritime, those who attack him overlook the fact that he has a membership to answer to for all his doings. The SUP constitution provides for secret referendum ballots on important issues like constitutional changes and union elections. On these ballots as well as in carrying out policy, Lundeberg has had the consistent support of the men.

The SUP internal set-up is a far cry from that in the left-wing West Coast outfits such as the Marine Cooks and Stewards. Here a Senate subcommittee recently reported that the Communist leaders stay in power by a "rule" of terrorism and discrimination against all elements who dare oppose its Communist policies.

Reporting to the SIU membership recently on the SIU contract, Secretary-Treasurer Hall credited the SUP with setting the pattern of dealing with wage stabilization.

"We've worked closely with the SUP on this and other policy questions," Hall said, "and Lundeberg has given us solid support on every beef we've worked together on. The A&G District always found Lundeberg ready to go to bat for us just as we've gone to bat for him."

"It's a known fact that out on the West Coast the SUP leads the field. Under Lundeberg's leadership the SUP has become the wealthiest union with the best contracts and the finest halls, just as the SIU is out in front here. The result has been that the whole SIU-SUP membership has gone ahead farther and faster than anybody else in maritime."

**YOUR UNION'S SECOND ANNUAL ART CONTEST IS NOW OPEN.**

We hope all those brothers who have talent along these lines will turn to and display their stuff.

We remember that last year the fellows who put in for this contest got a big kick out of it, especially those who won the prizes.

This contest is set up to give them a chance to show their shipmates and also shoreside people what a seaman can do. It's part of your Union's program to acquaint the public with the Seafarers and give them an idea of the kind of men we have manning our ships.



IF YOU CREATED IT, THE ART & HANDICRAFT CONTEST IS YOUR CHANCE TO SHOW IT OFF AND PERHAPS WIN A PRIZE. WHETHER YOUR TALENT LIES IN CARVING MODELS... WEAVING BELTS... ARTISTRY IN KNOTS... MAKING WALLETS... JEWELRY OR ANY OTHER HANDICRAFT... THE SIU'S SECOND ANNUAL ART AND CRAFTS CONTEST IS FOR YOU... PRIZES WILL BE AWARDED FOR THE THREE BEST ENTRIES IN THE HANDICRAFTS SECTION AND ALL ENTRIES WILL BE RETURNED AFTER THE EXHIBIT. SEND ENTRIES TO:

ART EDITOR,  
SEAFARERS LOG,  
675 FOURTH AVENUE,  
BROOKLYN 32, NEW YORK

DEADLINE: APR. 30, 1953

# SIU's Int'l Convention Next Month

The SIU A&G District was officially informed this week, that the sixth biennial convention of the SIU of NA will be held in San Diego, beginning March 23. Procedure for nomination and election of delegates from the District was simultaneously announced as follows:

In accordance with the procedure of the Union and also in accordance with the provisions of the SIU Atlantic and Gulf District constitution, (Article XIV, Section 7) the following recommendations are therefore made:

A. Nominations shall be declared open at the regular membership meeting of February 25 in all A&G District ports;

B. Any man may nominate himself for a position as convention delegate;

C. All members who are nominated shall have in headquarters notification of his acceptance, as per the constitution, no later than 12 noon, Monday, March 2, 1953;

**Special Meeting**

D. A special meeting to elect a six man credentials committee shall be called in headquarters, Monday, March 2 at 12 noon, such committee to survey the qualifications of the nominees for delegate;

E. The qualifications for such nominee shall be the same qualification as are required by our new constitution for running nominees for any elective office in the District, i.e. two years in continuous good standing, US citizenship and three years' sea-time;

F. This committee shall prepare a ballot in accordance with our constitution; and as soon as possible shall make ballots available in all ports;

G. Voting shall commence immediately upon receipt of ballots;

**Vote Deadline**

H. Voting shall end on Wednesday March 11, at which time a tallying committee shall be elected in all ports;

I. Reports of tallying committee shall then immediately be wired to headquarters and those nominees who have won the election shall then be certified as the Atlantic and Gulf District delegates, to the International convention;

J. The number of delegates elected shall be four. These four

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## Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees that will be chosen at the next membership meeting.

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

The Union also welcomes discussions, suggestions and motions on the business before the meeting. Seafarers are urged to give the membership the benefit of their opinions so that the membership can act accordingly.



Seafarer A. Ballint, oiler, watches while M. C. Stachura, oiler, left, points out announcement of the second annual Seafarers Art Contest. The deadline for entries is April 30, 1953.

# Seafarers Prepare For 2nd Art Contest

Spurred on by the announcement of the second annual SIU Art Contest, Seafarers on the ships and in various ports are preparing their entries in the hope of winning one of the 12 prizes offered. The contest is open to all Seafarers for

entries in four categories: oils, watercolors, drawing and handicrafts, with three prizes offered in each category.

To spread the word about the contest, the Union is sending posters to all outports and to SIU ships at sea announcing the contest and giving the details on how to enter it. The deadline has been set well ahead, April 30, 1953, to give Seafarers everywhere a chance to get their entries in. Last year's contest attracted over 80 entries and it's expected that as many or more will participate this time.

**Experts Will Judge**

As in the previous year a panel of judges consisting of well-known art experts, including the SEAFARERS LOG art editor, will pass upon the entries and award first, second and third prizes in each category. The judging will take place on May 5, with all entries on exhibition the week of May 4.

Seafarers who have a handicraft hobby are being especially encouraged to enter this year's contest. Any kind of woodwork, metalwork, jewelry, fancy knot work, leather goods, weaving or modeling would be eligible under the handicrafts section. The important thing about the work is that it must be hand made by the Seafarer.

**Wrap Carefully**

All entries should be sent in to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, New York. When sending them by mail, it's advisable to use special delivery or registered mail and wrap all items carefully to guard against damage.

It's very important to attach the contestant's name and return address to each entry, so that the material can be returned to the owners when the contest ends.

Since some Seafarers will be doing their work on ships and won't have the materials to frame or mount paintings and drawings, these entries will be accepted unmounted. The first prize winner last year in the drawings section, for example, consisted of a colored chalk drawing on a torn sheet of black paper, the only materials the contestant had available to him.

Seafarers who might be interested in selling their work should inform the LOG accordingly and specify the price sought.

# Tugboatmen Win 10-Day NY Strike

The 10-day strike of tugboat and oil barge workers in New York ended this week, with the members of the United Marine Division of the ILA winning a 17-cent an hour pay increase as well as overtime and fringe benefits.

The SIU, as well as the Greater New York Port Council of the AFL Maritime Trades Department, gave the tugboatmen all the assistance possible during the strike, morally, physically and financially. Captain William V. Bradley, president of United Marine Division, Local 333, ILA, which held the strike, has already expressed his membership's appreciation for the help the SIU gave.

Among the fringe benefits the men gained are: \$8 per day maintenance and cure, stipulation of travel payment for certain outlying jobs, higher payments for cooks aboard small vessels, and higher payments for watch standing and for holidays, and higher welfare benefits.

The 3,500-member local has also agreed to go into arbitration on the one remaining question, the minimum manning scale on small tugs and barges. However, the arbitration proposal was rejected by the employers, and this question is now being settled.

On February 5, when the strike was underway, the tugboatmen tied up the entire port of New York by throwing picketlines in front of every pier on the waterfront. The longshoremen refused to cross the picketlines, and the port was completely tied up.

However, the employers went into court immediately, and got an injunction that night which prevented any further mass picketing of piers. The injunction was based on the contention that it was a secondary boycott, illegal under the Taft-Hartley Act, since the striking tugboatmen were not directly employed on the piers they were picketing.

# Draft Hiring Hall Bill, Curbs On Bargaining

A bill to legalize the maritime hiring hall, and another measure that would outlaw industry-wide bargaining have been submitted to Congress as part of a general move to make changes in the Taft-Hartley Act.

Reports coming out of Washington indicate that the act will definitely undergo amendment this year. Consequently proposals are being submitted from both sides—those who would remove curbs on Unions and those who want to make the law still harsher than it is.

The hiring hall bill has been introduced in the Senate by Senator Warren Magnuson, Washington Democrat. It states simply that it shall not be considered an unfair labor practice to establish a union hiring hall and to give employment preference to union members and those referred by the union.

**Ban On Standard Pacts**

On the other hand, the proposed ban on industry-wide bargaining would be a severe blow to all unions, particularly large industrial unions. It is contained in a bill that has been submitted by Representative Fisher, Democrat of Texas, and would make it illegal for employers to get together with other employers as a negotiating group that would negotiate a standard contract with a union.

**Would Affect Maritime**

The SIU, like many other industrial unions negotiates its contracts on an industry-wide basis and recently completed standardization of all clauses in its freight and tanker contracts. A ban on industry-wide bargaining would be a serious hindrance to orderly labor relations in maritime because it would open the door to a wide variety of wage standards and working rules. It would appear certain to cause great confusion and unrest in the industry.

Another feature of the Fisher bill would prohibit unions from limiting their membership in proportion to the number of jobs available, despite the much-publicized abuses that have developed in some areas as the result of an unlimited membership policy.

**Boycott Restrictions**

While Fisher's bill is the first comprehensive legislation to be in-

troduced thus far, the Republican leadership headed by Senator Taft has come up with some ideas that will probably be submitted in the form of a bill shortly. These would include some mild easing of the Taft-Hartley restrictions on secondary boycott and on the right of strikers to vote in NLRB elections. The non-Communist oath requirement will probably be changed to include employers as well as union officials, even though it's pretty well agreed that this provision is largely meaningless now.

Union proposals for Taft-Hartley changes include legal recognition of the closed shop and the elimination of injunctions powers in the act.

# Wage Hike Gained By Pilot Crews

MOBILE — Crewmen employed by the Mobile Bay Bar Pilots Association won a 43 percent monthly wage increase in their initial contract just negotiated by the Marine Allied Workers, an SIU affiliate.

The pilot boatmen chose the SIU-MAW as their collective bargaining representative in a recent election conducted by the National Labor Relations Board.

In addition to the wage increase, the pilot boatmen's first contract contained provisions for job security, regulation of hours and other benefits.

It was an unusual contract negotiation in that the pilots, this time acting in the role of employers, are union members themselves, being affiliated with the Masters, Mates and Pilots Association, a brother maritime union.

**YOU and the SIU CONSTITUTION**

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACCQUANT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XXVII Section 1

"Any member may submit, at any regular meeting of any Port, proposed amendments to this Constitution in resolution form."

The SIU Constitution, like any document designed to preserve the democratic process, allows for changes of its provisions. Members who have ideas on how to improve the Constitution can hit the deck at any regular membership meeting and offer them in the form of resolutions. If the resolution is adopted, the amending procedure will follow.

SEAWAYS • BOX 1231 • BALTIMORE 3, MARYLAND

Presents the

“SEAFARERS GUIDE”



A GATEWAY TO WORLD-WIDE TRAVEL, ADVENTURE AND ROMANCE!

Here's seductive cover of "Seaways" leaflet which promises to open the gate to a life at sea.

# Want To Go To Sea? Just Pay 'Em \$2 And...

A small-time sucker game aimed at gullible men who want to go to sea has been turned up by the SEAFARERS LOG. Preying upon poorly-paid or unemployed shoreside workers it milks the customers of \$2 a head by implying that it will show the way to a high-paying job in maritime.

The enterprise, which calls itself Davenport Seaman's Service, is apparently only one of several such promotion outfits. It is operated by a retired NMU book-member, Rodney Davenport Turner who seems to have found the business preferable to working for a living, at sea. It first came to the attention of the Union when the Union office received several standard forms from various sections of the country headed "Application for Employment as a Merchant Seaman."



Davenport Marine Guide offers everything—except a job.

**Leads Customers On**  
Scrutiny of the operation and an interview with the owner has not turned up anything that appears to be in violation of the law. The literature distributed carefully avoids an out-and-out promise of a job, but leads the customers on to believe that the so-called seaman's service is the key to travel, adventure, excitement and lots of money. The operations of the service are simple. Ads are placed regularly in about 60 assorted pulp magazines that have wide circulation. They call on both men and women to join the merchant marine. "Experience unnecessary," they say. "Excellent pay, fascinating foreign

travels, excitement . . . free information."

Once the potential customer writes for the free information, he receives a set of leaflets, headed, "See the World and Be Paid for It, Experience Unnecessary." The leaflets paint merchant marine employment in glowing terms. Their main pitch is that the customers, by sending cash, check or money order of \$2, will receive the "Merchant Marine Enrollment and Career Guide," plus a set of application forms for jobs. The Guide is said to be written by "experienced men of the sea."

**No Outright Job Promised**  
While implying that "world travel and a healthy bank account" is within the grasp of all who send in their \$2 the literature is careful not to promise a job outright. Money back is promised within seven days if not satisfied.

In return for the \$2, the customer receives a 23 page booklet, which outlines the duties, qualifications and wages of various ratings, where to go for seamen's papers, plus the names and addresses of maritime unions and a lengthy list of American shipping companies.

The Guide is much more conservative in tone than the come-on literature. Along with it are sent two cautiously-worded bulletins. One of them says that jobs are scarce now and steers men to foreign flag ships. The other warns that it may be difficult to get seamen's papers and disclaims connection with any union or shipping company.

A LOG representative posing as a customer applied for the service and received the literature and the booklet. When he returned the booklet saying he was not satisfied he received a refund check from "RD Enterprises Inc." of Portland, Maine. The check was drawn on a Massachusetts bank.

**Went To Office**  
Subsequently he went up to the New York address of the outfit and found it located in a small room that served as a mail drop and switchboard for two dozen different people. When he asked for the

owner he was steered into a different office where he met Turner. In that office three girls were working, busily stuffing copies of the "Guide" in envelopes.

Turner admitted that he was the "staff of experienced men" who wrote the guide. He said he had been working on colliers with an AB ticket and started the business while he was shipping out. He claimed he quit shipping because the mail would pile up in his absence and he didn't want to get into trouble by not answering it. Anyway, he said, he didn't like shipping.

He conceded that the so-called service was little more than sucker bait, but claimed that other operators wouldn't refund the money, whereas he did. When questioned about the extent of his operations he showed figures ostensibly covering the month of January to the effect that he had sent out 1,040 guides at \$2 each and made eight refunds. However, with three girls working at handling mail, that number of guides could be sent out in a single day.

**Getting Out Of Business**  
Turner denied that he was making any big money out of the business, saying that he was averaging about \$100 a week. He declared that as soon as he sold out his present stock of guides he was getting out of this particular business.

Turner is not the only one to find the merchant marine angle a profitable one. Another outfit, Seaways, in Baltimore, puts out a similar pitch even more extravagantly-worded. Seaways offers a Seafarers Guide for \$1.98, two cents cheaper than Turner's, but doesn't provide any money back guarantee.

A somewhat more expensive "service" along the same lines is the Seamen's Service in Trucksville, Pa. This one charges \$3 plus mailing and COD costs to get the poop from "an ex-merchant marine officer who will explain in detail how to get a job . . ." No money back guarantee here either.

## SIU NEWSLETTER from WASHINGTON

Unless the House Merchant Marine Committee once again becomes an active group on Capitol Hill, the American merchant marine stands to lose what once was a powerful friend in the US Congress.

If the Committee does not squarely cope with the enormous legislative problems now confronting the nation's fourth arm of defense, the chances are that the House Merchant Marine Committee will be abolished as a Standing Committee and, in effect, be relegated to an inferior position as Subcommittee of the House Interstate and Foreign Commerce Committee, in which event maritime problems would be snowed under numerous other problems of that Committee.

As it now stands, the House Merchant Marine Committee has full jurisdiction to review merchant marine matters—its authority is practically unlimited in connection with maritime and closely related subjects. The question remains, will the Committee become interested enough to bring up legislation and report out such bills that will aid in the development of the US merchant fleet. Many people are noting the lack of Committee activity and are beginning to wonder just how interested the group is in establishing a healthy maritime fleet.

Authority of the Attorney General of the US to exclude an alien seaman, who has been previously admitted into the country for permanent residence, on the ground that his entry is deemed prejudicial to the public interest, and without giving the seaman a hearing, has been overturned by the US Supreme Court.

In a decision of the High Court involving an alien seaman who was admitted to the US for permanent residence, signed on an American-flag ship for a round voyage, and who was "temporarily excluded" at San Francisco and later excluded when the ship reached its home port of New York, the Supreme Court said that, in effect, the seaman remained "physically present" in the US. The court said the seaman was entitled to notice of the nature of the charge against him and also to a hearing at least before an executive or administrative tribunal.

The Attorney General, in excluding the seaman, had relied on a prior case where an alien, with an immigration visa, who never had been in the US, sought entry but was excluded as an alien whose entry was deemed prejudicial to the public.

In the case of the alien seaman, the Supreme Court said he already was in the country and, therefore, had a right to be heard.

The US Coast Guard, during the last fiscal year period, issued to individuals 170,328 merchant mariners' documents bearing evidence of security clearance, and granted security appeal hearings in 775 cases considered to be poor security risks.

In the category of longshoremen, warehousemen, pilots, and waterfront workers, 196,951 persons were screened and 188,301 port security cards were issued, while 827 hearings were granted upon appeal by persons who had been found to be poor security risks.

As to merchant marine personnel, the Coast Guard issued a total of 144,602 documents, of which number 48,551 were issued to persons who had no previous service in the merchant marine and 950 were licenses issued to radio officers.

During the year, in the interest of national defense, 7,941 individual waivers of manning requirements for merchant vessels were issued, while shipping commissioners supervised execution of 17,650 sets of shipment and discharge shipping articles.

In the domestic trade, freighter employment postwar has been much less than prewar. Whereas in 1937 about 450 ships were engaged in these trades, only 164 were employed the latter part of 1952. This is not due to a decrease in the volume of traffic, but rather to the inability of domestic freighters to regain their prewar competitive status, particularly along the US Atlantic and Gulf coasts and in the inter-coastal trade.

As to coastwise shipping, while it is not believed it will regain its prewar position in the foreseeable future, it is not too optimistic to predict that 1952 employment of ships will be increased by 25% in the years ahead by proper application of modern break-bulk cargo handling methods and equipment both on ships and ashore.

The Treasury Department estimates that the tax benefits of the American subsidized operators over the past 15 years have totalled about \$155,533,084. This figure represents the difference between the amount of taxes actually paid by the subsidized lines over the period and the amount they would have paid in the absence of the present tax benefits in the 1936 Merchant Marine Act.

A bill that is sure to be passed by the Congress is the one recommended by the Treasury Department recently under which certificates of service for entry ratings on US flag ships would not be issued before the applicant had demonstrated that he had sufficient knowledge of the English language, written and spoken, adequately to perform all duties required of him and to carry out orders of superior officers. Existing law has been construed to require only that oral orders in any language be understood by 75% of the crew, and Treasury believes this should be corrected.

"It is believed," Treasury informed the Congress, "that any member of the crew of a merchant vessel of the US is not competent to carry out the normal duties expected of him unless he can speak and understand the language spoken by officers of the vessel, which is normally English."

Senator Magnuson, Washington, has introduced a bill (S. 838) amending the National Labor Relations Act in order to legalize maritime hiring halls. Under the measure, the term "maritime industry" would include all industries employing personnel engaged as licensed or unlicensed members of the crews of ships or barges engaged in offshore, coastal, intercoastal, or inland transportation, or in longshore operations servicing such ships or barges.

Your SIU Washington Reporter

## SIU Towmen Gain \$40 Pay Raise

MOBILE — Monthly wage increases averaging about \$40 a man were won for all unlicensed personnel employed by the Mobile Towing and Wrecking Co. in a new towboat agreement just negotiated by the SIU-affiliated Marine Allied Workers here.

The increase in the monthly base rate was only a part of the monetary gains won by the SIU-MAW negotiating committee, however. The agreement also included provisions for a liberalized overtime rate and for a shorter work week.

Under terms of the agreement, the monthly base rate was increased from \$255 to \$294 and the hourly overtime rate was upped from \$1.34 to \$1.87 an hour.

The work week was fixed at 40 hours.

Members of the negotiating committee were Cal Tanner, SIU agent for the Port of Mobile, Harold Fischer, Louis Neira and Otto Swendson.

# Top of the News

**COAL, STEEL POOL SET UP**—Operation of the Schumann plan for Europe's coal, coke, iron ore and steel began last week, with a common market in six countries for these products. All duties, customs and quotas have been eliminated. From now on, these items can be bought and sold in the open market as if there were no national boundaries. Participating in the agreement are France, West Germany, Belgium, Netherlands, Luxemburg and Italy. The plan is expected to be of great benefit to the economies of the countries involved.

**ROSENBERGS DENIED CLEMENCY**—President Eisenhower has turned down the appeal of convicted atom spies Ethel and Julius Rosenberg to set aside their death sentence. The President said that "the nature of the crime for which they have been found guilty and sentenced far exceeds that of taking of the life of another citizen . . . and could very well result in the death of many, many thousands." The Rosenbergs' attorney has announced another appeal to the Supreme Court but it is not expected to make any change in the death sentence verdict.

**RUSSIA SEVERS RELATIONS WITH ISRAEL**—The Soviet Government has broken off relations with Israel as the aftermath of the anti-Zionist campaign undertaken in Russia and the satellite countries. The immediate reason for the step was the bombing of the Soviet legation in Tel Aviv, Israel, that came as the climax of rising ill feeling as a result of arrests and spy trials in Iron Curtain countries of Jewish leaders and charges that the Zionist movement is a tool of "American imperialism."

**WEST GERMANS ARREST NAZI PLOTTERS**—The West German government has arrested four leaders of a neo-Nazi group called the German Free Corps and accused them of planning the overthrow of the government. The arrests by the German officials follows last month's round-up by British occupation forces of seven former Nazi leaders on charges of a similar plot. The German government indicated that it was going to take action against other neo-Nazi groups in the near future.

**EX-GI CONVICTED OF TREASON**—Former Army sergeant John D. Provoe has been found guilty of treason while a prisoner of the Japanese after the fall of Corregidor. The Federal Court jury held that Provoe had offered his services to the Japanese after being taken prisoner and had informed on an American Army captain to the Japanese, thus causing his death. He was also found guilty of making radio broadcasts on behalf of Japan.

**ENGLAND, EGYPT AGREE ON SUDAN**—The Governments of Great Britain and Egypt have reached agreement on the future of the Anglo-Egyptian Sudan, the huge block of territory extending southward from the borders of Egypt proper. The agreement provides for a three-year period of transition after which the Sudan would be given self-government. In the meanwhile, Britain and Egypt will continue to supervise that area's affairs.

**PRICE CONTROLS LIFTED**—The Government has lifted price and wage controls on practically all items except for important metals used in defense and other materials in short supply. Items still left under controls are cheese, dry groceries, steel, aluminum, copper, nickel, lumber and much machinery and equipment including major household appliances.

# Bare New Baggage Racket

A clever scheme to defraud Seafarers of their valuables was turned up recently in the port of San Pedro. A self-styled travel agency representative, using the name of one of the reputable agencies in the area, has been offering to "take care of" the forwarding of Seafarers' baggage for a small fee. Subsequently, several Seafarers found to their sorrow that the baggage had been rifled before being shipped.

One of the victims of the swindle, Seafarer John Flynn of New York, said he had paid off the Mankato Victory (Victory Carriers) December 17 after a Far Eastern trip. He and other crewmembers were anxious to arrange for transportation back East as is provided them under contract. Along came one Mr. "T. Davis," a self-styled representative of the San Pedro Travel Agency, saying that he had plenty of plane seats available on non-schedule four engine flights if the men wanted them.



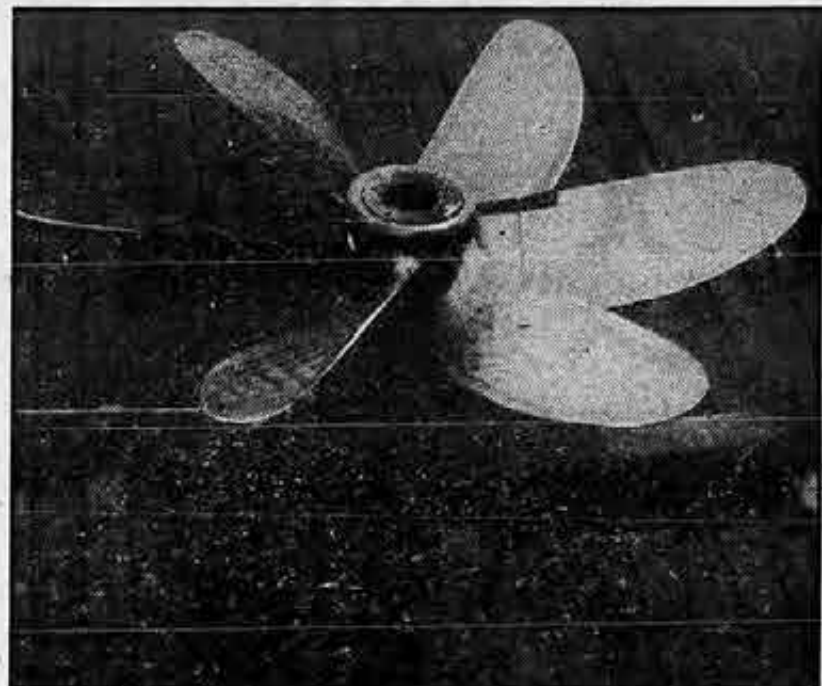
Flynn

After Flynn got home he received his baggage in due time. When he opened his bags he found that everything of value including personal possessions of sentimental importance had been cleaned out.

On learning of the incident, the Union agent in Wilmington contacted the travel agency, which informed him that Mr. "Davis" was in no way connected with their outfit. Further, the agency doesn't contact ships to sell airline space. Seafarers are warned that any "Mr. Davis" or for that matter anybody else contacting ships who offers to "take care of" baggage is out to no good and should be treated accordingly.

**Forward Baggage**  
"Davis" further offered as a special service, to forward the men's baggage collect for a slight fee of \$2. Seven or eight of the men, including Flynn, took advantage of the "service" so that they would not have to waste time lugging their sea bags and suitcases around and arranging for mailing.

Seafarers are warned that any "Mr. Davis" or for that matter anybody else contacting ships who offers to "take care of" baggage is out to no good and should be treated accordingly.



Here's bird's-eye view of the new six-bladed propeller that has been installed as an experiment on the Cities Service tanker Paoli.

# CS Tanker Tries Out Six-Bladed Propeller

Experiments with a new, six-bladed propeller are now being carried out by Cities Service with the Paoli.

Seafarer Lewis Savoia reported that the six-bladed screw was put on the Paoli at the Newport News, Virginia, Shipbuilding and Drydock Company along with fitting ceremonies and a number of spectators.

"We believe," he said, "that the Paoli is one of the first large tankers in the world to be equipped with a six-bladed propeller."

The company said that the Paoli had been fitted with the new propeller so that it could get some idea of how the new screw would work during regular tanker opera-

tions. However, said the company, the ship has not yet been in service long enough with the new propeller to show any conclusive results.

The company was non-committal about whether other of its vessels will be equipped with the new six-bladed screws. It said that it was waiting to see what happened with the Paoli before making any decisions about its other vessels.

The Paoli is a standard T-2 tanker.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

## Best Quality For Your Money

Learning how to buy the best-quality goods for your money is an art that can save you and your family many dollars in this period of high prices and inflation—and also save disappointments and grief. Many a Seafarer has learned this the tough way—by spending his hard-earned dough for goods that failed to give satisfactory performance for the price paid.

For example, one man reports he bought a pair of wing-tip shoes for twenty-two good solid bucks. Within three weeks they came unsewed and had to be repaired. Now he wonders if he wouldn't have done as well buying a cheaper pair.

What every man or family that wants the most for its money should know, is that a high price doesn't necessarily mean best quality. It may merely mean extra trimming or decoration which may actually be a weak point. In the case of the shoes our pal bought, a plain-toe type not only would have cost less than the wing-tip, but has fewer seams to come apart.

### Simple Lines Best

In many instances, you'll find that simply-designed goods are not only less expensive but more durable and easier to care for. In men's clothing, solid-color socks are more durable than those with clocks and other fancy designs. Solid-color shirts cost less than fancy patterns and are less likely to fade. End-to-end madras shirts are more expensive than plain madras but are less durable.

The same situation is true for the things a family buys. Muslin sheets are stronger and last longer than the more expensive percale sheets. Pillow cases and sheets with plain hems not only cost less than hemstitched ones but are more durable. White towels cost less than colored

ones and dry you off quicker (because the dye reduces absorbency). Children's and women's dresses with gored skirts cost less than pleated ones.

Does that mean it's always best to buy the lowest-priced article? Not necessarily. The way it works, merchandise generally falls into three price classes: the so-called "low-end" goods, the medium priced lines and luxury lines. In a period of high prices, any reduction of quality in the lowest-priced lines means the manufacturer must reduce the basic quality; he must use cheaper materials and skimp on construction. But reducing the quality of medium-priced goods may merely mean eliminating the frills; eliminating the perforations on shoes; for example. But the basic quality is still good. So in times like these it's generally the medium-priced lines that offer us the best quality for the money. The highest-priced lines are rarely worth buying anyway, because they are basically the same as the medium-priced goods with a few frills added.

### Frills Cost Extra

Take refrigerators. Most brands feature a standard and a deluxe model. They're basically the same boxes with the same motor, insulation, capacity, etc. But the deluxe model costs you much more because it has several added features, such as a larger freezing compartment which you may or may not want—and certainly don't if you have a separate freezer—or an additional vegetable crisper, etc.

### Some Basic Qualities

Here's a list of standard-quality, medium price type of goods which this writer has found offers good basic serviceability for the price:

Men's shirts: 2x1 broadcloth of 130 thread count; oxford cloth (must be cut roomy because of tendency to shrink); chambray and poplin.

Men's suits: Worsted cheviot, serge, homespun, also tweed and covert (if closely woven).

Work clothes and children's wear: Cotton gabardine, twill, jean cloth and similar materials with a ribbed weave.

Men's and boys' coats: Melton cloth, cheviot and tweed.

Women's coats: Cheviot, venetian, jersey, tweed, homespun, covert and mouton fur.

Cotton dresses: 80-square percale, gingham, chambray.

Rayon dresses: Gabardine, sharkskin, faille and other ribbed materials.

Hosiery: 30-denier nylon in 45 or 51 gauge.

Sheets: 140-count muslin; or 128 count as second choice.

Notice the omissions from this list too. Flannel, for example, is perishable unless it's worsted flannel, which is very expensive. Cashmere is another costly but non-durable material, and not recommended for suits, coats or sweaters. Rayon crepe wears well but requires great care in cleaning and laundering.

§ § §

Since this column is written with the buying problems of Seafarers and their families in mind, the LOG will welcome suggestions as to the subjects that readers would like to have discussed in future columns. If there are any suggestions that you have on this score, send them in to the editor of the LOG.

In addition, readers are asked to pass along any questions about material that has appeared here, or about specific problems they've run into in purchasing any type of goods and services.

Those who may want to obtain back copies of these columns that have already discussed subjects they are interested in can do so simply by dropping a line to the LOG and asking for that particular issue.



Joe Burns (2nd from left), bosun, points out a special article in the bound volume of 1952 LOGs, now on sale through headquarters. Left to right are: Lionel Cormier, BR; Burns, Robert Hansen, carp.; Gumbald Kalland, bosun, and George Liebers, steward. Volumes can be ordered through mail.

## '52 LOGs Available In Handy Bound Book

Bound volumes of the SEAFARERS LOG covering the entire year of 1952, have just been received from the bindery and are now available for sale at the cost price of \$4. They are on sale at New York headquarters or by mail.

Chronicling a twelve-month period which saw the Union make great strides in an era which has been one of the most climactic in US history, the bound LOG should be a welcome addition to every ship's library and to every bookshelf in the homes of Seafarers. The bound edition of the LOG contains every issue of the newspaper put out in the year just ended, including supplements containing freight and tanker agreements and the new constitution.

Contained within the covers of the latest bound edition of the Union's newspaper, the 14th such since the inception of the SIU, are the many 'firsts' scored by the Union in the past year. Among the many advancements are the new and better contracts, the new constitution of the SIU, the inauguration of scholarship, maternity and disability benefits plus the beginning of the 1st vacation plan in maritime history.

Included also, are the many news stories concerning the week-to-week affairs of the Union, as well as feature items about Seafarers, their families, and places of interest to men of the sea. Also, 1952 was the year in which the LOG gained three prize awards for excellence in the field of labor journalism and was acclaimed the best labor paper in the country.

For those Seafarers who are building a SEAFARERS LOG library, bound volumes back through 1946 can be purchased for \$4 each. The 1952 bound volume can be purchased through the mail by using the coupon on the back page of this issue.

### Report Lost Baggage Check

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

## 'Happy New Year, Harry' - Cominform

It's going to be a Happy New Year after all for Harry Bridges and the International Longshoremen and Warehousemen's Union. There may have been no holiday greetings in the mail from the SIU, SUP, or for that matter from his former pals in CIO maritime unions. But Bridges is still remembered with affection in certain quarters—behind the Iron Curtain of course.

The ILWU Dispatcher, official organ of Bridges outfit, reports that Bridges' Bulgarian, Czechoslovakian, Rumanian and Hungarian pals didn't forget him come the holidays. The dummy unions in those countries all sent their best wishes in the ILWU's "struggle for world peace."

#### Mass Produced Propaganda

To nobody's surprise, the messages coming from four different countries all contained the same phrases and catchwords, proving that mass production of propaganda has now been achieved in Communist countries, no matter where. The Bulgarian unions wished Bridges "success in your gallant fight for democracy and peace," while in Czechoslovakia they made it "success in their struggle for better economic conditions and in defense of democratic rights and liberties." They must have had a few more capitalist dollars to spend on cablegrams than the Bulgarians did.

#### Chief 'Mighty Peace Camp'

The Hungarians had another way of putting it, "success in your struggle for better living conditions and peace," and concluded "long live mighty peace camp!" (Sounds like Bridges has an Indian chief's name). The Rumanians wound theirs up in a florid burst of rhetoric, "success for building up action unity in the struggle waged in defense of your vital interests, for democratic liberties, for preserving mankind's most precious gift, Peace."

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 2/1/53 To 2/14/53

No. Seafarers Receiving Benefits this Period	877		
Average Benefits Paid Each Seafarer	60.68		
Total Benefits Paid this Period		53,220.42	

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5520.00		
Death Benefits	15051.11		
Disability Benefits	380.00		
Maternity Benefits	5400.00		
Vacation Benefits	26869.31		
Total		53,220.42	

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	283,840.00		
Death Benefits Paid Since July 1, 1950*	486,615.78		
Disability Benefits Paid Since May 1, 1952*	5,490.00		
Maternity Benefits Paid Since April 1, 1952*	87,400.00		
Vacation Benefits Paid Since Feb. 11, 1952*	1,828,971.72		
Total		2,692,317.50	
* Date Benefits Began			

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	507,040.43		
	Welfare	364,534.52		
Estimated Accounts Receivable	Vacation	406,651.50		
	Welfare	406,651.50		
US Government Bonds (Welfare)		1,490,960.94		
Real Estate (Welfare)		255,000.00		
Other Assets - Training Ship (Welfare)		10,016.34		
TOTAL ASSETS			3,440,923.23	

### Comments:

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

It is only necessary to fill in and sign a new beneficiary card when it is the intention of the member to change the name of the beneficiary. A great deal of time and filing space will be saved if members will keep this in mind.

Submitted February 14, 1953

*Al Kerr*  
Al Kerr, Assistant Administrator

## ... and, remember this ...

All these are yours without contributing a single nickel on your part—Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death—You get first rate personal service immediately through your Union's representatives.





# UNION TALK

By KEITH TERPE

Now that the second batch of unfair labor practice charges has been filed by the SIU against Atlantic Refining, there's no question in the minds of Atlantic seamen that the company will have to do some fancy footwork to explain away its shady discrimination tactics. Both Atlantic and the AMEU tried their best to minimize the importance of the first barrage of charges specifically levelled against the company, and by indirection, at the AMEU as well, but they'll be hard-pressed if they try this a second time.

A good indication of the way the wind is blowing lies in the reports of several onetime AMEU stalwarts who folded their tents and silently removed themselves from the scene of the crime rather than face up to realities. One of them has even added a prophetic note to the proceedings. He's currently reported taking a turn at the tombstone business, and if he's good and sticks at it, may win the lucky assignment of carving one reading "R.I.P.—AMEU" before long.

The men in the fleet know that the filing of additional charges—which may prove even stronger than the heavily-documented ones we threw at the company before—plainly indicates that we mean to stand by our own pledge to go all the way to back up any unorganized seaman who is discriminated against because he supports the SIU. That's been the foundation beneath our success in former organizing drives, and our policy hasn't changed a bit since then.

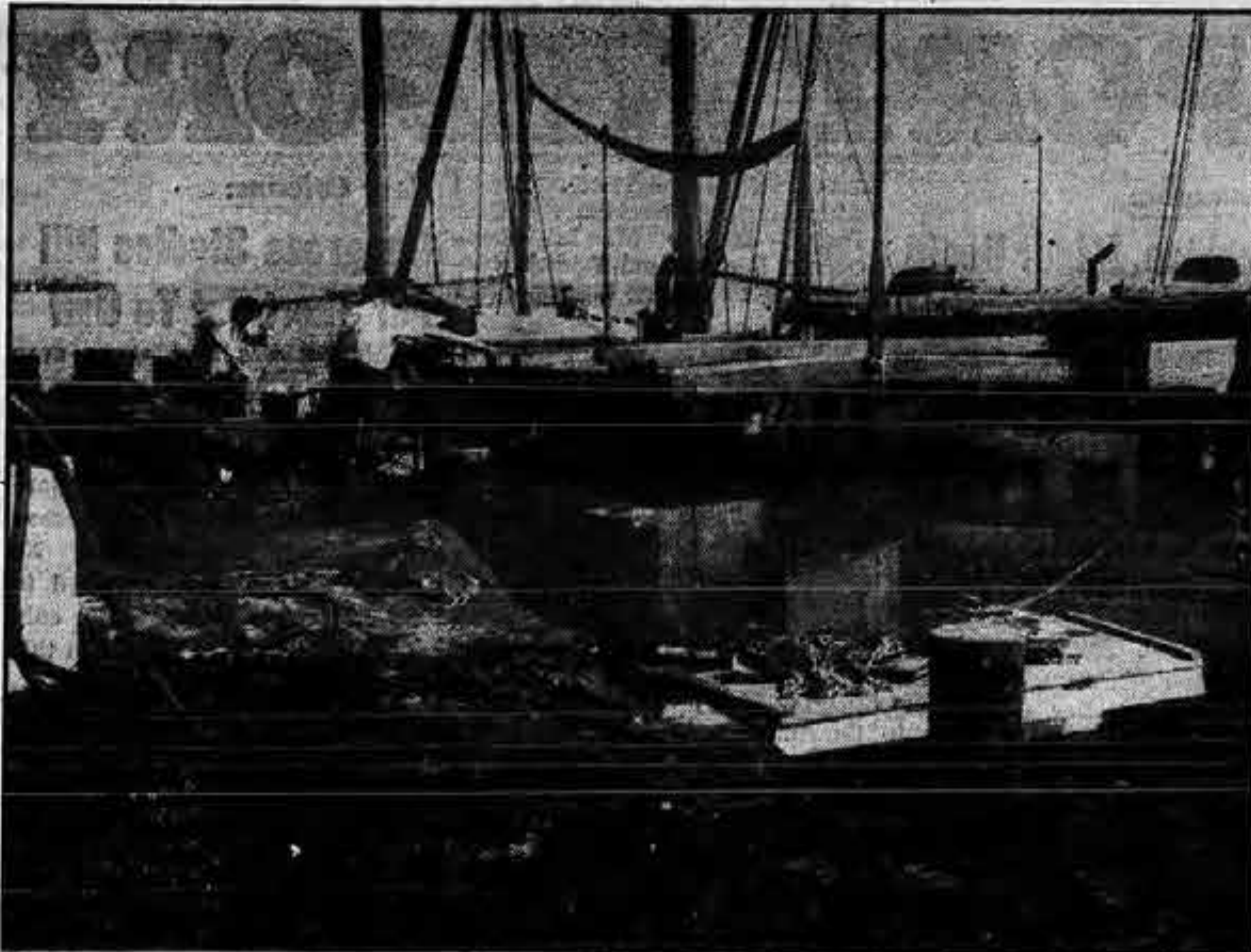
The company's public reaction to the charges, like the AMEU's, has been to try and laugh them off as something that just didn't happen. Actually, the creation of its special trials and appeals board is Atlantic's off-hand attempt to illustrate its "democratic" nature, as it goes through the motions of judging charges brought against the men by ships' officers and then "democratically" renders a decision. We spoke of this tactic a few weeks ago, and nothing has changed our original estimate.

The pattern is all too clear in this whole sham "kangaroo court" arrangement. Since we have charged Atlantic with discrimination in firing, the company now seeks to show it fires for good cause, not a result of a man's being openly pro-SIU aboard ship. This "good cause" stems from a stated list of reasons for discharge which are part of the AMEU-Atlantic "agreement" and over which the company (naturally) has sole control. Of course, in order to insure that the average Atlantic seaman gets a fair shake at his trial, the panel is rigged with company officials from top to bottom. Two AMEU officers usually sit in on the panel, but it's difficult to see how they represent anything but management again, since they are both admittedly on the payroll of the company with whom they "bargain" as the "representatives" of its employees!

Now of course we also made a careful survey of the company's hiring practices, so that we were able to document for additional charges the fact that Atlantic discriminates in hiring as well as in firing. Atlantic's answer to this has come easily. Just last week it set out to show how "democratic" it was in not practicing any discrimination in hiring by running a former employee seeking reemployment before this same trial board! Since the functions of this panel had never been defined, it appears it can do anything, and do it better than anybody. In this instance, you have a situation where a man has to have a trial before he can even get a job. It'll be interesting to see what they try next.

Since the rumors about a renewal of "negotiations" between the company and the AMEU got started about three weeks ago, little actual information has filtered out from the undercover goings-on. We do know, however, that Atlantic has already come through with a 60-day annual paid vacation for its licensed engineers, which we pointed out was one of the items also being considered for the unlicensed personnel. Of course, the price the engineers had to pay for this bonanza was to give up all their overtime, so anybody going to sea for a living today knows who came out on the short end of that deal.

The point is that this latest gimmick may wind up to be the pattern forced on the unlicensed men as well.



In Mexico, shrimp boats are coming in, but under the armed eyes of Mexican gunboats which are patrolling the offshore waters. Shown above is an SIU shrimp boat, typical of those involved in the international controversy.

## Shrimpers Face Mexican Guns

More trouble loomed for Gulf Coast shrimpers as the Mexican Navy ordered two gunboats to back up its regular patrol of coastal waters, and gave them orders to fire at any foreign fishing vessels working in Mexican waters if they don't obey instructions to pull into a Mexican port.

The shrimpers in the area, which include many shrimp boats manned by SIU affiliates, have long been the subject of a controversy between the US and Mexico. Mexico claims her territorial waters extend nine miles from shore and that she has complete jurisdiction over these waters, while we have claimed that Mexican jurisdiction extends only the usual three miles from shore.

As a result, many US and Cuban shrimpers caught in the disputed waters have been boarded by Mexican patrols, and forced into Mexican ports where they were held for varying lengths of time. In answer, the shrimpers had said that they would arm their boats.

This apparently happened, because recent reports said a Mexican inspector, with an armed guard, boarded a US shrimp boat, but was unable to order her into a Mexican port because the shrimp boat was "better armed than my pat-

rol." Apparently, the heavily armed gunboats are Mexico's answer to this.

Mexico claims that the shrimpers are "stealing" her "national wealth," and has estimated that the "illegal" shrimping operations have "cost Mexico about \$3.5 million thus far this year."

Shrimp boats manned by SIU affiliates sail from Mississippi, Texas, Alabama and a number of other southern states. One of the largest of the SIU organizations is the Gulf Coast Shrimpers and Oystermen's Association, which is a branch of the SIU's Fishery and Allied Workers Union.

The US State Department has said that it has "been discussing this situation with the Mexican authorities" for some time now, but that it has "failed to reach an agreement thus far."

The shrimpers, on the other hand, hold that Mexican territorial waters extend only three miles

from her coast, and that the main fishing grounds, about nine miles out, are international waters, and thus are open for fishing.

The shrimpers also claim that to keep them out of these waters would deal a near-fatal blow to their industry, and would mean the loss of many jobs and many ships.

### Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter 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.

## Cartoon History Of The SIU

The Communists' Raids

No. 31



After failing in an attempt to control the East Coast waterfront, the commies under Bridges tried to move in on the NY longshoremen in 1946. Smarting under defeat by the SIU, the NMU—under commie control—attempted a demonstration against the Union, but were beaten back.



Raids by the NMU and Bridges were the order of the day, taking place in Phila. and New Orleans. In one of Bridges' most ambitious moves, he tried to raid the SUP in the Coos Bay area. The SIU answered with a picketline of the NMU ships on the East Coast, and won the fight.



The Communists were thoroughly discredited in their raids. Worst of all was their raid on a strike meeting of the MMP in New York. Led by die-hard commies, they tried to take over, but SIU aid beat them back. It was the beginning of the end for the commies in the NMU.



# PORT REPORTS

**Mobile:**

## More Military Cargoes Promise Shipping Rise

Prospects are bright for an upturn in shipping in this port. The US Naval Magazine at nearby Theodore, Ala., has been reactivated and shipment of military cargoes bound for Europe and the Far East has been resumed through this facility. Grain shipments in SIU-contracted bottoms are expected to increase soon. Shipping interests look for several ships to be taken out of the Mobile boneyard and put back in service in the near future.

As for the immediate future, nine ships are due for payoff and one is scheduled to arrive here in transit.

During the last two weeks, we had 10 payoffs, five ships signed-on and seven called here in transit. Payoffs were on the Patriot, Corsair, Planter, Polaris, Cavalier and



Stevens

Ranger (Alcoa), the Morning Light, Monarch of the Sea and Lafayette (Waterman), and the Wanda (Ephiphany). The Patriot, Planter, Polaris, Ranger and Lafayette signed on. The Steel Advocate, Steel Surveyor and Steel Flyer (Isthmian); Del Norte (Mississippi); DeSoto (Waterman); Sweetwater (Metro Petroleum) and Longview Victory (Victory Carriers) stopped in transit.

We contacted Waterman and Alcoa officials and were informed that both companies would immediately start paying the higher wage scales provided in the new contract. Payroll department of both companies started work on figuring retroactive pay due to men who have been employed since Nov. 18, 1952, effective date of the contract.

**Hospital Problem**

Mobile's USPHS Hospital figured in the news again when the Federal Security Agency let it be known it is looking for a place to locate the out-patient clinic which has been maintained in the building since other departments of the hospital were closed several months ago.

FSA officials said the clinic will be moved out of the hospital as soon as another location is found and then "presumably the place will be declared surplus." In such event, the building would be offered to other Federal agencies. If none want to use it, the state will have first call on its use.

Some civic interests here, including the Chamber of Commerce, are seeking to have the state or local agencies obtain the building for use of a tuberculosis sanatorium. Veterans organizations, maritime labor organizations and shipping interests want it reopened as a full-fledged USPHS hospital.

More encouraging news about our proposed harbor improvement project was received from Washington last week. Sen. Lister Hill said he will introduce in the Senate a bill to authorize \$5,778,000 for deepening and widening the ship channel and enlarging the turning basin in the Port of Mobile.

The project already has been okayed by the Army Corps of Engineers and the Bureau of the Budget and the Army is asking Congress to improve the improvement program.

Of course, the way most people here look at the thing, is that it will mean a better harbor for the city. That in turn should attract

more shipping here and increase shipping activity and the amount of cargo handled through the port, as well, of course, as increasing the business carried on by the businessmen in this city. However, an increase in shipping and an improvement in facilities never hurt any port.

What will happen to the bill when Congress acts upon it, naturally, is something that very few people can say, but one thing's sure; just about everybody here is pulling for it to pass.

Two oldtimers swapping yarns on the beach here now are Bosuns S. P. "Pete" Morris and Oscar "Blacky" Stevens. Both are what might be termed "charter members" of the SIU, and they can tell "sea stories" from their voyages to all parts of the world that will stack up with the best.

Cal Tanner  
Mobile Port Agent

**Galveston:**

## Shipping Continues At Same Fair Pace

Shipping continues fair around this port, and it looks as if it might stay that way for a while yet.

We had the Steel Surveyor (Isthmian), Northwestern Victory (Victory Carriers), Federal (Trafalgar), and the Seacloud (Seatraders) as payoffs. The Northwestern Victory and Federal signed right back on again.

As in-transits, we had the Maiden Creek and Andrew Jackson (Waterman), Julesburg (Terminal), Seatrains Georgia, Louisiana, New Jersey and Texas (Seatrains), Council Grove, Lone Jack and Royal Oak (Cities Service), Neva West (Bloomfield), Southern Districts and States (Southern Trading), Sweetwater (Metro Petro), Trinity (Carras), Steel Advocate (Isthmian), and Mae, Bul.

Things are pretty quiet around these parts right now. We've got Emmo Puntillo on the beach taking it easy. Emmo joined the SIU back in 1943, when the going was a bit on the rough side. He's been going to sea for the past 14 years, however, and he said that if he couldn't sail SIU, he'd stop going to sea.

Keith Alsop  
Galveston Port Agent

**Boston:**

## Beefs Settled Here In Real Quick Order

Shipping has been taking a leisurely pattern here lately, but things may be picking up a bit in the future. We had two payoffs, and both signed right back on, and also had five in-transits.

The payoffs included the Julesberg (Terminal Tankers) and the Robin Doncaster (Robin). Both of these ships signed on again. The in-transits were the Chickasaw and Antinous (Waterman), Lone Jack and Paoli (Cities Service), and the Steel Recorder (Isthmian).

We had a couple of beefs on these ships, but they were all settled to the satisfaction of the crew. On the Robin Doncaster, we collected 123 hours overtime for the crew. There was disputed overtime for

working on holidays, securing booms, and for two men using the large type spray guns. All of this was collected, as well as 20 hours overtime for the bosun to bring him up to high man.

On the Lone Jack, the chief cook, second cook and one messman had been fired. We took up that beef right away, since the crew said the men had been doing a good job, in fact, the chief cook has been sailing for 17 years in that capacity, and this is the first time he's ever had a complaint. The result was that we collected all the back wages for these men until they were reshipped, since they had been fired for insufficient reason. The crew told us that the cooks in question had been some of the finest cooks they had ever sailed with.

Men Cooperative  
The men on the beach in this port have been very cooperative about helping us keep the hall clean and tidy, and have been helpful whenever they got a chance to do anything for us. We've had a good bunch on the beach lately.

Contacting Atlantic  
We've been contacting the Atlantic ships as they hit this port, and so far the response has been terrific. All the reports that we've gotten from the men on the ships show that we've got the Atlantic fleet in the bag, but that's no excuse for taking it easy. We've got to keep plugging, and see how high

James Sheehan  
Boston Port Agent

a percentage we can rack up in the election. This is not the time to sit back and start taking it easy as far as our organizing efforts in that fleet is concerned.

Leo Rams was called up into the Army, but they have been kind enough to give him a one-month extension to take care of his personal business. Tom Flemming, Bob Murphy, L. Dixon, Don Oman, Stanley Greenridge, Robert Lee, and C. Murphy are among the oldtimers who have been on the beach here lately.

Tim McCarthy is back in the hospital here and will be undergoing an operation shortly. He called for blood donors here a short while ago, and we had a fine turn-out, but then he wasn't operated on, so the blood was put in the blood bank over at the hospital for some other Seafarer who may need it later. Donald White is back in a cast after another operation, but he's still smiling and cheerful, and always has a smile for everybody.

It's getting so around here now that we've got to send out a special notice whenever we've got some jobs going up on the board. The fellows are either shooting pool or watching TV in the new recreation facilities that we have in the hall now, and don't pay much attention to the board.

What with the cold weather still with us, the new TV room has become just about the most popular with the men on the beach. It's the place where they can just sit back and watch a free show while they're waiting for their particular ship to come along.

That's one of the things that the fellows tell us they really like about our Union, the way that the SIU takes care of its members, both on the ships and on the beach.

But then, the men who are on the beach here are usually a good bunch. They realize that this is their Union, and that the hall is their's. Then, they are more agreeable about helping to keep it clean and in good condition so that they can enjoy it when they are on the beach.

None of us wants to spend his time on the beach in a dirty, crummy building. And all of us like to have some decent recreational facilities around, so that we can have something to do with our time while we're on the beach or waiting for a ship we want.

The only way to be sure of having these things, is to take care of what we have, and to leave it in good condition for the next man who comes along. If everybody does the same, it will be that way when we're ready to use it again.

James Sheehan  
Boston Port Agent

**San Francisco:**

## SIU Leads The Way In Backing Members

The shipping picture in these parts has picked up quite a bit in the last two weeks, and it looks a little better for the next couple of weeks.

We had the Madaket and Topa Topa (Waterman) in to pay off, and we signed on the Madaket and the Fairisle (Waterman). The in-transits included the Bienville and Kyska (Waterman), Greece Victory (South Atlantic), Steel Chemist (Isthmian), Shinnecock Bay (Veritas), Pennmar and Portmar (Calmar).

After making a couple of the Calmar ships as they hit port here, it sure looks as if the new agreement is doing them a lot of good. The general opinion is that the men on these ships are eating a lot better than before, and it looks as if the company is making an effort to get its feeding back up to the regular SIU standards.

Some Choosy  
Some of the oldtimers are still hanging around the hall waiting for their favorite runs, as usual. They could ship just about any time that they wanted to, but some of the boys get their hearts set on a particular run, and then they just wait until that run comes along.

The aliens out here have certainly gone all out in favor of the Union's action in their behalf. The SIU, as usual, was right there to protect the interests of its members, and leading the way for the rest of the industry. As usual, the SIU was the first to meet with the Immigration authorities in Washington and get some assurance that more will be done to help out the bonafide alien seamen who have been sailing American ships.

As you know, the membership out here went unanimously in favor of calling the bluff of the phoney AMEU and putting up the money to prove that the jobs are there. So far, the AMEU has been like the guy who is always playing "light" in a poker game and trying to play with everybody else's money without risking any of his own. They keep saying "let the SIU put up 10 grand," but never mention anything about backing their play with their own money. Well, now they'll see the color of our money. Let's see the color of their dough.

We know that we have the jobs, and that we're not making any claims we can't back up. We've nothing to hide. Let's see if the AMEU is as quick to back up all the noise that it's been making.

T. E. Banning  
San Francisco Port Agent

## A & G SHIPPING RECORD

### Shipping Figures, January 28 to February 11

PORT	REG.			SHIP.	SHIP.			TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	18	15	22	8	21	3	23	
New York	169	154	111	120	134	115	369	
Philadelphia	41	28	25	38	36	34	108	
Baltimore	144	104	78	134	93	87	314	
Norfolk	29	23	17	26	20	14	60	
Savannah	16	11	9	12	7	6	25	
Tampa	No figures received							
Mobile	55	43	48	22	32	33	87	
New Orleans	88	72	83	63	44	68	175	
Galveston	93	68	67	38	39	30	107	
West Coast	42	29	26	83	47	68	198	
<b>Totals</b>	<b>898</b>	<b>647</b>	<b>546</b>	<b>1,729</b>	<b>544</b>	<b>458</b>	<b>1,468</b>	

## Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the Secretary-Treasurer's office.

The Union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

# IN THE WAKE

Some seaweeds are the tallest plants to be found anywhere in the world. Seaweeds more than 600 feet tall have been found in the ocean at the southern tip of South America, and this height is greater than that of the tallest trees in the world—the giant sequoia trees of California and the eucalyptus trees of Australia. By way of comparison, the top of the torch in the Statue of Liberty in New York harbor is just a little more than 300 feet above the water line.

The first time radio was used in a sea rescue was in 1909, when the White Star liner Republic was rammed and sunk by an Italian vessel, the Florida, off Nantucket light. All but six of its passengers were saved by the "CQD," sent by the Republic's radio operator. "CQD" was an early danger signal used in radio, before SOS became the international danger signal. Salt concentration in the ocean is, in general, fairly uniform with latitude. Maximum values, which in some locations are in excess of more than 36 parts of salt to 1,000 parts of water, occur at about 20°N and 20°S.

Among Seamen in many countries of the world, the belief in lucky and unlucky days still prevails. There originally were supposed to be 28 lucky and 54 unlucky days in a year, but most of them have been lost to the records. Superstitions concerning the days of the week held that all days but Tuesdays and Fridays, which were traditionally considered "unlucky," would bring good fortune. Although the records are faulty, the Virginia, built at Popham, Maine, in 1608, is believed to have been the first ship built in America. She was an inauspicious 30 tons.

Native to Portugal, Spain and other countries bordering the Mediterranean Sea, the buoyant material called cork comes from the outer part of the bark of the cork oak, an evergreen tree which grows in that region. The cork is first removed from the tree when it is 20 years old and can be harvested

about every ten years after that. Blue point oysters were originally so called from Blue Point, a village on Long Island, in the vicinity of which deliciously flavored oysters of a small variety were found in natural beds. Nowadays any similar small round oysters suitable for being served raw are known as blue points. There are altogether about 190 different species of oysters known to science.

Tin was one of the earliest metals discovered and is mentioned several times in the Old Testament. In Biblical times the Phoenicians scoured the shores of the Mediterranean in search of tin with which to harden copper and produce bronze. Ancient historians wrote that the Greeks obtained their tin "from the ends of the earth," a reference to the Cassiterides, or "Tin Islands," which were supposed to lie north of Europe. It is supposed that the Tin Islands of the Greeks might have been the British Isles, since there is evidence that the tin mines in southwest England were worked during the Bronze Age long before the Roman conquest under Julius Caesar.

One of the peculiar advantages of the fine natural harbor at Southampton, England, is supposed to be that it has two high tides rather than one high tide a day. But this same condition exists right across the channel at Le Havre, France, as well as on the coast of Holland. Since the deepest spot in the ocean is 35,640 feet below sea level (located about 200 miles southwest of Guam), and the highest mountain, Mt. Everest in Tibet, is over 29,000 feet high, there is a range of 64,781 feet, or over 12 miles, between the bottom of the sea and the top of the land, as we know them today.

Neptune was not the only god of the sea known to seamen, since mythology places Oceanus, an older god who held powers over all waters, as coming before him. Neptune came to power, with his brothers Jupiter and Pluto, after they conquered the older gods.

# THE INQUIRING SEAFARER

What features do you like best in the SEAFARERS LOG?

Paul Oakley, steward: The personals column is one thing I read very carefully. I also read Paul Hall's report and I like the Log-A-Rhythms. The port reports always catch my eye because I'm interested in what's going on in the other ports. I go through the ship's minutes thoroughly too.

C. Bettinger, AB: I like the comic strip "Burly" and the port reports that the agents send in because that way I can find out what's going on in the other SIU ports. Besides that I like to read the general news about what the Union is doing.

Paul Whitlow, AB: I'm interested most in the letters to the editor and in Paul Hall's column, "As I See It." The other things I go for are the "Labor Roundup" and the ship's minutes to find out what's happening on the ships. The "Washington Newsletter" is another column I follow.

Nick Bopsanque, wiper: I usually like to read the letters and stories that people write in. There should be even more of this type of stuff about a guy's personal experiences. Also I like the stories and pictures about the foreign ports, especially if I've been there before.

Jerome Pine, MM: I like to read the minutes of ship's meetings of the ships I sailed on on previous trips. Also I go for the "Burly" cartoon strip, but generally speaking I read the whole LOG from cover to cover and find it a very interesting newspaper.

Alex Stevenson, MM: I like Paul Hall's column. It usually has some interesting stuff. The maritime column is good because it tells you what's happening on ships and in the industry, and the letters always have an old shipmate writing in, or something about ships I once was on.

# MEET THE SEAFARER



ANDREW ANDERSON, bosun

Sailing for nearly 30 years has not dimmed the lure of the sea for Seafarer Andrew Anderson who began his salty career as a broth of a 14-year-old deckboy aboard a Norwegian freighter.

Since that time Andy has visited just about every major port in the world and has had a tourist's eye view of every country worth mentioning on the face of the earth. He's a shutterbug along with most of his shipmates, but he says that he takes the pictures more for his own enjoyment and record of his travels than for perfect photograph reproduction. He does not even admit to being an amateur camera fan, but takes pictures only when the spirit moves him. His subjects are varied as the lands he visits, but he expresses preference in shooting sporting events.

### Favorite Subjects

Some of his favorite shutter subjects are the native games of the countries of the world. Andy prefers, however, the American game of baseball as camera fodder to the national game of his native Norway, soccer. On the other hand, he is quite adept at the foot-is-faster-than-the-ball sport and owns several medals and rings won in competition on the soccer fields of New York City.

Andy sports a championship ring bearing the inscription of the Metropolitan District Soccer League title for 1946-47, in addition to owning two medals for the semi-professional soccer championship of the same district in 1932 and 1934. He prefers to play the half-back position in a game which is commonly given partial credit as an ancestor of American football. "I still like to get out once in a while and teach the neighborhood kids how to play the game," Andy said.

### World Traveler

In addition to his athletic exploits, Andy likes to travel via the sea and SIU ships around the world. "I guess I have visited every country in the world," the tanned, blond Seafarer said. "But that is not unusual. It is true of most seamen, especially from the Union. Even then, most SIU men don't touch Australia in the normal

course of their trips, but I have been down there several times. I find the people are especially nice Down Under.

"Of course, there is much to be said for many countries of the free world from a tourist's viewpoint. Not only are the people hospitable, in most cases, but each land seems to have its own flavor and scenic wonderland to please the taste of even the most wary traveler. Shipping as a Seafarer is probably the best way to see these once-strange nations.

"Whenever I hit a country," Andy continued, "I do quite a bit of sightseeing. I take my camera along in order to record the people as I actually see them. It is a fascinating experience."

Married for 20 of his 43 years, with an 18-year-old daughter who just graduated from Fort Hamilton High School in Brooklyn, Andy has been a member of the SIU since 1947. He thinks he has come a long way with the Union since shipping as a deckboy for \$8 a month on that Norwegian vessel.

### Ship Anywhere

Andy likes the Isthmian, Waterman and Bull lines for shipping conditions, but as long as it is a SIU ship he will go anywhere for any outfit. His last ship was the Trinity on a coastwise run.

"I prefer the European runs more than the Far East, let us say," he said, "because I know the people over there and I can speak a few languages. I speak a little German and I am completely at home with some of the Scandinavian tongues. I can't estimate the number of European runs I made, but they have been quite a few. My first one was when I was 14."

Andy served in the Navy from 1942-46, first in Naval Aviation and then in a ship repair unit stationed Stateside. During the fighting, he spent most of the time in coastal runs or ashore. His one trip of four months' duration to the Pacific war zone, stopping at Guam, came after the cessation of hostilities. He spent the war years of 1941-42 in a shipyard, helping to build the vessels which he later manned in the Navy and as a merchant seaman.

# The Seafarers Puzzle

### ACROSS

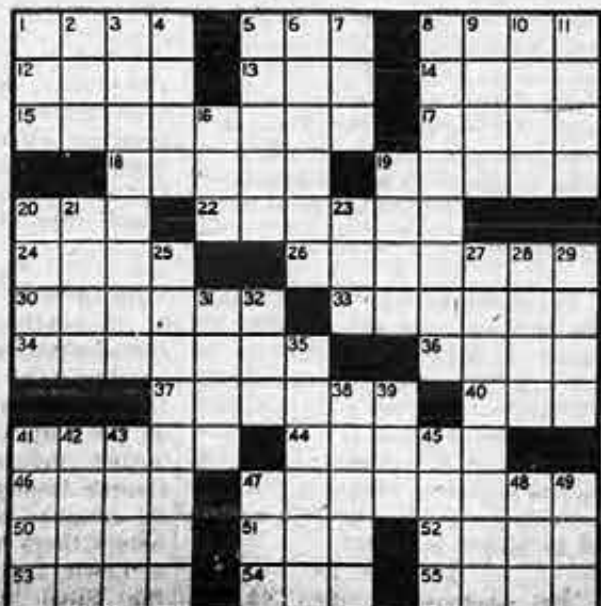
- Chest that sells things
- The McCarran
- Port in Norway
- Cape New
- New Guinea port
- First murderer
- An Ore ship
- Boxing's oldest living ex-champ
- Island in Gulf of Bothnia
- Fishes
- Shut out
- Dredge, as a harbor
- Cuckoos
- A Mississippi ship
- Good place to return to
- Pier supports
- Where Saint-Louis is
- Grade
- The Amazon has the delta
- Nights: Abbr.
- del Toro, Panama
- Make happy
- Always
- Voyager
- Take care of
- Last book in Bible: Abbr.
- Kind of gin fizz
- Insects
- Lemon drink
- Newcastle's river

### DOWN

- Seniors: Abbr.
- Latitude: Abbr.
- South Sea islander
- Orange skin
- Without company
- Combed wool
- Shirt sold by Sea Chest
- Good thing to breathe: 2 wds.

- Channel is-land
- Towing rope
- Bill
- Boy
- SIU does this for us
- Gamy fish
- Poker stake
- Footlike part
- They get \$1.87
- Port in Wales
- Twisted
- Inquires
- Shield
- Sack
- Ogled
- Coast, Guinea
- Hebrew letter
- Greek letter
- It's watched by cook
- Small coin
- Pass this for higher grade
- la, la
- Long time
- Female ruff

(Puzzle Answers on Page 25)



# TEN YEARS AGO

Prime Minister Churchill returned to London from his extended trip through North Africa and the Near East. A daylight raid was made on Naples by United States B-24 heavy bombers operating from North Africa. Direct hits were scored on three merchant vessels. President Roosevelt by executive order established a minimum war-time work week of 48 hours in 32 areas, which had been designated as having critical labor shortages. Results of balloting in the A&G election were announced and the officials elected were installed in office. United States Flying Fortresses dropped bombs on 20 to 25 Axis planes parked on enemy airfields around Kairouan in Tunisia. Direct hits were made on rail installations in the same district.

The United States Senate confirmed Lieut. Gen. Dwight D. Eisenhower a full general of the United States Army and Prime Minister Churchill announced that Eisenhower would be supreme commander of all Allied operations in Northern Africa from the Atlantic to Egypt. Japanese forces on Guadalcanal ceased all

organized resistance, but patrol operations against isolated enemy groups continued, Washington reported. The House, 302 to 94, gave its Special Committee Investigating Un-American Activities a two-year lease on life, making it the fifth renewal of the committee's life. The SIU was represented at the Southern War Labor Conference attended by more than 3,000 American Federation of Labor union officials from 12 southern states. Crash of an Army plane in the Pacific, one mile off shore, killed 18 persons.

British planes again raided the German submarine nest at Lorient and other objectives in Northern France, the Netherlands, Belgium, and Northwestern Germany. SIU men went on record to buy an additional \$25,160 in war bonds. They believed in not only delivering the supplies to the war fronts, but helping the Government pay for them as well. The United States Supreme Court affirmed a lower court ruling dismissing the Government's anti-trust suit against the American Federation of Musicians, AFL, and its president, James C. Petrillo, after the union imposed a ban on new recordings.

# SEAFARERS LOG

February 20, 1953

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## Welcome Birthday

Any way you look at it, \$2 million is a lot of money. The news that the SIU Vacation Plan has paid out close to that sum in just one year is a pleasant reminder. For without the SIU's revolutionary Vacation Plan, Seafarers would have gotten only a small fraction of that \$2 million, or of the many millions more that will be paid out in the future.

The Vacation Plan, like all other benefits, was designed so that Seafarers would not be tied down to any one company to get full advantage of all SIU gains. The SIU was aware of the danger this entails. A man tied to one company and obligated to that company for benefits is going to be under the company's thumb. By setting up its Plans so that ship-owners' contribute to a central fund, the SIU preserved the Seafarers traditional freedom of choice of jobs and independence of any ship operator.

Next to the money, Seafarers like best the speed with which the Plan operates. The absence of red tape contrasts sharply with the one-company fund type setup. And with the owners' contributions having been increased under the new contract, Seafarers can look forward to bigger and better vacation benefits in the future.



## There's No Regret

There were no mourners at the funeral when the WSB was buried along with most price controls. Few regretted the passing of the wage agency, not even those who were on the board and had the unhappy task of making arbitrary decisions on thousands of complicated labor contracts.

Actually, except for certain critical raw materials the whole-price-wage control program had become a solemn farce. The law was so written that an industry could secure price increases for its products just as if there were no legal regulations at all.

The only ones who lost out through controls were the union members. Many collective bargaining gains were denied, and others were delayed for months while the WSB tried to make up its mind. Goodbye WSB. You'll never be missed.



## Chips Are Down

Two sayings that everybody has heard are, "talk is cheap," and "money talks." The Atlantic Maritime Employees Union, self-styled "independent union" on Atlantic Refining Company ships, has been doing a lot of cheap talking lately. In an effort to stymie the SIU's continued progress in the company, the AMEU is trying to knock the SIU's job security. In the face of the well-known SIU policy of maintaining a ratio of one job per member or better, the AMEU deftly put both feet in its overly-spacious mouth when it challenged the SIU to put up ten grand to prove this policy.

Well the SIU has called the bluff. The ten grand has been put up to back the SIU's claim, and further the AMEU is challenged to match the bid with an equal sum of its own. If the SIU is proved wrong, the money will go to Atlantic seamen's widows and orphans.

Unfortunately for the widows and orphans, they'll have to struggle along on Atlantic's meager \$300 benefits. The SIU has the royal flush in its hand. We doubt if Atlantic is going to match our bid to see it.



## New Sucker Games

There just doesn't seem to be any limit to the number of sucker devices that can be dreamed up by glib-talking slickers. Two new schemes that prey upon seamen or would-be seamen have come to light recently. One is the "I'll forward your baggage" routine, whereby the baggage is forwarded minus valuables. The second one is "I'll show you how to go to sea and get rich for a couple of bucks."

Unfortunately as fast as the Union, or some other reputable agency turns up these gimmicks, the slickers invent ten new ones. There's only one way to keep these Brooklyn Bridge salesmen under control. Check with the Union, if in doubt, and let the Union know if you or your shipmates are victimized.

# LETTER of the WEEK

## All Must Guard Union's Gains

To The Editor:

A few months ago we constructed, revised and adopted a new constitution. We also recently negotiated and won a new contract.

Both of these measures have further strengthened the structure of the SIU and is proof of what can be accomplished by solidarity of membership and honest and competent leadership.

All these conditions, these wages and the Welfare Plan have combined to make the SIU one of the best on the seas today, if not the best. Today we are looked upon as leaders.

Small Minority

However, there are those in the organization who seem to take the Union for granted and who, by their very actions and attitudes, tend to undermine that organization. Of course, these characters form a very small minority. Big or small though this minority may be, it poses a serious threat to the entire organization. Most of us are familiar with the tactic of bringing the actions of the minority to the fore when it suits the employers' purpose. Therefore, it is obvious that the actions of the minority can and sometimes does overshadow the good done by the rest of the membership.



Weri

The actions I refer to here are: idle and irrelevant talk at meetings, drinking to the point of being unable to turn to on ship, flagrant missing of watches and missing ship, drinking while at sea to the annoyance of shipmates, sloppy and inept performance of duties, and even destruction of ship's property.

Brothers, these actions cannot and will not be defended by any labor organization, least of all by the SIU.

Fought Too Hard

We have fought too hard for the conditions we have today to throw them away on some few who feel no responsibility toward anything. Merely keeping our books in good standing, attending meetings, voting and pulling occasional strike duty is not enough. We must make our organization work at all times while we are employed. This can only be done by diligence to duty, by sober and competent performance of those duties, by taking only those jobs we can handle, by maintaining a clean and cooperative ship, and most of all, by seeing that those around us observe the same rules.

The SIU is a powerful and efficient organization, but it will remain that way only if all of us work to keep it that way, and also that we see to it that each and every member works the same way. There is no room for those who are not with us all the way. Remember, we didn't always have it this good. Also remember that you only get from an organization what you put into it.

A. N. Weri

# -And Only 1 Year Old!



## LABOR ROUND-UP

The CIO Economic Outlook offered its own proposals for changes in the Social Security Act in which it fears the Republican Congress, as it did in 1947-48, will whittle Old-Age and Survivors Insurance coverage without increasing benefits. The CIO urged substantial improvement in the benefit levels under the OASI program, making social insurance payments high enough to maintain an American standard of living. In addition to advocating universal coverage, the Outlook felt the "average monthly wage" should be calculated on earnings in the highest three month periods of the five years which produced highest total earnings.

A Senate Labor subcommittee report credited the labor movement with doing more to destroy Communism "than any other single force in American life." At the same time, the report denounced employers who tried to use rivalry between a Communist and non-Communist union to their own purposes. Such tactics, it said, made "no contribution to the common welfare." The report was issued by the subcommittee headed by Rep. Hubert H. Humphrey (D. Minn.) during the last Congress.

President Anthony Valente of the AFL Textile Workers asked all UTW locals to call special meetings immediately to consider the effects of price and wage decontrol and the efforts of textile employers to slash wages and other benefits. Valente stated he believed the end of controls means a sharp increase in the cost of living. He called on all UTW locals to "re-examine the wage structures at the plants they represent and take appropriate action to prevent any lowering of their wages and standards of living as a result of higher prices."

President Eisenhower in ending all wage controls also directed the Office of Price Stabilization to remove price controls on all meats, furniture, apparel, restaurant meals, and most of the items usually sold in department stores. Officials estimated resulting price increases would come to \$500 million to \$1 billion in a year.

The teachers of Linden, NJ, asked the school board for a bonus

and salary increase that would have come to \$800 in 18 months. The board, in adopting its 1953-54 budget, voted for a \$600 across-the-board pay hike for all employees of the school system, plus a \$300 bonus, giving the teachers more than they bargained for.

Wholesale food prices dropped nine cents in the week ending Feb 3, 1953, Dun and Bradstreet reported. Its index was \$6.13, or 7.3 percent under the same week in 1952.

An increase in men's clothing sales has led the CIO Amalgamated Clothing Workers to ask wage increases from 850 companies represented by the Clothing Manufacturers Association of the USA. The ACW board of directors presented its requests to the CMA board at a meeting in New York. CMA represents 90 percent of the manufacturers in the industry. Last fall ACW and the industry signed a five-year contract with no wage increases because of the depressed condition of the clothing business. However, the contract can be reopened once a year for adjustment of wages and working conditions.

The Bureau of Labor Statistics reported hourly earnings of the nation's 13.5 million factory workers increased an average of 12 percent during the past two years. The hourly wage, including overtime and other premium pay, was \$1.73 in December 1952, compared with \$1.54 two years earlier. Most of the increases resulted from cost-of-living wage hikes, but part was also due to more employment in better-paying industries and more overtime work. The average work week at the end of the past year was 41.8 hours, almost half an hour longer than in December, 1950.

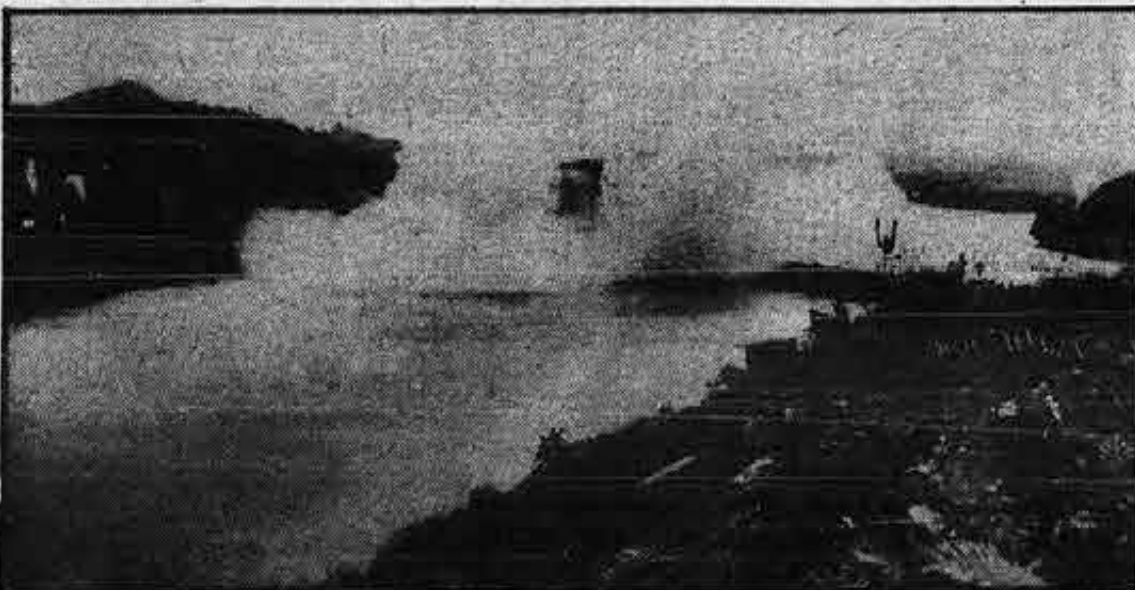
An advisory committee consisting of 15 public, industry and labor representatives has been appointed by Secretary of Labor Martin P. Durkin to make recommendations on the Taft-Hartley law. The committee includes AFL President George Meany and CIO head Walter Reuther in its five labor members. Others in the group are John L. Lewis, David McDonald, head of the Steel workers Union, and George Harrison, Railway Clerks.



# "Digging the Big Ditch"



Even with locks, the builders had to slice through massive hills. Above is the Culebra cut, below, the Miraflores locks, as in 1913.



A temporary retaining wall, the Gamboa dike, goes up in a big puff of smoke as it is dynamited by construction workers, October, 1913.

Few engineering achievements of modern times rank with the construction of the Panama Canal. Building of the Canal took 34 years of work, shot through with heartbreaking setbacks; floods, earthslides, hurricanes and raging epidemics. Successful completion of the Canal ranked as a great forward step in medicine as well as in engineering, because it was at Panama that the first battle against yellow fever and malaria was fought and won.

In order to build the Canal engineers had to excavate 240 million cubic yards of earth to make a cut slightly over 40 miles long and at least 41 feet deep overall. They had to create an artificial lake and construct three massive sets of locks to lift ocean-going vessels 85 feet across the continental divide in the midst of a steaming jungle.

While Panama is known affectionately as the "Big Ditch" that nickname could better be applied to Suez. The latter is a huge sea level ditch, whereas Panamá is a liquid step-ladder climbing the hills.

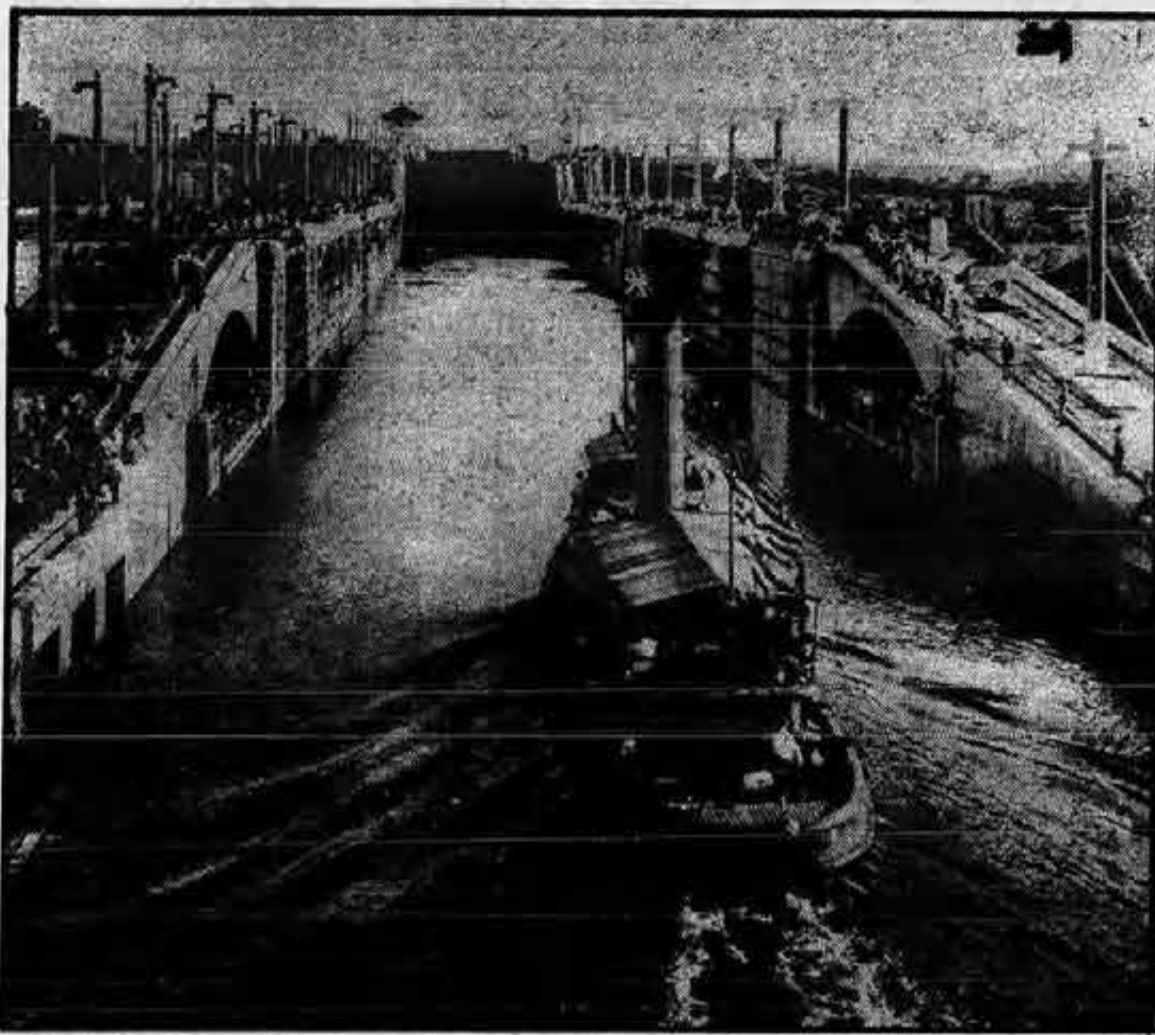
It was the attempt by the French promoter, deLesseps, to build a "big ditch" at sea level as he did at Suez that held up completion for many years. The French struggled valiantly for seven years, from 1880 to 1887. They excavated 72 million cubic yards in their vain attempt.

What began as a champagne celebration when the first shovelful of Panamanian soil was turned on January 1, 1880, soon ran into difficulties. A yellow fever epidemic struck in 1881, the forerunner of sicknesses that took 5,527 lives in eight years. An earthquake in 1882, floods and periodic rock slides dropped tons of earth and rocks back into the excavation.

When the Americans took over it was decided to build a lock canal. Congress authorized the work in 1900, but it wasn't until April, 1907, when a commission headed by Lieutenant Colonel George Goethals took charge, that work proceeded at a fast clip. The Gatun Dam, 1½ miles long and 500 feet thick through the bottom, was completed in 1913, as were the locks. Meanwhile Dr. William A. Gorgas attacked medical problems with such effect that there was not one case of yellow fever after November, 1905.

Opening of the canal was scheduled for October, 1913, but two million cubic yards of earth and rock avalanched into the channel and had to be cleared. The first commercial passage was in May, 1914, months before the official opening.

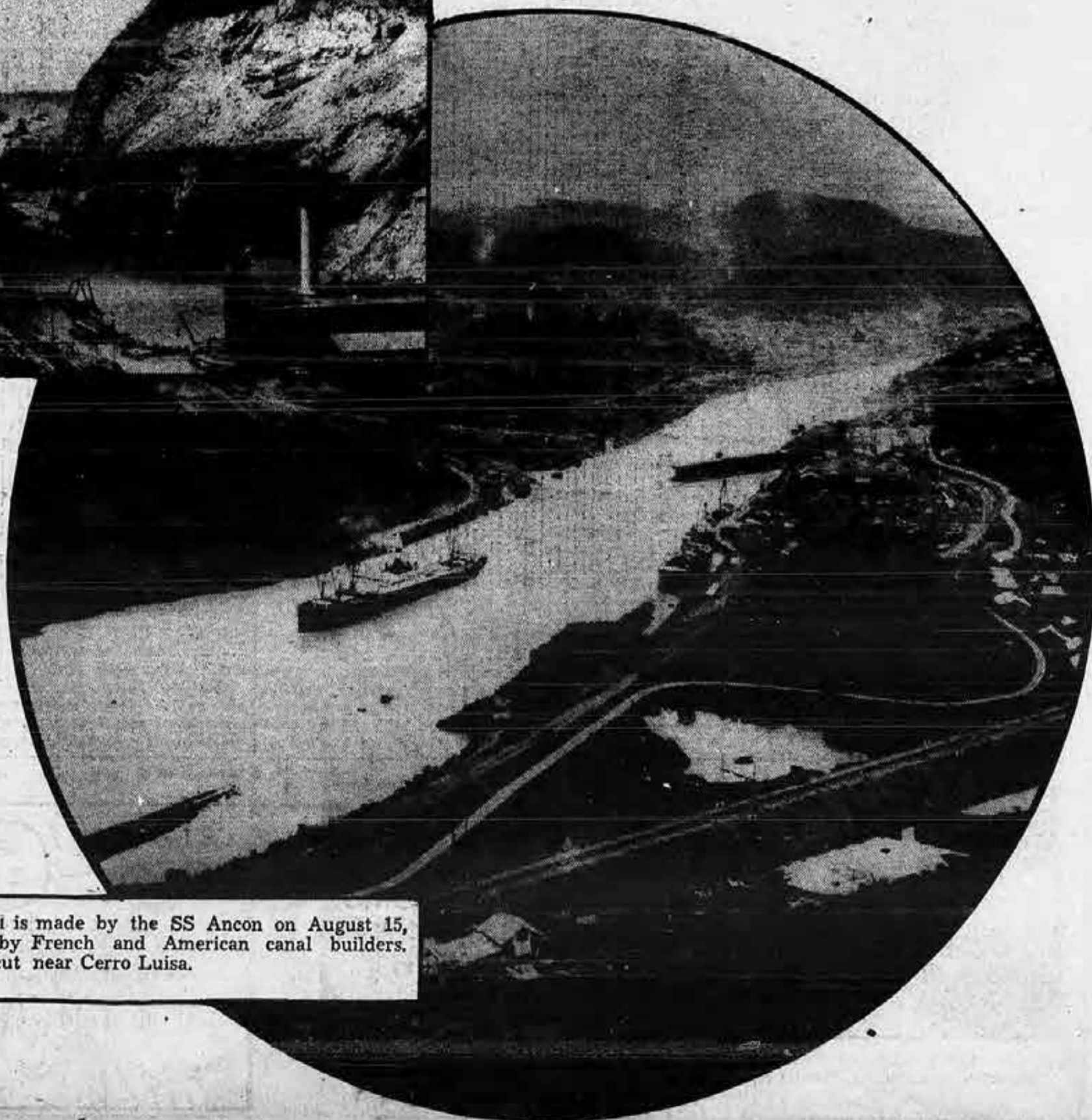
Building of a lock canal reduced the threat of landslides in that the canal is 85 feet higher than it would have been otherwise. But the lock construction is vulnerable to air attack. As a result, alternate sets of locks were built during World War II.



First boat through Gatun locks, a tug, goes under its own steam, September 26, 1913. Vessels are regularly hauled through here by locomotives. Below, dredges clear a slide from the Culebra cut.



Gatun spillway dam (above) on upstream side, shown under construction, January, 1913. Below are upper Gatun locks clearly showing tracks for the ship-hauling locomotives.



First official passage of the Canal is made by the SS Ancon on August 15, 1914, climaxing 34 years' work by French and American canal builders. She's shown here in Culebra cut near Cerro Luisa.

# MARITIME

Port officials announced the value of foreign commerce passing through the Port of Houston during 1952 passed \$1 million for the first time. Total commerce, both foreign and domestic through the port, surpassed the \$2 million mark, making it the first time in the port's history that the figure had been surpassed. Tonnage values showed a big increase, but the port's total tonnage showed only an increase of 1 percent. The value of foreign trade tonnage through the port alone accounted for a 43.5 increase over 1952.

The government of El Salvador announced six American engineering concerns had shown interest in a contract to check the study made of the feasibility of the \$45 million Port Acajulla project. The government plans to seek a loan from the International Bank in order to proceed with the project . . . The Queen Elizabeth, the world's largest passenger liner, came out of idleness after its annual seven-week overhaul. Southampton police still are investigating a mysterious fire which broke out aboard the vessel while it was in drydock, suspecting some possible sabotage . . . The Navy's Military Sea Transportation Service announced that six freighters would be returned to private ownership in the next two months upon expiration of their charters.

A bomb scare delayed the sailing of the Constitution from New York as the 29,500-ton ship was ready to leave for a 55-day Mediterranean cruise with 515 passengers aboard. A four-hour search by scores of federal and municipal investigators turned up no evidence of the bomb . . . Customs collections in the Port of New York for January were \$2 million more than the previous January, but \$3 million dollars less than for the month of December, 1952. Collectors reported that 25,522 passengers arrived in New York aboard 772 ships last month, while 23,247 steamed out of the city on 807 ships . . . Officials of Tacoma, Washington's Martinac Shipyard are not the least superstitious. The 13th minesweeper in the 13th Naval District's shipbuilding program was launched there on Friday the 13th by a woman with 13 letters in her name wielding a 13-year-old bottle of champagne over the prow.

New York Shipping Association member companies announced that payment would begin "as soon as possible" on an estimated \$12 million in retroactive pay due 40,000 New York longshoremen under an arbitration award made November 25. A rise of 17 cents an hour retroactive to October 1, 1952, was the top gain won in the agreement, along with \$4.44 for a straight time hour and \$6.66 for an overtime hour for handling explosives and damaged cargoes.

Freak maritime mishaps continued to plague shipping in the US. A tanker ran aground in Grays Harbor, near Seattle, Wash.; a crippled fishing boat had a broken rudder off the Washington coast; a coal-laden freighter ran aground on a sand bar at the entrance of Beaufort Inlet in North Carolina; and a tug off the Washington coast towed 500 tons of explosives on a leaking barge, playing put-and-take with Davey Jones . . . A new type of gyroscopic compass for ships is being manufactured. The new compass operates on the same principle as the older models but it embodies lower installation costs and reduced maintenance. The new model is the Mark 14 Mod 2 Gyro-Compass . . . Shifty fogs continued to clog the sea lanes around New York harbor for a part of the past two weeks, but London's leadership in this department remained unchallenged.

A fire in a forward hold of the Chilean freighter Aconagua was brought under control by city firemen as the ship lay at anchor in Gravesend Bay . . . Chairman Charles W. Tobey of the Senate Commerce Committee, and of Kefauver Committee fame, announced his committee would hold on-the-spot hearings within the next few weeks on racketeering along the New York-New Jersey waterfront . . . A three-masted schooner owned by two officials of a beer company was given to the Texas A&M Research Foundation for service as a floating marine laboratory.

A heavy blanket of fog covering most of the California coastal region disrupted shipping in Los Angeles and San Francisco. Ships negotiated the Golden Gate only with the aid of radar. The going was hazardous and accidents included two ferry crashes, suspension of service on another ferry line, a crash of a sugar boat and a barge in San Pablo Bay, and a rough docking by a freighter which tore a 12-foot gash in a municipal pier.

Admiral John M. Will, USN commander, announced that the New York area commercial shipyards received more than a half-million dollars worth of contracts from the Military Sea Transportation Service from January 13 to January 30. The largest of 11 contracts went to the Bethlehem Steel Company's Brooklyn division for the annual overhaul of the Gen. LeRoy Eltinge, including safety-at-sea and fire control work.

# SEAFARERS

## in ACTION

The vexing problem of how to deal with the man who leaves the washing machine running, or fails to clean up when he gets through is on its way to a solution aboard the Steel Maker (Isthmian). Ship's delegate James Shipley has suggested that a card be posted by the machine and each man using it be required to put his name on it. That way, if the machine was left running too long, or was left in a dirty condition, the crew would know who was responsible. Also if somebody else wanted to use the machine while it was going they could get hold of the crewmember who was holding them up.



Shipley

Shipley is an engine department man who has been sailing SIU since he joined up in the port of Boston in December, 1945. He's 28 years old and his home town is Marshall, North Carolina.

The subject of crew harmony also was taken up aboard the Steel Traveler (Isthmian). Seafarer Arthur Thompson spoke at length on the importance of harmony particularly on a long trip. When men are living and working together 24 hours a day in close quarters for a couple of months they should go out of their way to get along with each other.



Thompson

Thompson is one of the Union's earliest members, joining up in December, 1938, a few weeks after the SIU was chartered. He's 56 years old and a native of Tennessee. He sails in the engine department and served the Union as agent in Savannah.

Soldiers in the Korean front line bunkers are supplied with a wide variety of gear and equipment, but sometimes they tend to run short of the little things that are important. The crew of the Seatrain Louisiana (Seatrain) decided to do its bit toward the purchase of writing paper and candles, two humble items that are very welcome on the Asiatic peninsula. The crew delegated Seafarer Paul Ulrich to purchase the items and take care of the necessary details.

Ulrich is a Brooklyn boy who has been sailing with the SIU for the past six years. He was born in the borough in 1928, and is a member of the stewards department.

# On the Job

## Problems Of Fighting Fires

The recent citation of the Angelina crew by the Coast Guard for the crewmembers' effective and courageous firefighting was a happy ending to what might have been a serious tragedy. Fortunately, in the case of the Angelina, the officers and men knew their business. But there have been other occasions when crewmembers were not so experienced despite repeated fire drills. The question has been raised as to whether present fire drill procedure is adequate to fully train men in the proper handling of fire-fighting equipment. It does little good to equip a ship with up-to-date portable extinguishers and fixed fire-fighting and fire-smothering systems if their operation is not properly understood.

Some authorities feel that in this respect fire manuals and dummy drills aren't enough to properly acquaint crewmembers with the handling of equipment. The best way to train men is under controlled conditions where they could actually undergo the experience of fighting a fire.

### Practice On Fire-Fighting

Unfortunately this isn't practical with a fixed fire system, but it can be done with portable extinguishers. In this connection the Coast Guard conducted a series of tests a while ago with recruits in which standard test fires were set up similar to those that might take place on small boats. The men were given portable extinguishers with which to put out the fires.

In most cases on the first try the men stood too far away from the fire for the extinguishers to have any effect. On the second and third try, they all learned how to handle the extinguishers properly. Also in some instances the men forgot to pull locking pins which are installed on certain types of extinguishers. This recalls the sad story of a shoreside factory which had a large number of carbon dioxide extinguishers on hand all equipped with these locking pins. When a fire broke out, workers at the plant tried to operate the extinguishers not knowing the pins had to be removed. When the extinguishers didn't work, they read the instructions and discovered that the pins had to be taken off. But in many cases the pins had been bent by the men in their attempts to operate the equipment with the result that the extinguishers were made useless.

### Leeward Approach

Aside from the question of getting up close enough to a fire, the recruits learned, among other things, to approach fires from the leeward side when using carbon tetrachloride extinguishers. Those who approached from the windward side soon found that the irritating vapors from these extinguishers made it impossible to continue fire fighting. Another important fact learned was the limitations of hand extinguishers when fighting any but a very small fire. The men found that they had difficulty putting out a fire as small as a four foot square spill. When larger fires are met, they will know not to waste time using portable extinguishers but will bring fixed equipment into play immediately.

### Texas City Disaster

Some notable instances where inadequate fire-fighting knowledge proved disastrous include the Noronic fire and the blaze on the steamer French Grandcamp which was responsible for the Texas City explosion. In the Noronic case, the fire started in a linen locker and valuable time was lost when it was fought unsuccessfully with a carbon tet extinguisher, which was too small to begin with and the wrong type of extinguisher for that kind of fire. In the Grandcamp fire, the officers attempted to smother an ammonium nitrate fire by closing all vents and hatches and introducing live steam into the fire area. This only succeeded in bottling up the heat of the nitrate. With the increase in heat, the nitrate decomposed into explosive gases which finally blew the vessel to bits, taking the lives of 552 people and injuring 3,000 others.

Because of the chemical nature of the nitrate, this fire should have been fought with water hoses which would have cooled off the cargo. Here's an instance where an up-to-date smothering system actually made the fire worse than it would have been otherwise.

Then there's been other cases on record of disastrous fires resulting simply because the engineers didn't know how to operate the ship's fire-smothering system, or because they thought they had opened all the valves in the system when they actually hadn't. Fortunately these instances are rare, but they have happened.

The construction and design of ships has improved considerably in recent years as far as fire safety is concerned. But there are some authorities who believe that more could be done in training crewmembers and officers to handle the modern equipment they have and to know how to deal with various types of fires as efficiently as the professionals who fight fires ashore.

## Burly



## New Talent



By Bernard Seaman





**MEET ME AT THE**

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## Vacation Plan 1 Year Old

(Continued from page 3)  
could work for any number of SIU-contracted companies in the course of the year and still collect benefits for every day of sea and port time worked.

### Operators' Payments Up

While the present maximum payment under the Vacation Plan is \$140 a year, it is expected that this sum will be increased in the future. The \$140 maximum was based on operator payments of 50 cents per man per day into the Plan. This payment has been increased to 65 cents per day per man under the new SIU freight and tanker contracts.

Just how many Seafarers actually collected in the Plan's first year of operation is hard to determine because the Vacation Plan will pay a man benefits every time he has accumulated 90 or more workdays. Consequently a great many Seafarers have collected more than once in the course of the year, instead of having to wait to get all the money in a lump sum at the end of six months or a year's service.

### Speedy Service

From the very beginning, the SIU Vacation Plan emphasized

speed of service to the membership, in contrast to the delays and red tape involved in collecting vacation money from companies. The procedure was designed to get the cash into the hands of the membership in the shortest possible time. All a Seafarer has to do to collect vacation pay is to fill out a form, available in all SIU halls, listing his discharges and the number of days worked on each.

### Check Made Out

The total number of days is added up and checked by Vacation Plan employees and a check for the amount due is immediately written. In headquarters this means that Vacation Pay is collectible within 15 minutes, while in the outports, the payment is limited only by the speed of Uncle Sam's airmail service.

Recently the Vacation Plan has added a new procedure which makes possible filing of applications by mail. In that way, men on the ships or away from the ports can file on basis of their old discharges and get their check the minute they hit the beach after paying off.

### Board of Trustees

The Vacation Plan operates under the supervision of a six-man board of trustees—three from the Union and three employer representatives. Union trustees are Paul Hall, Bob Matthews and Al Kerr. Alternates are Lloyd Gardner, Joe Algina and Lindsey Williams.

An unusual feature of the Vacation Plan is the provision that

makes a Seafarers' widow or other beneficiary eligible for the benefits due him if he dies. This is in addition to the \$2,500 death benefit provided by the Union's Welfare Plan.

## SIU Calls AMEU Bluff With 10G's

(Continued from page 2)

prove a one to one or better ratio for the entire year.

### No Restrictions

No restriction would be placed upon the examination of Union records by the accountants, except for an oath to respect the confidence of Union records. Thereafter, once the certification of the job ratio was made, whoever was proven wrong would forfeit the \$10,000 posted to the "Atlantic Seamen's Widows and Childrens Fund," while the other would get his money back. The fund would then become liable to make \$300 payments upon proper claims by beneficiaries of Atlantic seamen.

"We don't intend to look like a bunch of number-jugglers to Atlantic seamen or anybody else," SIU Secretary-Treasurer Paul Hall commented. "If the AMEU is so sure they have us on the run and we can't prove we had the job ratio we say we had in 1952, and that's something we've successfully maintained for many years, we want to hear from them. Our \$10,000 is on the line."

Acting on the authorization in the original proposal, a special meeting held at headquarters a week ago to elect a six-man committee to assist the Director of Organizing in arranging for the posting of the check and other procedural details. Members of the committee were William Frank, Jack Horn, Roderick Smith, Adolf Iversen, William Thornton and M. C. Strachura.

## SIU's Int'l Convention Next Month

(Continued from page 5)

delegates shall be elected to represent the four major ports of the Union — New York, Baltimore, Mobile and New Orleans. They shall be known as the New York delegate to the International convention, Baltimore delegate to the International convention, Mobile delegate to the International convention and New Orleans delegate to the International convention;

K. Any man, regardless of the port he may be located in, may be nominated for any one of these delegate jobs. However, in his acceptance of the nomination, for any of these delegate jobs, he shall specify which of the port delegate jobs, he is accepting the nomination for. Any man who does not specify the port shall not be eligible for a place on the ballot;

L. In the event that there are not more nominees qualifying for the ballot than the required number of delegates as set forth herein, the credentials committee shall be empowered by the membership, to declare the nominees as elected.

## Seafarer Surveys Campus Life

By GEORGE BONEY

(This is the second of two articles on the SIU scholarship plan by Boney, an SIU member currently attending the Harvard Law School. He had previously worked his way through the University of Georgia.)

Seafarers or their children who are award winners under the SIU scholarship plan will find that the plan provides the best undergraduate grants available in America's colleges. The \$1,500 annual grant, adding up to \$6,000 for a four-year course will be sufficient for both educational and complete living expenses at many schools. Even in the high-priced private universities in the East, the \$1,500 will cover basic needs—board, room, tuition and books.

From my college experience I have not seen any undergraduate scholarships to match these. Most scholarships available cover only tuition or a little more. As for the professional schools, like law and medicine, scholarships are

rare if they are to be found at all. A child of a working man, no matter how bright really has little chance to go on to professional schools without substantial scholarship aid. Yet under the Seafarers' plan, the winners will be eligible for further assistance after four years, if they want to go on to a professional school.

### Costs Vary

Of course with education as well as other things, our Seafarer-

scholar will find that some colleges cost less than others. State universities and colleges supported by municipalities like those in New York and Los Angeles are much less expensive than private institutions. Tuition in these schools run from almost nothing to rarely over \$200 per year. Living costs in Southern and Western colleges and universities are about 15 percent lower than those in the Ivy League Schools.

Basic expenses in state supported schools range from \$800 to \$1,200 annually. On the other hand, in the large private universities of the East, basic expenses are in the neighborhood of \$1,400 to \$1,650 per year.

### Ivy League In Reach

A word of caution should be added here. Our seafarer scholar should not choose his college because of the cost alone. Many of the older private institutions have excellent faculties, great libraries, and fine facilities for mental development. The Seafarer scholar will not find the expensive Ivy League college out of his reach. These institutions offer a number of smaller scholarships available to good students who need them.

Part-time work is usually available to provide additional income. In the summer male students can add to income by taking a trip and seeing how the SIU works.

In a college community, social life can be rather inexpensive. The fellow who has gone to sea for any time at all will miss the waterfront clip joints which often take the poor seaman for a ride. In most colleges there are plenty of free movies, dances, concerts and athletic events. In all schools use of swimming pools, tennis courts and gyms is free, or available at nominal cost. In short, these fine SIU scholarships offer the ambitious student the opportunity of four years of wonderful living—unparalleled in the history of maritime.

## New Orleans In Hassle Over Proposed Bridge

NEW ORLEANS—Business and shipping interests here are sharply divided over a controversial proposal to build a new Mississippi River bridge which its opponents contend will affect shipping adversely.

The bridge proposal, backed by the State Department of Highways and some business leaders and opposed by the New Orleans Dock Board, is before the US Engineers for approval.

The bridge plan advanced by the Highways Department calls for a bridge across the Mississippi from Thalia St. in New Orleans to Bringer St. in Algiers on the west bank. This plan calls for a structure having a vertical clearance of 135 feet above the river and would rest on one pier in the Mississippi 740 feet out from the east bank, which is the New Orleans side.

The Dock Board, headed by President Harry S. Hardin, opposes the bridge plan on grounds that the pier in the Mississippi would constitute an undue hazard to navigation in the harbor and that the proposed vertical clearance of 135 feet is inadequate. A clearance of 175 feet is essential, Hardin contends.

The Dock Board is carrying its

fight to the public and is seeking to marshal shipping interests in support of its contention.

State Highway Director George S. Covert said New Orleans must accept a bridge with a pier in the river, or no bridge at all. He indicated willingness to compromise on the clearance feature.

The bridge is to be financed by revenue certificates to be issued against earnings to be derived from tolls to be charged on the structure. Covert argued that a suspension type span with no river pier would be so costly that his department would be unable to finance its construction.

Automobile and pedestrian traffic across the Mississippi now is served at this point by a ferry line. Everyone involved in the controversy agrees that a bridge of some type is needed. The toll-free Huey P. Long Bridge, only span connecting New Orleans with the west bank, admittedly is inadequate to serve the needs of this fast-growing locality.

# Seaman Sets Sights On Big Game In Cross-Country Hunting Trip

Seamen who are partial to rod and reel, like a rowing sailor on a holiday shore leave, are not unusual, but when a Seafarer plays tag-you're-it with a full-grown moose, that's an avocation of another stripe.

Paul Oakley, 24-year-old Seafarer who has been sailing in the steward department with the SIU for six years, enjoys just such a hobby as big game hunting in his leisure moments. Perhaps it is not unusual, after all, since he is believed to be a distant relation of the fabulous Annie Oakley of sharpshooting fame. Nonetheless, Oakley bagged three deer in 1952, in addition to the moose the previous year, and has his gunsight set on bigger game in the near future.

### Hitchhiking Hunt

Shooting split seasons in California and Pennsylvania, the Scranton, Pa., marksman covered 6,000 miles in his hunting quests in 1952, with 2,900 miles comprising a unique hitchhiking hunt he undertook up and down the length of the Golden State. Leaving Los Angeles on Sept. 20, Oakley hitched for two days by means of pick-ups by private cars, mostly other hunters, up to Modok County near the Nevada-Oregon border. He arrived in time for the Sept. 22 opening of the hunting season and bagged his four-point buck on his fourth day in the field. The blacktail mule deer weighed 196 pounds, with Oakley bringing down the swiftly-running forest elf with a heart shot 100 yards away. He bagged it, as he did all his game, with a .32 Remington repeater pump.

Moving southward into zone two after getting his legal deer in the first California area, since the state is split for hunting purposes, Oakley concluded his hitchhiking trip on Oct. 9 in San Dimas. Two days later the not-so-fabulous Oakley sighted his second deer and squeezed the trigger three times on a six-point, 168-pound buck, killing it at a distance of 250 yards as it ran.

Living in the brush most of the time, Oakley had good reason to take a full field pack with him on the hitchhiking-hunting trip. In addition to carrying an eight pound rifle, the 78-pound pack toted by the huntsman contained an army pup tent, sleeping bag, rubber air mattress, mess kit, toilet gear, two boxes of cartridges, and other field necessities for the intrepid hunter.

Generous drivers picked up all that and a deer, too, as Oakley flushed the thickets of California in search of his big game.

Getting his fill of Far West deer,



Seafarer Paul Oakley is shown at left as he displays one of the deer that he bagged in Pennsylvania. At right, he's all set to start on his California hitchhiking-hunting trip, carrying his rifle, a bedroll and a pack. This trip, too, was successful.

Oakley drove cross-country to Pennsylvania to hunt in the Keystone State. On Dec. 2, the second day of the season, the sharpshooter brought down a five-point buck with one shot at a distance of 75 yards, downing the 140-pound brown forest runner on a difficult shot as it dodged through the underbrush.

### Hunting Family

Annie notwithstanding, the Oakleys have a long line of hunters in the family. Paul's father, in his 50's, gets his deer every year, and his younger brother, at 14, has bagged a deer a year since he was 12. A 68-year-old aunt in Montana brought down a deer last year as a matter of course, and her son got himself an elk and a deer on the same hunt. It was a good hunting year for the Oakleys.

The latest Oakley sharpshooter has a trophy room in which he places all his prizes, but in order to make room for a coveted Alaskan bear rug, he is anxious to present his moose head to any lover of the American fauna. The

17-point Newfoundland bull moose has a spread of four feet, one and three-quarter inches from tip to tip on its headgear. Oakley finds it a little bulky to have around the house, so he would like to present it to the Union as a gift, or to any other takers.

Paul spent about six weeks hunting in 1952, considerably more than his yearly average of 15-20 days. Most of it was for big game, but now and then he'll take a pot shot at a swift-running rabbit. Now, he has his gunsights set for the biggest game of all on the American continent—the Alaskan brown grizzly bear, and the big Kodiak bears. Paul figures that he'll be making a special trip up to Alaska one of these days on an SIU ship, and once he gets there, those bears better look out, because Paul will be gunning for another trophy among what are considered to be the top game animals in North America. He hopes to make the trip sometime this spring.

Paul's last ship was the *Tops*.

## Spider Disbelieves Tales Spun By Seafaring Weavers

In all his years of making the run from New Orleans to South America, writes Spider Koralia aboard the *Robin Kettering*, he has run across some fabulous liars in his time, but none so brazen as a certain electrician of whom he makes note.

Koralia has known a wiper who claimed the daughter of the president of Wilson and Co. as his girl friend, another brother whose girl was the offspring of the head of the Singer Sewing Machine Co. in Brazil; bankers' daughters, superintendents of nurses, and assorted femininity added up the score. However, Koralia drew the line recently when he refused to believe the electrician when the latter told him his wife was the secretary of Juan Peron, Argentina's head of state.

This brother also told the crew that if any of them worked late and were going ashore after 8:00 PM any night, his wife would

drive them to town. One night, Koralia reports, he worked a little OT and went ashore about 9:00 PM. Whom did he see at the gate but the electro—alone. Koralia asked him what was the matter and the seaman reported that the car broke down.

### Gets Off Bus

Later, Koralia saw him getting off a bus and was content to leave well enough alone, but the electrician called to him to explain the situation. His wife, he said, called him up to tell him the chauffeur came down with a case of St. Vitus dance and was too broken up to sit behind the wheel of the car. Spider didn't like the story one bit.

Spider said he is getting back to more believable yarns like the one about his friend who was caught with his hand in another man's pocket at the race track, indignant, the man demanded to know what the hand was doing in his pocket. Just making change of a quarter, replied the Spider's friend.

## Did You Know . . .

That if you hold your foot on the loud pedal of the piano and then sing a steady tone, the piano will also begin to sing? The singing sets waves of sound moving through the air, and there is one particular string on the piano of the right length to correspond with the tone of the song.

That the official length of the yard was established when a man stretched out his arm at shoulder height and the distance between his nose and the end of his thumb was measured? The man was Henry I (1068-1135) of England. The yard had no uniform length until he determined it by royal decree as 36 inches.

That the SIU can assist you in upgrading to a higher rating with specially-prepared booklets for the various examinations? Booklets to prepare Seafarers for upgrading to oiler, fireman, electrician, AB and other ratings can be obtained at SIU headquarters, as well as most Union halls.

That all paper currency issued by the US Government contains the seal of the "Treasury of North America," although no such organization exists? The front side of each bill has a seal with a Latin inscription: *Thesaur. Amer. Septent. Sigill.*, abbreviated for "Treasury of North America." Why North America was used instead of United States is not known, but the reason may have been that, at

the time it was designed, in 1778, hope of getting Canada to join the loose confederation of newly-independent states had yet not been abandoned, and the seal was one way of keeping the door open.

That a billion is a thousand million in the US, but it's a million million in England? In the US, Canada and France, 1,000,000,000 is the figure recognized as a billion, but in England and Germany, it is 1,000,000,000,000.

That the SIU now has offices in Port Arthur, Texas, to serve Seafarers passing through that port? Located at 411 Austin Street in Port Arthur, the offices are also serving as organizing headquarters at the southern end of the line for Atlantic tankers.

That under the new freight agreement the base wage of an AB is over four times what it was in 1939 when the SIU began collaring the top conditions in the maritime industry? The AB scale on a typical freight agreement then was \$72.50 monthly compared to the rate of \$302.32 in the 1953 standard freight pact.

That basketball was originally played with seven men, then nine and later with eight players? Now each team puts five players on the court. In Holland, however, the size of a basketball court is twice the size of ours and 24 players take part instead of ten.

## General Patton Crew Congregates



Some of the boys aboard the *General Patton* enjoy a day out in the sunshine and in front of the camera. Photo sent in by Buddy Cousins.

## Beware Of 'Florida Cracker' When He's Been 'Insulted'

The boys from down Texas way may make a lot of noise about their home state, but you haven't seen anything until you've seen a "Florida Cracker" who's on the warpath because he figures his sunny homeland has been insulted. And if you add in the fact that he figures the Yankees are in back of the whole thing, you've really got a problem on your hands.

W. W. Moore was like most "Florida Crackers," just taking it easy and knowing that there just ain't no Sun like the one down in Florida, until he read an article by James Street in "Fortune" magazine. Then, his temperature ran so high it even topped the Florida mercury.

Moore figured that the article implied that "Florida Crackers" were sort of lazy poor relations, and, as Moore says, it hinted "that some of us want the Yankees to send their money down to Florida and stay home themselves."

Nothing of the sort is true, says Moore. "I'm a Florida Cracker, and I'm proud of it. Sure, I'll admit," said he, "that some Florida Crackers in the resort towns are servants to the Yankee tourists.

When I was a boy, I shined their shoes, delivered their newspapers, milk and telegrams, and even cut acres of swamp cabbage and chased 'gators, but at least I worked for my money."

Moore says that he figured out the answer after a while, and "I invaded New York, home of the Yankees." Then, he set to earning some of the Yankee money, and sent it right on back to Florida.

After that, said he, he "joined the SIU, where I can make good money and it doesn't matter whether you're Yankee or Rebel." So right now, he's back in Florida, and enjoying the place the way it should be.

Just as a final reminder, however, he warns that "the Yankees can stay at home and keep their money with them, unless they can learn how to act like Americans and Democrats, and not treat us Florida Crackers like poor relations."

## Electrician Beams



Busy aboard the *Robin Locksley* is Thomas Hoar, chief electrician. Photo by Watson.

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Judging from a number of photos sent in to the LOG by our Seafaring shutter-clickers, our boys like to move in close with their cameras. However, many cameras are not equipped to take sharp photos when the subject is very close. No one will deny that one of photography's most fascinating abilities is to move in close on subject matter to reveal minute detail and texture. And, oddly enough, almost any camera can be used to take close-ups. The catch is that something must be added, and the addition is a supplementary lens to slip over the normal lens of your camera.

With most cameras you can't get closer than three to six feet from an object without getting an out-of-focus image. That's a limitation in lens design. No lens has yet achieved the miracle of universal focus. All require correction of one degree or another for extreme close-ups. That's where supplementary lenses, sometimes called "portrait" lenses, come in. Slipped over your camera's lens they bring a whole new world range. Of course, if you've just come back from an 18-month run with a couple of hundred bucks jingling very loosely in your jeans, you can buy a 40-inch telephoto and settle the problems in that fashion. But with Income Tax day so close, we'd better settle in a cheaper fashion.

These supplementary lenses are extremely simple to use, quite inexpensive (under \$2) and are available in three powers, rated in diopters. They are made to fit most cameras, with or without the aid of adaptors. These lenses permit you to move closer to your subject than your normal lens would allow and thus fill more of the negative area with a larger image of the subject. Each diopter rating, beginning with plus-1, allows you to come closer to your subject. The exact lens-to-subject distance for each camera lens is specified by the manufacturer in the instruction sheet.

### Must Measure to Subject

When using these lenses the normal focusing characteristics of your camera are changed. The focusing scale no longer holds true. You now have to focus by accurately measuring the correct distance for the diopter lens you are using. The simplest way is with a tape measure. If your camera is equipped with a ground glass focusing screen you can see the effect of the lens and then focus as usual by inspection. With a twin-reflex camera it is necessary either to buy two supplementary lenses or to focus first with the lens over the viewing lens, and then transfer to the taking lens when you are ready for the exposure. It's a good idea to rest the camera on something steady when using these close-up lenses so that you can keep your subject in view accurately. No increase in exposure is necessary. If you are not using these simple lenses you're limiting the scope of your picture-taking activities.

## Seafarer-Relatives Await Return Of GI To SIU Ship

Whenever the subject of seafaring families comes up, one that has to be considered is the family of Daniel J. Biedronski, who's wearing Army kahki right now, but expects to be sailing SIU again in a very short while.

Dan is still over in Germany with the Army, but he figures that he'll be getting his discharge very soon, and one of the first things that he plans to do is to get his SIU book out of retirement, and start sailing again.

When he does get back to the SIU, there'll be plenty of Seafarer-relatives to greet him. Right now, Dan's got two uncles and a cousin all sailing under the SIU banner. One uncle, Fred B. La-

Plant is aboard the Anniston City just now, while the other uncle, Adam C. Buchacz, is sailing aboard the John B. Waterman. Dan's cousin, William D. Wiley, is on the Holystar.

All of them reported that they're waiting to get the news about just when Dan expects to get out of the Army and start sailing again, and maybe even arrange some sort



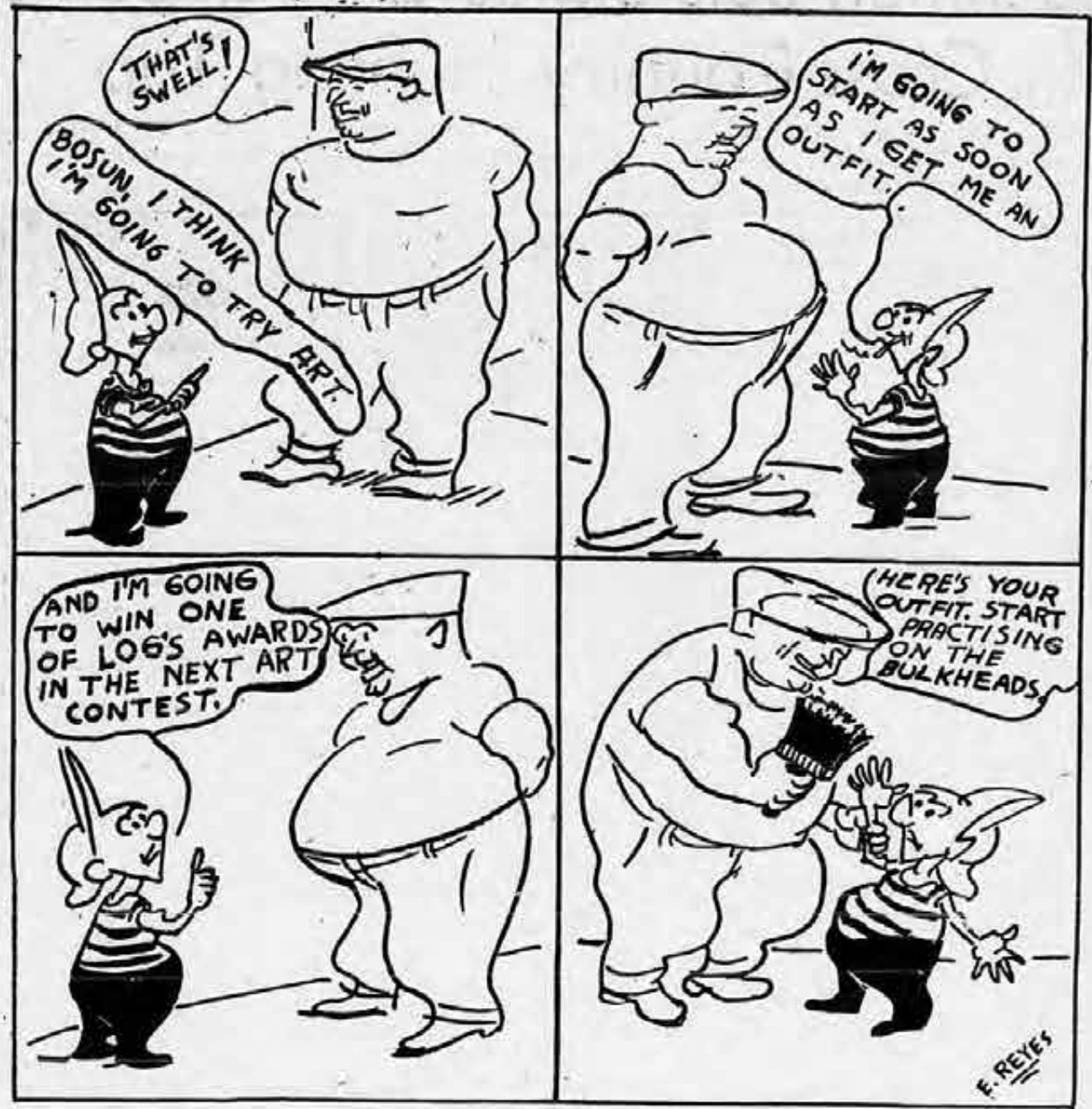
Daniel J. Biedronski

of get-together to celebrate Dan's return to the sea.

Dan, who is 24, joined the SIU back in 1947, and sailed steadily on SIU ships until the draft caught up with him about two years ago, and, from what his seafaring relatives say, he's anxiously waiting for the chance to get back.

## Sailor Rags Sacrifices For Art

Submitted By E. Reyes



## Ship's Steward 'Loses' Five Dollars, But Gets Good Food And Crew's Thanks

The crew of the Seatrain New York (Seatrain) gave a vote of thanks for the excellent food they got on their last trip, but they also gave a special vote of thanks to the steward, who "lost" \$5 on the deal, but made the good food possible.

According to Ray Sweeney, one of the vessel's crewmembers, the ship's steward, Gene Auer, is the kind of guy who "checks his stores, rips open boxes, sacks of spuds, looks at the fish and everything else that he receives."

He's also the kind of steward that won't accept any stores that are not up to top SIU standards, says Sweeney, and because of that, the crew was able to eat only the best during the entire trip.



Auer

Sweeney says the first indication of the type of food came shortly after he boarded the ship. Auer had just received a load of shrimp, and, as usual, he ripped open the boxes. He saw that the shrimp inside was dry and shriveled up, and told the truck driver to take them right back.

The truck driver put them back on the truck and left, but came back to the ship a short while later with "another batch of shrimp." Auer ripped open the boxes once more, and then said that they were the same shrimp, but had just been turned over a little bit so the same ones weren't on top. They went back to the supplier again, and on the third delivery the New York got "as fine a shrimp as anyone would care to eat, what the company was paying for in the first place."

A short while later, Sweeney relates, Auer got a shipment of beef. "Off comes the lid on the boxes,"

says Sweeney, "and Auer says the meat has got to go back."

"Only this time the driver hands Auer an envelope. Auer told him he wasn't interested in the envelope, but was just interested in getting top quality beef. However, the driver insisted, so Auer opened the envelope, and there was a big \$5 bill for Auer."

After taking one look at the \$5, Sweeney reports, Auer threw the driver, the beef and the \$5 right off the ship, and told him to get back to the ship with some decent beef.

"It wasn't very long," says

Sweeney, "before the driver was back with some different beef, and after inspection, it turned out to be the finest meat you could get. The kind that anyone would feel proud to serve on their table."

Sweeney reports that the crew also "brought out the point that the shipowner is paying prices for good stores anyway, so why shouldn't we get what is coming to us? This trip was a lot happier and a lot more pleasant because of a little effort in checking the stores when they came aboard the ship, and insisting upon the top quality to which we are entitled."

## Quiz Corner

- (1) In a Mercator's projection map, are the meridians and parallels straight or curved lines?
- (2) New Year's Day 1939 was a Sunday. What day of the week was Christmas 1938?
- (3) What two fractions are missing from the following series: 1/2, 1/10, . . . . ., 1/1250?
- (4) Name two of the three state capitals whose first letter is the same as that of the state of which they are the capital?
- (5) What measurement of time is reckoned by the time it takes the earth to turn on its axis? Is it a (day), (week), (month), (year)?
- (6) Which of the early American states adopted the Code Napoleon instead of the Common Law of England as its basic law? Was it (Texas), (California), (Louisiana), (Alabama)?
- (7) Which much-married king of England had three wives named Catherine, two named Anne and one named Jane?
- (8) A woman in a totally dark room wanted to pick out a pair of stockings that matched. There were two colors in the drawer, containing a jumble of 16 stockings. What would be the smallest number of stockings she would have to bring to the light to be sure she had a pair?
- (9) Broccoli and cauliflower are forms of what common vegetable?
- (10) More than half of the fresh water of the world is collected in what connected bodies of water?

Quiz Answers On Page 25

# Have Fish Deserted The Pacific?

There used to be a time when the Pacific was known for the various extra-large types of sharks, whales and other fish which inhabited it, but since that time, something must have happened. When two crews, on different ships, drag baited hooks all the way across the darned ocean and don't even get a nibble, there must be something wrong—with the fish, the crew, the bait, the ship, the ocean, or something.

Just which one it is in this case, we're not quite prepared to say, since the complete facts of the episode have not yet come to light. However, preliminary reports indicate that the Christine (Carras) and the Burbank Victory (Eastern) are both involved. Both of them are running under MSTs, which might have something to do with the explanation, too.

Well, anyway, both of them were heading for the direction of Korea, with one going to Formosa and the other on her way to Japan. The crews on both ships had pretty much the same idea, however, since the Christine was expected to be at sea for about 45 days, and the Burbank Victory expected to take 33 days to reach its destination.

### Drop The Hook

What with the blue Pacific waters, the fellows decided to fish, and so they baited a line and threw it over the stern, along with visions of hoisting aboard a 15-foot shark, or perhaps even having to use the jumbo boom to bring a big whale aboard. Anyway, as any good sports fishermen, they decided to troll the baited hook along behind their ships, and take whatever came along. They figured that perhaps even some tuna steaks or a nice, big swordfish would go pretty well.

They waited patiently for the sea monster to strike their bait, then they began to wait not-so-patiently, finally most of the crew just walked away and ignored the whole thing. There were a few aboard who refused to give up, and kept a watch on the lines.

On last reports from the vessels, the lines were still dragging along behind the ships, but no bites. In fact it looked as if the line from the Christine was going to spend 45 days in the water, and the one from the Burbank Victory, 33 days—without a nibble. The Pacific just ain't what it used to be.

### Carrabulle Crew In Curacao



Ready for a swim in Caracas Bay, Curacao, are some of the Carrabulle crew. Left to right, top: B. Jerakowski, Don Hewson, Ed Mishanski. Bottom: Al Page, Ed Hamlin, Clyde Kreiss.

## Seafarers Crave Comfort

Comfort has long been a sought-after commodity by man. Long before the days of the height of Roman splendor when luxurious comfort was commonplace among the populace, men had been trying to improve their lot in ways which would bring comfort to their weary bones.

Before the dawn of history mankind was striving to keep out the cold with animal skins draped about the body and the cave. Later, fires warmed the hearts of men and the meat they no longer ate in its raw state. Much later, came the steam bath.

Today, aboard several ships of the deep sea, comfort has come down to a clear case of linen. The situation was not nearly so dire before, according to reports received from two vessels at sea, but it is rapidly approaching that state. The sailors won't argue with the lyrics of the song which says it takes two to tango, but they are disturbed when it takes two sheets to make a bed.

Not only are the sheets smaller

than usual in the present crisis, but they have linen and spreads to match, which is triply disconcerting to the Seafarers of the Council Grove. The Cities Service seamen claim the linen situation is keeping them awake nights and adding to their discomfort. The company, however, claims it isn't the linen. They say it's all the bunk.

Similar discomfort rears its tired head from the pillow case aboard the Potrero Hills (Philadelphia Marine). Sailors aboard the vessel are looking for new pillows for their head-rests. There is no indication that the last pillows issued got away, but one typewritten line in the ship's minutes flatly declares that the pillow cases are open on both ends.

When the ships pay off company heads will surely rest heavy on their pillows.

## The SPORTS LINE

By Spike Marlin

Everybody can remember the neighborhood kid who got himself a reputation as a shrewd trader. He was the one who swapped you searchlights with dead batteries, cap pistols whose triggers fell off, bicycles with broken frames cleverly soldered together, footballs with air leaks and the like.

It was generally predicted by grayer heads that the boy would be quite a success when he grew up, which he did by becoming a used car dealer or a furniture salesman.

### Steadies Get Smart

These David Harums usually manage to get by very well because there is a regular turnover of customers. They get in trouble when they have to depend on a steady clientele because people get wised-up to them. That's why Branch Rickey is having a tough time unloading Ralph Kiner on some other National League club.

Rickey's fame as a trader of slightly moldy baseball beef is not without justification. His most famous deal was the one which sent Dizzy Dean, sick arm and all, to the Chicago Cubs for a healthy stack of pre-war folding money. Subsequently he unloaded a whole series of faded heroes and would-be starlets around the League.

### Dug His Own Pit

Ironically enough, it was Rickey at Brooklyn who helped bring Pittsburgh to its present sorry state by hornswoggling Preacher Roe and Billy Cox from the Pirates for the likes of Hal Gregg, Vic

Lombardi, Stan Rojek and that well-known Brooklyn pensioner, Dixie Walker.

In the past Rickey was able to operate the way he did because he had a corner on young talent. He got the players and cash he wanted by disposing of the synthetic rookie sensations in large numbers. Now the spikes are on the other shoe. It's Rickey who is over the barrel because Pittsburgh is desperate for ballplayers.

Rickey is trying to wriggle out of his present plight by dangling his only valuable baseball property under the noses of the clubowners. Unfortunately for him he seems to have made his move just a couple of seasons too late. For a fellow who was touted as another Babe Ruth a few year back, Kiner hit the skids with a vengeance last year. A batting average under .250 doesn't impress anybody even if there are 30 or more home runs in the assortment.

### Big Stick Only

Despite his outstanding four-bagger totals, Kiner never had much to offer in any other department. Nobody would look at him twice other than the fact that he's a big stick man. He won't help any club defensively, on the base-paths or as a hit and runner. His lifetime average hovers around .280, a very ordinary mark.

As far as Rickey is concerned Pittsburgh will be the gainer if it can get two or three professionals for his high-salaried fence-buster. The bait is out, but it remains to be seen if the fish will bite.

## Old Sailing Adage Still Goes

The old sailing man's adage of "one hand for the ship and one hand for yourself," is still good advice to follow, even on modern steamships, the crew of the Robin Goodfellow was told recently.

The captain of the vessel told the crew that since the ship had been hitting some pretty rough seas, it would be a good idea to remember that advice, and use one hand for the ship and one hand for personal safety when carrying stores and equipment up ladders, on deck, and when in rough seas.

From the response of the crew to the advice, it looks as if they figure the old saying still holds true, even though it originated in the days when the sailors were working aloft in the rigging, and used one hand to work while hanging onto the rigging with the other in rough seas.

## GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief cook Ramon Aguiar's recipe for "pizzola sauce."

Doing the extraordinary thing is ordinary for Ramon Aguiar, who has been an SIU man since 1944, which comprises practically all of his seafaring life. He prefers freight ships—his last ship being the Steel Chemist (Isthmian).

Married for 11 years, the 32-year-old galley magician has a wife



Aguiar

and three children to practice his art upon when he is home and not sailing aboard some SIU vessel. When he is, he says, he "prefers the in-tercoastal runs, You do not run short of food, such as meats and perishable vegetables."

### Sauce Supreme

Aguiar's sauce supreme, used to give the flavor of the gods to meats, especially veal cutlets and meat loaf delicacies, is a touch of this and a dash of that blended perfectly to make the mouth water and the salivary glands work.

First, two pounds of onions are cut fine and placed in a large, deep pan. Then comes one bunch of

celery cut into small pieces, followed by three to four ounces of parsley for garnishing.

### Salt and Pepper

Hard upon the heels of the parsley comes two cans of plain tomatoes, without juice, followed by three small pieces of garlic compounded from the tiny, bulbous heads of the pungent flavoring. A dash of salt and a similar amount of pepper is added at this point of the concoction to bring out the highlights of the flavoring. Then oregano, a small leaf used in flavoring highly spiced foods, is added before the sauce is braised with cooking oil.

After tomato paste is added to the sauce at this point, tomato puree comes into the culinary picture. Then, finishing up with a flourish, the sauce is cooked for three to four hours on a slow flame.

Follow these directions, says Aguiar, and you will find the 47 men which the recipe serves praising your kitchen talents to the heavens.

## Seafarer Sam Says



## Headaches Of The Delegate

The following statements are drawn from several ship's minutes and do not comprise the activities aboard any one vessel. The italicized answers are from a somewhat helping, offstage voice:

**There are a few heads which need fixing aboard this ship . . .** (Starting at the top, perhaps.)

The life boat did not lower or hoist properly. Crew had to bring up life boat with hand crank. Motor will not start in life boat . . . (Otherwise, it's in top shape.)

**Water Everywhere**  
The second electrician asked that there should be water put in the washing machine when it is in use . . . (Despite claims, Duz cannot do everything.)

**Motion:** That there be no gambling allowed in messhall. Amendment: That we stop all gambling run by "the house" . . . (Conclusion: Let's keep it on its professionally amateur basis.)

Delegate reports five men in the steward department in one room . . . (Get a peach basket and a ball, boys, charge admission, and we can make a fortune.)

## Captain Takes On Chief Mate's Job

To the Editor:

The crew of the Greenstar would like you to get in touch with the owners of this ship and have them notify the captain of this ship that we have a new contract and would like to start working by it.

I am the ship's delegate, and upon receiving the new agreement, went to see the old man to ask him if he was going by the new agreement. He said "he would start when the company informed him that the new contract had been signed."

### Bosun Powerless

Things are far from smooth aboard this ship. To begin with, the old man is also the chief mate. All orders pertaining to the work on deck come from him. The mate doesn't have much to say about it. The bosun is Dave Barry, and he is one who knows his



Andrews

business when it comes to the work on deck, but it doesn't do any good to make any suggestions to the mate, because he already told us his hands are tied and all orders come from the old man.

We sailed from Naha, Okinawa, on January 5, 1953. There was a full gale blowing and real heavy seas, but the old man wouldn't let us lower the cargo gear before leaving. Then he put out an order for the standby on each watch to check the gear every 15 minutes at night to make sure everything was OK. All of the guys on this gear are rotten and the only way they get replaced is for one to part. To save money, the old man had the longshoremen replace guys and cargo runners.

### Booms Not Secured

Leaving Yokohama, Japan, the deck department was called at 9:30 PM; at 9:45 PM we were told to secure No. 2 and No. 3 cargo gear. At 10 PM we let go all lines and got under way for Korea. At this time, No. 2 cargo booms were not secured and the only thing holding them was a rotten midship guy. Again, with all gear flying, we sailed into a heavy sea and winds of gale force. The bosun and the watch on deck really had to fight the No. 2 booms to prevent them from going adrift.

The old man completely disregards the international safety rules by going to sea with the gangway hanging on the forward lifeboat fall on the starboard side. In addition, the gangway was over the side and not secured. When this was brought to the mate's attention, all he said was, "The captain said the ship was secured for sea."

### Captain Limits Stores

We have a good steward, Andrew Strom, who also knows his business, but every time he puts in a store list to the old man, the latter immediately breaks out his pencil and scratches out at least half of anything Strom orders. I contacted the old man to see about fresh milk in Japan, and it is readily available for all ships, but all I got was a hard time. The same applies to the other times I have contacted him.

### Member Dies in Okinawa

The ship lost the third cook in Okinawa. Brother Raymond Saunders was found dead by the MPs. Only recently did we find out that his body had been claimed and would be sent home for burial. The old man sure didn't go out of his way to get a replacement. After a couple of weeks, we got a new third cook—an NMU man.

We would like to have the latest issue of the LOG sent to us, as well as a few copies of the new

agreement and some overtime sheets.

Carroll H. Andrews

(Ed. note: The LOGs, the new agreement and the overtime sheets are being sent to you regularly, via the company's office. Since this material is sent in bulk through MSTs, the company claims they are unable to prevent the delay in the LOGs reaching the ships.)

## Crossing Record Set by Captain

To the Editor:

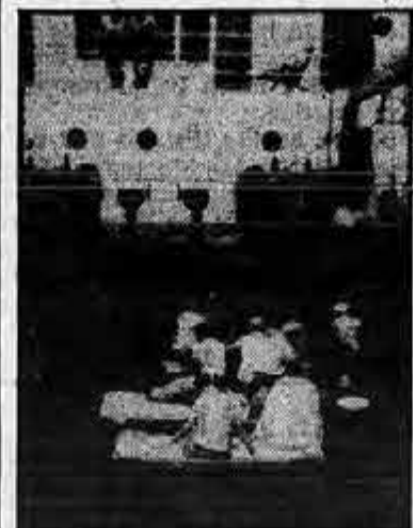
I thought the Christmas season would be a good time to drop a short note to the LOG from the Hurricane, a Waterman scow on the romance run (some boys on the West Coast-Yokohama run may dispute this), commanded by Captain Robert F. Goodman. The captain, who is rapidly becoming known for his longevity records in crossing the Atlantic (average trip, 13 days), boasts about the time it took him 20 days from Bremerhaven to New



James

York on another Waterman rust bucket. We also have a chief mate, Robert Stanage by name, who not only carries the ship on his shoulders but acts as if he bears the burden of the world, too. Poor fellow, see what the sweater with the big W on it does to a specimen of humanity. The radio operator, another genius, is one of the few people on this universe who understands Einstein.

On the brighter side, we have a chief engineer by the name of Mr. Crane who is a gentleman to everybody and who was the only officer on board who had the decency to come to the messhall on Christmas Day and wish the crew a Merry Christmas, which was nothing to write home about on this ship and which made one long for one of



Hurricane crewmembers find the hatch cover a convenient place to listen to the radio at sea.

these ships you read about where the captain and the mate or the company sends along a couple of cases of beer and a couple of bottles of whiskey for the crew to commemorate the occasion.

The baker made a farewell cake the night before arrival in New York and he performed some of his impersonations for the crew in the messhall.

Regards from the crew of the Hurricane to all the boys around the hall, also the compliments of the Season to the officials and members of a swell Union, and hoping for a very successful 1953 for the SIU of North America and all its affiliates.

Alex James

# LETTERS

## Alien Act Hurts American Indians

To the Editor:

The McCarran Act—strange as it may seem—is doing an injustice to American Indians who have resided upon this continent before Senator McCarran or any of his forefathers ever set foot on this soil. The act contains a blunder that forces my people to register as aliens when exercising their treaty rights stipulated in the Jay treaty.

This treaty, signed in 1812, gave all Indians residing in Canada or the United States the title of North American Indians with the privilege of unrestricted border crossing and the right to live in either country. According to their desires they can be classified as wards of Canada or of the United States. This is because their tribal areas crossed the borders of the two present-day countries.

### Brooklyn Indians

As a result, North American Indians of the Mohawk tribe residing in Brooklyn who were born in Canada or classify themselves as Canadians have been stopped from entering and working in Government shipyards as well as defense plants and other places where the security of this country is at stake. Other North American Indians have been denied entrance to Oak Ridge where the atom bomb plants are. If there are any North American Indians sailing on American ships I imagine they are in the same fix.

Why should we want to sabotage our own country? Who is qualified to be classified as citizens if we are not? This provision of the act is definitely a violation of the Jay Treaty and should be amended.

Wallace (Mad Bear) Anderson

## Too Many Cooks Spoil The Broth

To the Editor:

I've had experience on some ships where the messmen or galley-men have tried to give orders to the chief cooks and the stewards. It seems that these fellows always claim that they have endorsements as cooks and stewards, but they never show the endorsements.

It is annoying to have one of these fellows coming around all the time and trying to tell the cook what to do and how to prepare food when the cook knows his job, and is busy putting out the food for the crew. It holds him up, and just causes a lot of trouble for everybody.

If these fellows claim they know so much about stewards' and cooks' work, then I say, let them ship as rated men and do the jobs them-

selves, instead of giving the cooks on board a hard time, and just fouling everything up.

Frank Soriano

## Crew Approves Fair Water Taxi

To the Editor:

Of interest to all Seafarers who go to the Port of Hamburg is the launch service of Hans Hahn, Ferry 7, Balduinstrasse 21, Hamburg 4, telephone, 42 59 77. This man's prices are: Day — 6 marks a trip or, if more than four persons, 2 marks; Night — 8 marks a trip or, if more than four persons, 2 marks.

We have found him honest, obliging and about the only one to keep his prices. Our experience has been that other taxi launch prices soar to an all-time high, especially at night. We believe that this man should get our patronage.

If you see fit to put his name in the LOG, with prices, would you please send him a copy of the LOG. Thank you for your cooperation and good work.

Crew of Maiden Creek.

(Ed. note: A copy of this issue of the LOG is being sent to Mr. Hahn, as you requested.)

## LOG Welcome In Ryiha, Yugoslavia

To the Editor:

I received the LOG here at Ryiha, Yugoslavia, and was very

glad to know how the Union is progressing. It's the only paper I have received to read. Otherwise, I'm on the move. Maybe I will be home in about three months, if my luck holds up. Keep the LOG coming; I will let you know when to stop.



Godfrey

Estell Godfrey

## Ex-GI Has Plans Of Sailing Again

To the Editor:

I'm writing this letter to ask you to discontinue sending the LOG to my address in Germany, where I was stationed with the Army. I was discharged on February 13, and I'm ready to go back to sea now.

The LOG always reminded me of the days when I was sailing and of all my good shipmates. Thanks again for sending the paper. I hope to be sailing soon.

Manuel Marines

## Michael Thanks Agent For Help

To the Editor:

The crew of this great ship, the Michael (Carras) would like to give a vote of thanks to Brother Leroy Clarke, agent in Lake Charles, for a job well done.

Our ship hit Port Arthur, Tex., on January 30th at 9:00 PM. Since it was night time and they only had a few hours in port, the crew was anxious to go ashore. We weren't expecting anyone from the hall. No sooner had the deck gang lowered the gangway than the re-placements were on board with the new agreements — tanker and freight — Union papers and the Atlantic Fleet News.



Johnson

### Permitmen Kept Posted

We have permitmen on board who are interested in organizing, and the Atlantic Fleet News was read with great interest. We are trying to keep these men posted on all new developments.

Our Union has come a long way since 1946 in the field of organizing. We look back and all we can see are gains, as we have never been defeated; this all goes to show what a well organized and militant Union can accomplish when the membership looks to the future. A word of thanks to the negotiating committee for the best wages and conditions in the maritime field.

### Atlantic Organizer Aboard

We have aboard ship a new brother whom we take pleasure in welcoming into the SIU. His name is A. L. Johnson and he has just completed seven months and 23 days on the E. H. Blum, organizing the Atlantic fleet. He has come on here to see for himself the Union way of operating, before heading back to Atlantic to finish the job. At our recent shipboard meeting, Brother Johnson saw for himself the correct procedure and the SIU way of getting things done.

We posted our repair list at the same time and Brother Johnson asked for a copy so he can have it printed in the Atlantic Fleet News so the men sailing Atlantic ships can see for themselves the SIU way of getting things done. He is on his way back to Philly to rejoin the E. H. Blum to put the finishing touches on a little unfinished business. The crew of this vessel wishes Brother Johnson all the luck in the world. He earned his book for a job well done.

Bill Padgett

## Thanks Union For Aid To Husband

To the Editor:

This is to thank the SIU's entire Welfare Department for their aid in getting my husband's maintenance during the time he was disabled.

It seemed like a lost cause until Paul Sanford recalled having checked to locate his gear and having spoken to the mate about his being injured. The Union was working on it, and legal action was being prepared but this might have meant months and maybe even years of futile effort, as there was no guarantee that in the end he would collect, since there was no witness to the permission given him to go to the hospital for treatment and no one seemed to recall the accident.

I also hope this will give warning to other seamen injured aboard ship to get written approval from the officer in charge, and if that is not possible, to get a witness to the fact, so there can be no question as to there ever having been an accident.

May I again extend our thanks to the Welfare Department.

Mrs. Walter McNally

## Gay Nineties Seafarers



Three crewmembers of the Cornhusker Mariner hide behind handle-bar mustaches in the Gay Nineties in New York. Left to right are: A. Leva, wiper; A. Melanson, oiler, and P. Jomides, eng. maint.

## Non-Union Man Is Troublemaker

To the Editor:

I am now on the Fort Bridger, and we have been over in Sete, France, for about 14 months.

I wonder if you could do anything to stop foreign seamen from shipping on US ships unless they have clearance from the SIU hall. One man came on here and started to agitate, so our crew got disgusted and started leaving. This man also started writing letters to the Coast Guard, trying to foul up our own crewmembers, so he can get his own buddies on board the ship.



Buzelewski

Men like this ship on SIU ships and get SIU conditions, but they don't pay a cent of dues to the SIU, and then if they foul up they expect the delegates and the Union to back them up. Here is one incident involving Jack Hatty of Australia, who claims that he is a member of the SIU, but never showed his book to any of our brothers on board the ship.

### Challenged Captain

He had an argument with the captain about some disputed overtime. Instead of having the delegates see the captain, he saw him himself and wanted to fight him. The captain fired him, and since he left the ship it has been very peaceful and quiet. I think if people like this were kept off the ships they would keep American crews on those ships that ship from the hall.

There is another incident about this man. Jack Hatty is trying to organize all the American tankers that come over here. I guess he doesn't know that the SIU has the tankers contracted. I would very much like you to notify some of our ships over here to beware of this man.

I also would like you to check on Lewis King, who is supposed to be a book man of the NMU, Howard Levine and Wilbur Houghton of England, who claim that they had a book in the SIU but do not want to abide by Union rules.

We regret to inform you that the chief steward, Walter Marcus, has to leave us. He has been ill for the past month. We are very sorry to lose him as he was cooperating with the crew 100 percent and we can honestly say that he rates tops with all of us. We hope that he gets well soon and comes back to sea again.

John A. Buzelewski

(Ed. note: The company has been contacted with regard to alien seamen, and has been instructed to have skippers use American seamen aboard wherever possible. The Union is taking up the investigation of the two men you mentioned.)

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## Thirsty Crew Sails To Korea

To the Editor:

The Seanan sailed from Portland, Ore., for Pusan on December 14, 1952. There was little water aboard as the first assistant pumped out all fresh water except

## 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: February 25, March 11, March 25, April 8.

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

# LETTERS

## Arabian Traveling Salesmen



Seafarer C. Bettinger took this picture of the native bumboats, which offer everything from "hand worked" tapestries to shoe laces and canned goods, while the Steel King was in Arabia.

the after peak, thinking it was full, even though the tanks were not sounded before or after sailing or pumping out same. The engineers in charge pumped out the fore peak and double bottoms overboard about three days at sea. This left the ship with little or no water whatsoever aboard.

Then, instead of putting into a port, the chief engineer, George P. Harper, decided to gamble on making it all the way to Pusan, Korea, about 30 days away, without asking the crew. On Christmas Day, the washing and drinking water was loaded with salt. Still, nobody made any effort to get fresh water at any port. This chief engineer was depending on the one evaporator for continuous water for every purpose of the ship. Drinking and washing water was very salty.

### Captain Drunk

The captain, H. G. Trim, was drunk right after the payoff and for five days out at sea. In Portland he was so drunk he could not open the safe to give the BR his money, and had to call the numbers of the combination off to the company agent, so that the agent could open the safe.

I turned the men to sougeeing in the passageway and the captain disputed it and marked the sheet "interfering with deck department work and unauthorized." I told the captain I wasn't out here to argue with him, but that I have a Union to take my beefs to if they can't be settled on the ship.

### Second Mate Sick

The captain signed on the second mate, who seemed to be in a drunken condition, but who was sick and was removed to a transport one night. The crew lowered their own lifeboat at 2 AM in rough seas to transfer him. It was later radioed to the ship that he had died after an operation.

### Chief Mate Nasty

The chief mate, Henry G. Wilson, Jr., is the most egotistical person that I have ever sailed with. He came to my room demanding that I return a shelf that was taken from the second mate's room. (This room had not been used since the death of the second mate.) I told him that I do not take orders from him; I have one boss and that is the captain. I asked him and also ordered him to get out of my room. He refused to do so. He stated that if I tried to put him out, it would be too bad for me. He knew he could get me

in complete agreement with that letter and its recommendations, with the suggestion that the sooner these efforts are started, the better for all of us in the SIU.

### Every Port Is Home

However, one "big gun" that seemed to be missing from the argument of that letter was how Congress can decisively and immediately aid seafaring personnel and companies as well. Basically it boils down to this: Foreign shipping companies, not touching ports within their own country during the life of one voyage, or six voyages, for that matter, are in direct and unfair competition with American operators and I am not referring to Panama or other phony "maritime" nations in mentioning this. To cite examples: Bucknall, Ellerman and Company, Limited, a British outfit, has certain vessels that continually run between the United States and Far East ports and at the least, hit their home port (usually London) every two years or so, which is quite an operation for a so-called British company. And the Maersk Line, running out of New York, is another notorious example of a company whose ships call every port in the world "home" except Danish ones.

This letter may sound like a plea for American companies, and that is what it is meant to be, since the more American flag vessels operating the more jobs available to all of us.

### Congress Should Step In

Maybe the solution is not easy, but certainly a step in the right direction would be to have Congress, through legislation, force foreign companies whose vessels call in Stateside ports regularly, to return these vessels to their ports of registry at least once a year. This law should be strictly enforced, regardless of conditions (vessels under charter to American companies, etc.), with the stipulation that foreign vessels not complying would be denied reentry to the United States.

### More Business For US

The result would be like a blood transfusion to American shipping, since during the time that the foreign vessels were returning to their home ports, American carriers could bid more favorably for available cargoes and place themselves in a much better competitive position.

Here's hoping that the SIU representative in Washington can present the above along with other plans as to ways the US merchant marine can be saved. Also, let's hope that during 1953 many other ships' crews will express themselves on this very vital issue.

David W. Clark

in trouble with the Coast Guard if I did put a hand on him. The chief mate then went to the captain and squealed to him. The captain came down and upheld the mate's order.

All the dissension on this ship is in the deck department. The stewards departments and the engine department, outside of disputed overtime, get along better than any ship I've ever been on.

We are leaving this hell-hole, Pusan, with no shore leave and about 40 tons of water. I guess we'll be using the good old evaporator again.

Here's hoping the SIU can straighten these characters out. I have copies of this letter signed by the other delegates.

Louis E. Meyers

~ ~ ~

## Urge Tight Rein On Foreign Ships

To the Editor:

In the December 12, 1952 issue of the LOG, the "Letter of the Week," stating that the crew of the Raphael Semmes unanimously passed a resolution calling for the SIU representative in Washington to place before the House and Senate of the US Congress a "resolution for the protection of our country and our jobs" interested quite a few of us aboard the Steel Recorder. This writer for one is

## Locksley Crew Looks At Lens



Some of the deck gang on the Robin Locksley include, left to right top: Paul Souza, AB; A. Rosenblatt, OS; Ray Brown, AB; Vince Walrath, OS. Bottom: Bob Morgan, Ed Carroll, Manuel Cotty. Photo sent in by "Doc" Watson.

## Signs On Tuxford - He Was Pushed

To the Editor:

Blacky Colucci, one of the Brooklyn dispatchers, twisted my arm a little and old man Economic Necessity gave a shove, so here I am back on the Robin Line. It was an emergency call and no one wanted to throw in for it, so I was sort of drafted, which is a much better-sounding word than "shanghaied."

I took a cab to Pier 3, Columbia Street, where the Tuxford was tied up and went aboard to find Steward Bill Nesta up to his elbows in suds and dirty dishes. He seemed overjoyed to see me, which I hope was on account of my sparkling personality but which was probably due to relief relinquishing the pearl diving.

### Harried by Harrys

When we went coastwise there were eight Harrys in the crew, which made for a certain amount



Iliff

of confusion. The number lessened during the trip and at present there are but two of us left—me and the bosun, Curly Jaynes, and his name is actually Harold. Can't blame him for shortening it to Harry.

Former chief cook, Oliver Thompson left us to go to the hospital. His replacement is Clarence Daire, also a fine cook. Night cook and baker is Julian "Dick" Dedicatoria, and the second cook is jovial Georgie Dinas, the old Maine fisherman. A picture of him, holding a five-pound square-tail recently ran in the LOG. According to George, the picture was wrongly captioned. He claims he was using the five-pounder for bait.

### The Bounding Main

So far we've had a nice trip, although for the first three days out I thought I had inadvertently stepped into a Bendix washer. The crew seems to get along very well, which is a change from the Kirk. Sometimes there was very little difference between the Kirk and Stillman's gymnasium.

We have the usual quota of glamour boys, or lovers. Eddie Apel, crew mess from Baltimore, is leading in this class but will either have to shave or relinquish his title to Jerry Brand. Jose Mergon is also an aspirant but the other two have too long a lead on him. Dark horse here is Small Sam Erlitz, handicapped by age but still a threat if past performance is considered.

If that pay raise is okayed I will see you in the Port O'Call sometime in May and buy you the best bottle of Budweiser in the joint—pardon me—establishment.

Stim Iliff

## Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of February 20, 1953 and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 60 francs to the dollar.  
Denmark: 14.45 cents per krone.  
France: 350 francs to the dollar.  
Holland: 3.80 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 20.75 escudos to the dollar.  
Sweden: 19.33 cents per krone.  
India: 21 cents per rupee.  
Pakistan: 30.2 cents per rupee.  
Argentina: 14.2 pesos to the dollar.  
Brazil: 5.4 cents per cruzero.  
Uruguay: 62.63 cents per peso.  
Venezuela: 20.85 cents per bolivar.

# Yon Men & Tender Hearts



On display at the Peabody Museum in Salem, Mass. is a collection of nautical valentines which indicate that in the old days of sail, a century or more ago, it was the custom of sea-going tars and their girls ashore to exchange letters in the form of tender sentiments.

These old greetings are replete with gay pictures of sailor lads about to depart for far places and of tall ships under sail.

Says one lonely lass trying to stay her lover from the sea, while a chubby cupid (Hymen—The god of marriage) looks on from the sidelines in the hope that true love will win:

*"Stay on shore—oh, stay with me;  
Trust no more the boisterous sea.  
Oh, attempt the Main no more  
Stay with me, and live on shore.  
Shall I say my heart is thine?  
Wilt thou be my Valentine?  
Then stay thee on thy native Land  
And accept thy true-love's Hand"*

In those days when seamen were supposed to be rough, tough characters whose sentiment was expended mainly in the grog shops, this verse also was intended to touch the salty heart:

*"Oh! true 'tis indeed I would taste of the lip  
That flies from the cottage and Ventures the Ship.  
For she who inclines to a sailor's own heart,  
In the gales of adversity never will part."*

*"Let it blow and blow hard; my own fond one believe,  
I will ever be faithful and never deceive,  
In Hymen's own bonds no intruder should sever,  
And living, love on, yes for ever and ever!"*



## The Yankee Whose Cargoes Of Ice Cooled The Heat Of The Tropics

One of the most unusual cargoes that American ships have ever carried was ice, a commodity that provided freight for many a ship and was sailed long distances by Yankee barks, brigs and schooners during the greater part of the 19th century.

It was back in 1805 that a young merchant adventurer named Frederic Tudor of Boston thought that other parts of the world might enjoy the refreshing, cold ice that Yankees sawed from their rivers and lakes in the winter and packed in ice houses for use in the summer months.

Mr. Tudor put 130 tons of ice in the brig Favorite and dispatched it to Martinique in 1805. He lost \$4,500 on this venture although the cargo sold well. It proved to Tudor's satisfaction that ice could be carried successfully by ship and he ignored the jest and ridicule of the public who predicted that the idea was foolish and impractical.

Two years later young Tudor lost more money sending ice to Havana in the brig Trident, but the sagacious British were impressed by his projects and some years later, despite the advent of our naval war with England, offered Tudor a monopoly in the ice trade

with the West Indies. His cargoes proved such a blessing to Europeans in the West Indies that the Spanish were duly impressed also and gave him a monopoly for the ice trade with Havana.

### Defeat No Barrier

After losing money on a succession of ice cargoes he was urged to give up the trade before he lost so much money he would be forever hopelessly in debt but the young merchant replied that anyone who gave up after three or four unsuccessful starts "should be ashamed of himself" and continued to line up foreign customers for his Boston ice.

This fellow Tudor was an enterprising fellow, for besides having to interest foreign merchants in his novel product, he had to create customers for the merchants to whom he sold it so they would not be left with a pile of melting merchandise on their hands.

He advertised ice as a cooler for drinks and, strange as it may seem to us today, his proposal created great excitement in places where people had never tasted a cold drink.

Tudor believed in promoting ice for the "common" people—not just for the moneyed rich, and this philosophy of selling "to the masses" enabled him eventually to pay back his many losses and see the ice trade become a profitable business.

It is interesting to note that he recommended ice for hospitals and suggested its use for making ice cream.

The fame of Tudor's ice spread 'round the world and a group of English and American merchants in 1833 urged him to ship some of his ice to them, sweltering as they were in the humid climate of Calcutta. Not one to hesitate at taking a chance—even one of shipping ice half way around the world in a slow-moving windjammer—Tudor obliged and sent a load in the ship Calcutta, which crossed the equator twice enroute, but still landed two-thirds of its cargo intact.

It is said that some of the consignees demanded their money back when the merchandise melted, but this cargo made iced drinks popular in India and was the forerunner of many more cargoes carried in several big ships built especially for this trade.

With typical Yankee sagacity, he shipped Baldwin apples packed among the cakes of ice!

In South Carolina in 1834 Tudor's ice sold for 1 1/4 cents a pound and for two cents a pound in New Orleans, while the price was only three cents a pound in Havana and 12 cents a pound in Rio de Janeiro, where quite a few cargoes were sent.

By this time a number of other firms were in the business, too.

Gage, Hittinger and Company of Boston in 1842 sent the bark Sharon from Boston to London with ice but although the British liked the "taste" of Yankee ice, the venture lost money.

In 1857, some 10,000 tons of ice was exported from Boston and in the year before one firm alone sent



A chunk of ice to cool a drink was worth a sultan's purse.

146,000 tons coastwise from the Boston area to cities of the South Atlantic seaboard.

In the latter days of the ice trade, Kennebec and Penobscot River ice supplanted that of Boston pretty much because it was thicker and clearer. There were more than 200 ice plants on the Maine coast from which vessels loaded for the Caribbean, South America, India and domestic ports.

During the winter the frozen rivers and lakes were marked off like huge checkerboards by horse drawn cutters. These checkers or stripes were then sawed through and men with poles moved the ice inshore to the steam powered con-

veyor, which carried it up into the huge warehouses to be stowed in layers with sawdust for insulation. About May 1, the ice ships, which included two to four masted schooners, brigs, ships and barks, came up the rivers and loaded from 200 to 1,000 tons each.

Ships built for the ice trade were double sheathed to protect the cargo from melting. Ice was packed with wheat chaff, hay, coal dust, tan bark or sawdust, pine sawdust being the favorite packing material because of its cleanliness, ease of handling, and insulating qualities.

The ice trade prospered until the general introduction of manufactured ice in the early 1900s.

### Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.

# DIGEST of SHIPS' MEETINGS

**CLAIBORNE (Waterman), January 11—**Chairman, A. Lazzaro; Secretary, J. E. Thomas. Ventilation system in the crew messhall should be repaired. Sanitary work is not being done properly. Baker should try and improve his work, and try and make better bread. Patrolman will be asked to settle the fight between two members. Member claimed he missed his watch due to a misunderstanding. Each department should clean the laundry and slopsink for a week.

**SEAPENDER (Orion), December 28—**Chairman, W. Posen; Secretary, Al M. Giunien. Recreation room should be kept clean by all hands. Members should wash and replace cups after using them. Ship's delegate should contact the mate about portholes. Two fans are needed. Ship's delegate will see the chief mate about sougeing all passageways, crew's messhall and recreation room.

**BINGHAMTON VICTORY (Bull), January 4—**Chairman, Louis Martonakis; Secretary, Charles Stambul. Repairs were completed with the exception of the drinking water, which is still rusty and will be taken care of in port. New repair list will be taken up with the patrolman. Motion was passed to have the three sanitary men clean up the laundry and recreation room for the first time; thereafter, one man from each department will clean twice weekly. Washing machine wringer will be repaired. Crew messhall needs a new toaster as the old one cannot be repaired. Vote of thanks went to the stewards department for a job well done and to the purser for a nice job.

**MOBILIAN (Waterman), January 4—**Chairman, Charles Colefili; Secretary, Edward Zabrowski. Ship's fund totals \$24. Ralph Hayes was elected ship's delegate. Motion was passed to appoint men to clean the laundry weekly. Lockers in deck foc'sles need repairing as well as benches. Dirty linen should be placed in the laundry bag. Library doors should remain closed.

**STEEL RANGER (Isthmian), January 4—**Chairman, J. Wagner; Secretary, B. C. D'Ornellas. All repairs were taken care of. Coal stored above the galley ventilators should be placed somewhere else, as this is very unsanitary. Fans in each department should be checked before the hot weather starts. Vote of thanks went to the stewards department for a wonderful job in the performance of their duties. Deck department will put garbage cans midship while the ship is in port.

**BLUESTAR (Traders), December 7—**Chairman, J. Anderson; Secretary, J. Gallagher. Frank Keely was elected ship's delegate. Motion was passed to collect \$10 from each man to send to the next of kin of J. Marques with a letter of condolence from the crewmembers. Stewards department will clean the recreation room; deck and engine departments will alternate the cleaning of the laundry. One washing machine will be used for work gear, the other for white clothes. Last standby will wash cups for the watch. Repair list will be made up. Ship's delegate will take charge of a ship's fund.

**SWEETWATER (Metrol), January 19—**Chairman, J. Dawson; Secretary, C. W. Burns. Repair list will be made out. Patrolman will be contacted about bad eggs. Motion was passed unanimously to have the ship fumigated. Patrolman will be contacted on this. More milk should be supplied. Frank V. Fromm was elected ship's delegate.

**GENEVIEVE PETERKIN (Bloomfield), January 4—**Chairman, T. J. Schultz; Secretary, C. W. "Bill" Champlin. Stewards department will care for the recreation room; deck and engine department men will clean up the laundry. Repair lists will be made up by the department delegates and turned over to the ship's delegate.

**PENNAAR (Calmar), January 20—**Chairman, Red Gibbs; Secretary, T. E. Frazier. Red Gibbs was elected ship's delegate. List of repairs was turned over to the chief engineer to be done when there is time. Motion was passed to contact the captain about moving members about to provide ample living space. Hooks should be put on icebox doors.

**ROSARIO (Bull), January 14—**Chairman, M. Richardson; Secretary, M. George White. Charges against two men who paid off will be forwarded to headquarters for action. Special note will be made on repair list of the lack of porthole screens and wind chutes and the bad condition of the screen doors. Steam valves on most of the radiators need adjustment and repair. Deck and engine departments will clean the laundry; stewards department will clean the recreation room. Anyone with a beef should go first to the department delegate; under no circumstance is it proper for a Union member to overlook the correct procedure and go to the mate and the captain first. Library will be changed at the first opportunity.

**GREENSTAR (Triton), November 3—**Chairman, Dave Barry; Secretary, Carroll M. Andrews. Carroll M. Andrews was elected ship's delegate. Men were cautioned to pull the plug on the washing machine to prevent the motor from burning up. Department delegates should check all mattresses. Steward should double-check ship's stores for a long trip. Recreation room and laundry should be kept clean at all times. Ship's delegate and steward will see the captain about additional stores. Ship's del-

egate will get a new library in New Orleans.  
**December 7—**Chairman, Donald AH; Secretary, Carroll M. Andrews. One man fell and was injured when a board broke. Any replacements who come aboard in Honolulu should be checked. Steam lines on coffee urn should be changed. Trash should not be dumped out of portholes. Dangerous working gear on the ship will be reported to the patrolman. Patrolman will also be contacted about men working aloft.

**SOUTHPORT (South Atlantic), January 11—**Chairman, William J. Thompson; Secretary, R. E. Pierce. Patrolman will be asked to take action on the repair list at the end of the voyage. Slopechest should be checked; medical supplies should be gone over too.

**STEELORE (Ore), December 22—**Chairman, Charles L. Jacques; Secretary, Arthur A. Mosbeck. Charles L. Jacques was elected ship's delegate; Sam J. Kasanovich, deck delegate; William Turpin, engine delegate; Samuel Disharoom, steward delegate. Each man should bring his own soap to the washroom, and not walk out with someone else's. Ship's delegate will request the captain to post slopchest prices. Vote of thanks was given to the entire stewards department for the quality of food and the efficient manner in which it is served.

**HASTINGS (Waterman), January 17—**Chairman, H. Bode; Secretary, J. Neacales. J. Turner was elected ship's delegate. New innerspring mattresses were requested for the deck engineer, bosun, electrician, steward and day men. New pillows and covers are needed for the entire crew. Department delegates will make up a repair list. Mechanical can opener is needed in the pantry. Vote of thanks went to the stewards department and the baker for the good food and service.

**PUERTO RICO (Bull), January 18—**Chairman, Ed Caudill; Secretary, Jim Murphy. All hands are requested not to ruin the paint job aft, to respect the signs placed there by the deck gang, to watch the petty larceny ashore in St. Thomas and to return towels which are taken ashore for swimming. Patrolman should check the quality of meat served aboard this vessel. Motion was passed to chip in \$1 to the ship's fund. After some discussion, it was decided to check with the pursers on the possibility of paying off the stewards department separately and at the same time as the other departments. Payoff should be rotated to give each department a chance to be paid off first. Mike Amato was elected ship's delegate at a meeting held for this purpose on January 11.

**ANDREW JACKSON (Waterman), January 21—**Chairman, R. Berryman; Secretary, A. J. Kuberski. R. Berryman was elected ship's delegate. All hands will keep the laundry clean. All clothes should be secured in the fidley. Patrolman in Mobile will be contacted on the repair list and slopchest.

**ISERVILLE (Waterman), January 23—**Chairman, James McRae; Secretary, Howard Menz. Ship's delegate talked with the captain about the ship leaving on posted sailing time. Captain is pleased with the crew; there are no beefs. There is a balance of \$22.64 in the ship's fund. A total of \$9.84 was spent on books and magazines. Messhall is being kept clean.

**EVELYN (Bull), January 24—**Chairman, W. Reid; Secretary, E. C. Dacey. Brother Whitlow was elected ship's delegate. Crew was asked to keep the messroom clean and to return cups to pantry. Ship's delegate will see the chief engineer about getting cold water in the new drinking fountain. Ship's delegate will speak to the patrolman about getting crew's quarters painted. Steward will buy playing cards out of the ship's fund and see about getting a dog for the ship. All new crewmembers were asked to donate \$2 to the ship's fund.

**MARY ADAMS (Bloomfield), January 11—**Chairman, Charles Dasher; Secretary, Robert M. Douglas. There is a balance of \$28 in the ship's fund. Motion was passed not to sign on for the next trip until all repairs have been completed. All hands should be sober at the payoff. All the brothers expressed their gratitude to the entire stewards department for their efforts during the trip. Repair lists will be turned over to the ship's delegate.

**WILLIAM M. CARRUTH (Trans-Fuel), December 14—**Chairman, Hans M. Scallegaard; Secretary, William Bausse. Vincent Genco was reelected ship's delegate by acclamation. There is \$11 left in the ship's fund, \$9 having been spent for the purchase of various games. Previous trip's repair list was taken care of. Painting of messhall, pantry, recreation room, galley and passageways was approved by the captain. Crew was asked to cooperate in keeping the messroom, pantry and recreation room clean. All hands agreed to do their part. Watches on duty will be given priority during mealtime.

**CHICKASAW (Waterman), January 24—**Chairman, Freddy Cocks; Secretary, V. P. Agostino. Steward put in a requisition for 31 innerspring mattresses to be sent from Miami. There is a balance of \$20.93 in the ship's fund. Discussion was held on donating to the March of Dimes. Washing machine will be repaired.

**JOHN S. WATERMAN (Waterman), January 10—**Chairman, Walter Sibley; Secretary, Thomas A. Jackson. Capitano was elected ship's delegate. Door on messman's room needs fixing. Hooks on the

messroom portholes will be fixed. Glasses should not be left in the sink. Galley drain is stopped up and will be fixed.  
**January 25—**Chairman, Walter Sibley; Secretary, Thomas A. Jackson. Motion was passed that no one is to pay off in San Juan unless he is sick. Men who would have stood gangway watch in San Juan will get the overtime. Better grade of food should be put on board. Repair lists will be made out by the three department delegates. Discussion was held on the member who has been performing on board ship and not doing his work. Charges will be drawn up against him. Men who miss ship in San Juan will be turned over to the Union. Members should keep their feet off the messroom chairs.

## Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.  
 If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.  
 Under no circumstances however, will the books be sent through the mails to any private addresses.

**OMEGA (Omega), January 17—**Chairman, Sult; Secretary, Olvin. Most important repairs were done in Portland, Me. Ship will be cleaned out, as asked. Brothers were asked to unplug the washing machine after using it. Steward asked all brothers to strip their bunks on linen day and not store linen in lockers. All hands were asked to cooperate with wiper and OS.

**ALCOA PARTNER (Alcoa), October 12—**Chairman, F. (Red Sully) Sullivan; Secretary, L. Franklin. Crew will contact the port agent to see the captain about the draws. Each department delegate will make up a repair list before the ship's arrival in port. Misunderstanding between two members was straightened out. First assistant will be contacted about needed repairs on the washing machine.

**November 15—**Chairman, John Malcom; Secretary, Olu McCann. Captain will be contacted again about getting new parts for the crew's washing machine. Suggestion was made to put a new hasp on the night cook and baker's locker. Brothers are to be quiet when others are sleeping and to clamp down on all drinking on board. Deck department members are to be back in sober condition to secure the ship. When a member is a little under the weather and the bosun says go below, he means off the deck. That goes for everyone.

**January 15—**Chairman, Joseph P. Shaughnessy; Secretary, Leon W. Franklin. Two brothers missed ship, one at Montreal and another at Quebec City, due to failure to post sailing time. Crew will take action on two performers. Patrolman will be contacted on this in San Juan. Department delegates will draw up a list of performers. Night lunch should be issued only to the crew. Necessary repairs should be done on board by the crew.

**LONE JACK (Cities Service), January 19—**Chairman, N. P. Gillman; Secretary, William S. Claymore. Ship's fund was in arrears \$26.05. \$55 was collected and these debts paid. Radio aerial was purchased for \$1.77. Ship's fund now has \$27.18 in assets. Ship and department delegates should speak to the steward about improvement and greater variety of food. Pork and bacon were reported in bad condition by the chef. Request was made to have cornbread for breakfast occasionally. Patrolman should see that a good brand of coffee is provided. There is no change in the milk situation. New York will be called on this.

**STEEL ADVOCATE (Isthmian), November 2—**Chairman, W. Mitchell; Secretary, T. Thompson. Beef about a member not turning to was straightened out. Steward will inspect the messhall before meals. Crewmembers should try not to bang doors. Radios should be played low. Suggestion was made to have keys made for the messhall and the pantry, so doors can be locked in port.

**November 23—**Chairman, A. McArthur; Secretary, Tommy Thompson. Linen matter was straightened out. Suggestion was made to have cold drinks twice a day and put fruit in the ice box at night. Garbage bucket will be placed in the passageway during mealtime.

**January 26—**Chairman, W. Mitchell; Secretary, Joe Kramer. The painting beef will be taken up with the patrolman. Sheets are too small for the mattresses. Second cook, who took over the chief cook when he took sick in Alexandria, is recommended by the crew to all as chief cook, with the approval and clearance of the hall. Ship needs fumigation, wooden foot stands for showers and chairs for the recreation room. Door should be cut from the messhall to the pantry, so messman will not have to go

into the passageway to get to the pantry. Galley sink faucet and porthole glass in the messman's foc'sle should be replaced.

**BINGHAMTON VICTORY (Bull), December 17—**Chairman, Rex J. O'Connell; Secretary, Charles Stambul. Elections were held. Charles Stambul, ship's delegate; Vincent J. Stefanick, deck delegate; Ernest Lee Walters, engine delegate; Louis Martonakis, steward delegate. Three men from each department will be appointed to clean up the recreation room.

**MARY ADAMS (Bloomfield), December 7—**Chairman, Douglas Clausen; Secretary, Robert M. Douglas. There is \$42 in the ship's fund. Charles Dasher was elected ship's delegate by acclamation. Ship's laundry will be kept clean by all brothers. There should be less noise in the alleyways. Lockers need repairing. Foc'sle doors should be kept locked in foreign ports.

**ROBIN TRENT (Seas Shipping), December 7—**Chairman, J. C. Reed; Secretary, John W. Parker. Men should be properly dressed when they go to the messroom. There is \$1.50 in the ship's fund. Old washing machine will be sold for \$25 and the money put in the ship's fund.  
**December 28—**Chairman, John W. Parker; Secretary, John C. Reed. There was a discussion on the baker not cleaning up the galley. Vote of thanks went to the stewards department for the wonderful Christmas dinner and for the way it was served.

**ALCOA POLARIS (Alcoa), January 1—**Chairman, Earl De Angelo; Secretary, Barney Kelly. There is \$36 in the ship's fund. John Norton was elected ship's delegate. All passageways should be kept clean, doors closed during loading and unloading. Vote of thanks went to the stewards department.

**CHIWAHA (Cities Service), November 22—**Chairman, M. O. Brightwell; Secretary, K. P. Goldman. There is \$12.32 in the ship's fund. Discussion was held on the washing machine.

**JEAN LAFITTE (Waterman), July 5—**Chairman, Walter J. Brown; Secretary, E. P. Moran. Van Alstine was elected ship's delegate. Patrolman will be notified of shortages in the slopchest. There is a shortage of soap powder in the deck department. Sanitary pump will be replaced. Cups and glasses should be returned to the pantry.  
**December 7—**Chairman, Nelson King; Secretary, Walter J. Brown. Discussion was held on the water cooler in the recreation room. This was fixed, but two days out of port it was out of order again. Chief engineer will be contacted on this. Chief engineer will be asked about the faulty operation of the sanitary pumps. All members of the crew should help keep the recreation room, pantry and messhall clean. Stewards department will be asked not to dump garbage on the lines aft. Laundry should be kept clean.

**LIBERTY BELL (Dover), January 10—**Chairman, F. P. Flanagan; Secretary, M. R. Hutchins. Motion was passed to paint one room in the stewards department. There is a \$16 balance in the ship's fund. A suggestion was made that the crew take it easy on drinking and conduct themselves in an orderly manner in Japan.

**ALCOA PURITAN (Alcoa), January 11—**Chairman, J. A. Taurasi; Secretary, J. Stringfellow. John Malow was elected ship's delegate.

**OCEANSTAR (Triton), January 1—**Chairman, J. D. Baugher; Secretary, M. L. Remley. Most of the beefs were taken care of in port. H. D. Carney was elected ship's delegate unanimously. Members were asked to come to meetings promptly. Deck engineer said there would be a fan in every room as soon as he can get them repaired and installed. Crew decided to put in for eleven days subsistence since there was no hot water in the crew's heads and showers for that time.

**BALTORE (Ore), November 30—**Chairman, Mack Singleton; Secretary, George Profs. No action was taken on last voyage's repair list. Motion was made to have meeting time announced in advance, in order not to interfere with stewards department work. There is a general beef about the lack of mop buckets.

**FAIRLAND (Waterman), November 1—**Chairman, Sigmund Rothschild; Secretary, Alfredo C. Iritz. Nothing has been done about last trip's repair list. Papers and garbage should not be thrown on the deck. All hands were requested to bring dirty linen in exchange for clean on Wednesday, the linen day, and not to wait for another day or two.

**PAOLI (Cities Service), January 11—**Chairman, Peter V. Hammel; Secretary, John F. Brady. All hands should cooperate in turning in old linen for clean linen, and should not leave it lying around the passageway. One man left ship. Vote of thanks went to the stewards department for a job well done. All delegates will hand repair lists to the ship's delegate. Ship's delegate will see the captain about sailing foreign. Crew was asked to cooperate with the messman in regard to keeping the messroom clean.

**CARROLL VICTORY (South Atlantic), January 4—**Chairman, Eddie Burton; Secretary, J. F. Barrett, Jr. Two men missed ship in San Pedro, one in Leonardo. Personal belongings were taken care of. Patrolman will be asked about

clarification on the making of ice for cold drinks. Ship's delegate should check stores with the steward before sailing. Motion was made to have the old washing machine thoroughly overhauled, or else to get a new one. Bunks should be stripped and cleaned, lockers cleared out before leaving the ship. Ship needs fumigation. Vote of thanks went to the stewards department for a job well done. All hands were asked to be sober at the payoff. Patrolman will be contacted about the captain's treatment of the men.

**EDITH (Bull), January 1—**Chairman, not listed; Secretary, Louis S. Rizze. Washing machine has been left running; delegate will try to find out who has done this.

**CALMAR (Calmar), December 27—**Chairman, A. F. Hiers; Secretary, W. Ekins. Second cook was elected steward delegate. James Archie was elected ship's delegate. Messman complains that the pantry sink will not hold water. There is not enough night lunch or a great variety. The lack of fruit juice and ham was brought up; steward will take care of this. Wiper has no keys to foc'sle. Sanitary claims he does not get enough soap and soap powder; mate will be contacted.

**ARIZPA (Waterman), December 21—**Chairman, Herb Knowles; Secretary, R. E. Charroin. Delegates will turn in repair lists. One brother missed ship in Kure, Japan. One brother thanked the deck department for splitting their gangway watches while he was unable to work, since he had a broken hand. Stewards department got a vote of thanks for some first-class chow.

**SEATRAN NEW YORK (Seatrains), December 17—**Chairman, Ray Sweeney; Secretary, E. W. Auer. There is \$21.95 in the ship's fund. Motion was passed to have the deck department foc'sles sougeed before arrival in Edgewater. Repair list will be posted on the bulletin board for additional notations. Motion was passed to take up a collection for Christmas decorations, in case the company does not supply them. Extra money will go in the ship's fund.

**MONROE (Bull), December 28—**Chairman, Battle; Secretary, S. Barnes. Barnes was elected ship's delegate. All standbys on watch will clean up the messhall. Ship's delegate will ask the mate for keys for crew's quarters. Day workers were asked to go easy on the night lunch. Laundry will be cleaned in rotation.

**SOUTHERN CITIES (Southern Trading), December 27—**Chairman, C. L. Parish, Jr.; Secretary, C. Frost. There is confusion on the deck because the mate claims to have a different working agreement than that used by the crew; he has not yet produced a copy of this agreement. New repair list will be submitted through proper channels. Greenwald was elected ship's delegate by acclamation. No one is to enter the messroom unless properly dressed. Butt-cans will be provided for alleys and companionways. Crewmembers will cooperate in keeping messhall, recreation room and heads cleaner. All departments will clean laundry and recreation rooms.

**YOUNG AMERICA (Waterman), January 25—**Chairman, Larson; Secretary, F. Arana. Motion was passed to have the whole crew back up the steward in securing proper provisions for the next voyage. Steward will notify delegates if he is denied any stores he considers necessary. Vote of thanks went to the stewards department, which has done its best to make the past trip a pleasant voyage. All extra linen should be turned in to the steward. Messhall and pantries should be kept clean and coffee mugs washed after use.

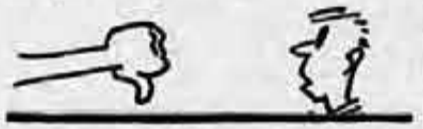
**POTRERO HILLS (Mar Trade), Keith C. Smith; Secretary, Frank Flanagan. Ladder from gangway is now ready for use. Two men who missed ship will be entered into the minutes. Chief mate will be reported to the patrolman for negligence and failure to live up to the contract. Stewards department should be notified of time changes and late meals. Vote of thanks went to the stewards department for exceptionally good Christmas chow. Chief pumpman got a vote of thanks for bringing Christmas tree and decorations aboard. New mattresses are of inferior quality and should be shown to the patrolman.**

**STEEL MAKER (Isthmian), January 10—**Chairman, Tom Kuhn; Secretary, P. Rubis. Union will be asked to clarify the posting of the sailing board during weekends in port. Every man will be asked to sign a card posted near the washing machine, so that the rest of the crew will know whose laundry is in the machine. This way all men will know who is responsible for letting the machine run and for leaving it dirty. A member will be appointed to clean and straighten out the library, discarding all unreadable books and magazines.

**FELTORE (Ore), January 11—**Chairman, Elder; Secretary, Hinman. Watch should be held on the care of the washing machine. There are not enough coffee cups and spoons; they should be returned to the pantry after use. Crew should help to keep the recreation room clean at all times, and take care of the pantry and percolator.

**CHILORE (Ore), January 14—**Chairman, Paul J. Morganti; Secretary, Wallace P. Anderson. Crew should keep feet off chairs and tables and keep the lounge in better shape. Crew was warned against

(Continued on page 25)





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

(Continued from page 24)  
 spitting in passageways and on the deck. Laundry should be cleaned up after use. Notice was taken that the food improved considerably. Wind chutes should be provided for the crew.

**MARORE (Ore), January 18—Chairman, W. Cain; Secretary, J. A. Morin.** There is \$9.50 in the ship's fund. Man who missed the ship will be reported to the Baltimore patrolman. Beef on fixing the range light on Sunday will be referred to the patrolman. Suggestion was made to paint the new recreation room. Sanitary man was talked to about his work. Steward will buy \$9.50-worth of stamps from the ship's fund. Delegate will see the first assistant about squeeze mop bucket for the wiper to clean fo'les with.

**SEAVIGIL (Orion), November 9—Chairman, G. Thobe; Secretary, V. Wilson.** John Oudshoorn was unanimously elected ship's delegate. Ship's delegate will contact the chief mate to arrange for painting of the stewards department fo'les.

## NOTICES

**James Francisco**  
 Your discharge from the Carolyn has been found and is being held in the LOG office.

**George Barana**  
**William F. MacDonald**  
 The NLRB office at 2 Park Ave., NY, is still holding checks for you from the Cities Service case. Please contact them.

**Anthony J. Riley**  
 Please contact Mr. D. Orren, Ch. Accountant, Waterman SS Co., 61 St. Joseph St., Mobile, Ala., concerning an overpayment when you were utility on the Stonewall Jackson.

**Louis Ballestero**  
 You have a letter waiting for you at headquarters mail room.

The following men can pick up their 1952 Withholding Tax Forms at the company indicated. All of the companies listed are located at 17 Battery Place, New York, NY.

**Seatraders:** Mabrie Wellis, Charles Lewis, Nick Grumdaht, Fred. Hauser, James Nelson, George Saldivar, James Andres Heffley, Earl Tuttle Congleton, Louis Deckelmann, Charles E. Wells, William Gray.

**W. Lewsassy, Kenneth Budlow, Daniel Bissett, Donald Edward Zweep.**

**American Mer. Marine SS: Julian Sawyer, Joseph Taylor, Mateo Ramirez, Edmund Smeryczanski, Terrel McRaney, Lewis Thomas Fitton, Samuel Tolcha, James Joe Connors.**

**Francis O'Brien, James D. Francisco, Manuel Olvera, Guy Newman, W. McIntyre, Jack Arellanes, Francisco Aremaal, Lawrence Biondo, Thomas Blackledge.**

**Walter Clark, F. DiGavanni, Harold L. Giddings, William Gilstrop, Charles Harrow, P. Hunt, N. Hurt, Jacob Meyboom, George F. Miller.**

**Zenith SS Co.: Robert Milton Moots, Michael Arthur Servino, Robert Stanson, John J. Bidere, Michael Stanton, Howard Leconte, Hugh Mansfield.**

**Lawrence Branch, Joseph Bule, William Cladwell, David Donavan, William Bilger, Leo Gillis, Robert Williams.**

**Ocean Carriers, Inc.: J. W. Weddle, Antonio A. Blais, William M. Ward, Jose Rosa, Eug. F. Hernandez, Benj. Bellamy, Mike E. LaSoya, James Kirchner.**

**K. Hansen, H. Hurlburt, Rosco J. Jampton, William Garrison, Edward Falvey, Lewis Everett, Victor Escobar, Edward Contoral.**

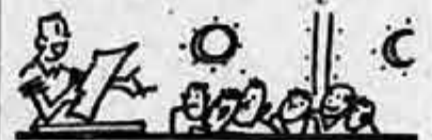
**H. E. Tyske, Louis Santo, William T. Atchason, Charles Austin, R. Beattie, Robert Bellevue, Rafael Cuevas, E. Longacre.**

**Luis Martinez, W. Longacre, J. Magyar, Domenico Masello, Thomas Mungo, William Murray.**

**J. Paseo, Ed. A. Rhode, Edward Thomas Ritey, Edward Robinson, Luis Welch, Tiburcio C. Ijabao, John Karpinsky.**

at an early date. Some members complained of unnecessary noise about the decks. Ship's delegate should see the captain about posting slopchest price list. Recreation room and laundry should be cleaned daily by a department sanitary man, with the detail rotated weekly.  
**January 18—Chairman, E. Potts; Secretary, T. Davis, Jr.** Suggestion was made that the washing machines be repaired. Suggestion was made to remove the washing machine's steam line (which causes noise while members are sleeping) and replace it with a hot water line. Vote of thanks went to the stewards department for a job well done.

**STEELORE (Ore), December 30—Chairman, Charles L. Jacques; Secretary, Arthur Moshleck.** Captain will post slopchest prices outside of the slopchest door. Delegate has spoken to the chief engineer about installing a drain hose on the washing machine. Chief engineer will order shower heads. Delegates will turn in repair lists before the ship reaches Sparrow's Point. Silverware beef was referred to the steward for settlement, as it concerns his department.  
**January 5—Chairman, Charles L. Jacques; Secretary, Arthur Moshleck.** Perry Farson was elected deck delegate. Unfinished repairs will be kept on the repair list; some of them have been done. Bosun will put a drain hose in the washing machine. Water foundation needs fixing. Patrolman will be notified about men missing ship. All hands were asked not to keep cups out of the messroom. Engine room door should not be slammed, as this wakes up men who are sleeping.



**GREENSTAR (Triton), January 27—Chairman, Mike Sikorsky; Secretary, E. H. Andrews.** The body of Brother Raymond Saunders, who died in Okinawa, was claimed and will be sent home. Chief mate will be contacted about having cargo vents removed, greased and chipped. Ship should be properly secured and lifeboats clear for launching at all times. Crew had only 15 minutes to secure booms. Any performing will be brought to the attention of the patrolman. Steward says he can replace missing silverware and glasses. Laundry will be cleaned up. Headquarters should inform the captain that the crew is working under the new agreement. Fresh stores, including milk, are obtainable in Japanese ports, so beefs on this will be referred to the SUP patrolman in Yokohama. Company representatives will be informed on the captain's cutting down the steward's requisitions. Steward received a big vote of thanks for the stores fought for.

**ROBIN LOCKLEY (Sea Shipping), January 12—Chairman, M. E. Watson; Secretary, Alfred A. Bernard.** Antonio Schiavoue was elected ship's delegate. Since brothers have complained about the noise, members voted to stop using the clothes dryers at 9:00 PM. Captain has complied to the showing of movies to the crew. This is very satisfactory. Ship's delegate will see the chief mate about chips making shelves in the lockers on the main deck for the ship's library. Ship's delegate will speak to the chief engineer about putting a light back aft on the resistor house, so that the brothers can see where to dump garbage without breaking a leg.

**FORT BRIDGER (US Petroleum), January 15—Chairman, Buzelski; Secretary, John Gates.** Six new men were signed on in Marseilles. Discussion was held on the men who missed watch in Sets. Men claimed the launch left early and the fault is not theirs. A list of repairs will be drawn up and given to the chief mate.

**STEEL TRAVELER (Isthmian), November 30—Chairman, Arthur Thompson; Secretary, Michael Paul Masek.** Washing

### Quiz Answers

- 1) Straight.
- (2) Sunday. Christmas and New Year's always come out on the same day a week later.
- (3) 1/50 and 1/250.
- (4) Dover, Delaware; Indianapolis, Indiana; Oklahoma City, Oklahoma.
- (5) Day.
- (6) Louisiana.
- (7) Henry VIII.
- (8) Three.
- (9) Cabbage.
- (10) The five Great Lakes.

### Puzzle Answer

S	L	O	P	A	C	T	O	S	L	O
R	A	C	E	L	A	E	C	A	I	N
S	T	E	E	L	O	R	E	E	R	N
A	L	A	N	D	H	A	K	E	S	
B	A	N	D	E	E	P	E	N		
A	N	I	S	D	E	L	A	L	B	A
S	T	A	T	E	S	S	P	I	L	E
S	E	N	E	G	A	L	R	A	N	K
W	I	D	E	S	T	N	T	S		
B	O	C	A	S	E	L	A	T	E	
E	V	E	R	T	R	A	V	E	L	E
T	E	N	D	R	E	V	S	L	O	E
A	N	T	S	A	D	E	T	Y	N	E

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."  
 No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

machine was not repaired in port, though company and officers were informed and promised to fix it. Tom Maher was elected ship's delegate by acclamation. Motion was passed to have sanitary men get linen for their departments. Captain should post slopchest hours. All mattresses should have mattress covers. Two seats in the messroom should be set aside for men going on watch. Washing machines should be cleaned after use.  
**January 3—Chairman, Arthur Thompson; Secretary, Michael Masek.** Member was taken ashore in Bombay after an accident in the engine room. Michael Masek was elected ship's delegate by acclamation. Steward should be contacted by men who have no covers on their mattresses.

**STEELORE (Ore), January 18—Chairman, Charles L. Jacques; Secretary, Arthur A. Moshleck.** Ship has been without hot water for several days. Refrigerator has been fixed. There are no port-hole gaskets and fire plugs are not numbered. Clothes are being left in the washer too long. Coffee should be made in urn when watches below and daymen are called out in the mornings.

**WARHAWK (Waterman), February 1—Chairman, Jose Fernandez; Secretary, George J. Smith.** Delegates will see the

## PERSONALS

**Charles T. Hall**  
 It is urgent that you contact your mother, Mrs. George D. Hall, 321 South Pearl Street, Youngstown, Ohio.

**Harold George Releford**  
 Important. Contact your sister-in-law. Your wife is very ill.

**Thurston Lewis**  
 Call Jimmy Stewart in New York at MU 9-6510.

**Lyndon G. Wade**  
 Contact Sterling and Schwartz, 42 Broadway, New York 4, NY, phone Digby 4-7830.

**Effe "Suede" Regnor**  
 Contact Edward Fields, 3301 Florida Ave., Naval Base, Charleston, SC.

**Dale Lucia**  
 Contact your mother, Mrs. Ted Burgess, 441 1/2 Smith St., Providence, RI.

**Max Byers**  
 Get in touch with Herbie immediately. Urgent.

**Earle Harrison**  
 Contact your wife immediately. Urgent. Ginger is sick with rheumatic fever.

**Charles J. Smith**  
 Urgent that you contact your mother at R No. 2, Box 368, Greenville, NC.

**John Winn**  
 Please contact Thomas M. Breen, 220 Broadway, New York 38, NY.

**Robert Hillman**  
 Please contact Mrs. Della R. Hart, 891 Vance Ave., Memphis, Tenn.

**Luis Gonzalez, G-318**  
 Urgent that you contact immediately Children's Placement Services, 250 Church St., NY, Mrs. Hines.

captain about a catwalk on the deck over the lumber cargo. There should be less noise in the passageways and messroom. Inner-spring mattresses should be gotten and stewards department quarters should be painted (they have not been painted for over a year). Dates when showers and sleeping quarters are painted will be entered in the crew log for future reference.

**CHRISTOS M (Marine Shipping), January 24—Chairman, J. Smith; Secretary, Tony Wasilik.** Captain was asked to issue more cigarettes per week; crew is willing to pay the increased price. One man who failed to join the ship in Kobe, Japan, will be reported to the boarding patrolman on arrival in the States. Cooley was elected new ship's delegate. There was no milk in Kobe, since the steward explained its bacteria count was too high. Men are to turn in lists of the gear they want in the slopchest to the ship's delegate.

**AMES VICTORY (Victory), January 11—Chairman, William J. Smith; Secretary, H. Stivers.** If sinks in the pantry and galley are not fixed in Japan, the crew will go on subsistence all the way back to the States. Crew's ice box in the pantry should also be fixed. Each department will take turns keeping the messrooms and recreation and laundry rooms clean.



**SEA GALE (Seatraders), January 11—Chairman, Snow; Secretary, Lynch.** Snow was elected ship's delegate by acclamation. Each department will take care of the recreation room for a week. Night lunch should be replaced in the refrigerator. Request was made for hard boiled eggs in the night lunch. Minor repairs should be listed and turned over to the bosun for repairs. Crew is very well pleased with the bakins, so they would like the baker to put out larger portions.

**SIMMONS VICTORY (Bull), January 25—Chairman, Pat Robertson; Secretary, A. A. Kesen.** The man who missed ship in Yokohama will be turned over to the Baltimore patrolman. Men should leave rooms neat and orderly for the next crew, with all repairs turned over to the ship's delegate as soon as possible.

**BETHORE (Ore), January 4—Chairman, E. A. Boyd; Secretary, J. R. Avery.** E. A. Boyd was elected ship's delegate. Men have been complaining about missing articles. Sinks and showers should be replaced or repaired. One brother was severely burned on exposed steam pipes when the ship lurched and he was thrown against them. Rotted and rusted lockers should be replaced by the spare lockers in the steering engine room.

**STEEL MAKER (Isthmian), December 7—Chairman, John Francosca; Secretary, P. Rubie, J. Shipley.** Ship's delegate. There should be cold juice at breakfast every day. Crew was asked to cooperate on linen change. Chief mate has been working on deck since articles were signed in Baltimore. At the advice of the patrolman, overtime was put in by deckmen; this is being disputed by the mate. One man failed to return to the ship in New Orleans. A replacement will be obtained in Honolulu.

**WINTER HILL (Cities Service), January 8—Chairman, Honest Ed Parsons; Secretary, C. Hensley.** C. Hensley was elected ship's delegate by acclamation. Sanitary men of each department will take turns cleaning recreation room. Gas-hounds and performers must go. Vote of thanks went to the stewards department.  
**January 26—Chairman, H. Whisnant; Secretary, Andrew Danluk.** Repair list will be turned over to the patrolman. There is a balance of \$34.77 in the ship's fund. Vote of thanks should go to the ship's cook.

**MAIDEN CREEK (Waterman), January 14—Chairman, Barney Kinter; Secretary, W. C. Cornell.** Ship's fund has a balance of \$9.78. Motion was passed to re-tune the \$15-per-man draw offered by the captain and demand that the draw in Tampa be governed by each man's individual wishes. Suggestion was made that the crew put in for inner-spring mattresses for all hands and that an iron be bought out of the ship's fund. Dis-

cussion was held on the men missing ship, dirty drinking water.

**MASSILLON VICTORY (Eastern), January 25—Chairman, James C. Flanagan; Secretary, Charles M. Elzey.** Motion was passed to get a new library.

**SOUTHERN COUNTIES (Southern Trading), February 2—Chairman, R. L. Cofreit; Secretary, L. F. Drew.** Motion was passed to have delegates get together and make up a repair list to be presented to the mate. Vote of thanks went to the stewards department for the fine food and good service. Mail is not being received regularly.

**PENNMAR (Calmar), February 1—Chairman, Carl Gibbs; Secretary, T. E. Frazer.** Chief mate has been working on deck; overtime has been turned in for this. Captain was contacted on the stewards department's living quarters. Engine department quarters have been painted, with the exception of the 4-8 watch, who refused to move out. Patrolman will be contacted about the beef on the stewards department quarters, which the captain says were built for four men, but which the crew maintains does not have enough space for three. Stewards department got a vote of thanks for a well done job so far. Each delegate will collect a \$1 donation for the ship's fund from each man, which will be turned over to the ship's delegate.

**ALCOA POLARIS (Alcoa), February 1—Chairman, Earl De Angelo; Secretary, Barney Keely.** All repairs will be turned in before reaching the next port of pay-off. All will cooperate in keeping fo'les clean and in order.

**ARIZPA (Waterman), January 25—Chairman, L. Leidig; Secretary, Don Collins.** Don Wagner was elected ship's delegate by acclamation. Discussion was held on opening the slopchest and why there are no salt tablets aboard. These should be put in the water cooler fore and aft.

**FELTORE (Ore), February 2—Chairman, Elder; Secretary, Hinnant.** Suggestion was made to have all bunks checked. Each delegate should turn in a repair list, and a requisition for wind chutes. Suggestion was made to see that the crew gets the same sauces as the officers. Steward reported that more stores are being sent aboard, and agreed to leave cornflakes in the night pantry for the 12-4 watch. Water tank and pantry should be kept clean.



**MADAKET (Waterman), December 22—Chairman, J. Nelson; Secretary, R. P. Doran.** Ship's delegate asked the crew to turn in linen on the appointed day, with each man taking care of his own linen. Ship's delegate checked on repairs that were supposed to have been done. Each man was asked to turn in his key at the end of the trip. Crew was asked to take care of preserves in the messhall. Steward will give the ship's delegate a requisition for 60 days' stores and additional cleaning gear at the end of the trip.

**January 24—Chairman, J. Nelson; Secretary, R. P. Doran.** Two men were logged for being absent from duty and missing ship; six others were logged. Steward asked the crew to cooperate in keeping the messhall and pantry clean; he also wanted to go on record as desiring a better grade of meat aboard all SIU ships. All delegates will turn in repair lists. Crew was asked to clean all fo'les. Beef about officer's remarks was settled. Wiper's duties will be taken up with the patrolman.

**CORNHUSKER MARINER (Sea Shipping), January 25—Chairman, Jack Higgins; Secretary, John Kvenegh.** Steward was transferred to MSTs transport at sea for treatment of a crushed finger. One OS was taken off sick in Panama. Night cook and baker was replaced in New York. Crew was asked to cooperate in keeping the laundry clean and cutting down on noise in the passageways at night. Patrolman will be contacted on the lack of hooks to hold open many of the doors, particularly the doors to the shower and head, which caused the accident to the steward when a door slammed on him in rough weather.

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

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Three Women In The Family



Seafarer Francis Reyes doesn't seem to mind being outnumbered three to one. Latest addition to his family is another daughter, Rose, who brought with her the usual \$200 welfare benefit plus \$25 defense bond from the SIU.

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.

Richard Nien, born January 13, 1953. Parents, Mr. and Mrs. Chen Ken Nien, 1075 Pacific Avenue, San Francisco, Cal.

Emily Eileen Fason, born December 29, 1952. Parents, Mr. and Mrs. Joseph S. Fason, 8203-Ninth Street, Tampa, Fla.

Deborah Marie Ghuste, born December 17, 1952. Parents, Mr. and Mrs. Herman William Ghuste, 260 Lincoln Street, Allston, Mass.

Robert Allen Hammac, born January 10, 1953. Parents, Mr. and Mrs. Albert Hammac, 3904 West Marino Street, Pensacola, Fla.

Margaret H. Nicholson, born December 28, 1952. Parents, Mr. and Mrs. William J. B. Nicholson, RFD No. 2, Box 62, Jackson, SC.

Pamela Marie Smith, born December 30, 1952. Parents, Mr. and Mrs. Oscar B. Smith, 204 Sumpter Street, Brooklyn, NY.

Marilyn L. May, born January 22, 1952. Parents, Mr. and Mrs. Norman C. May, 940 Baldwin Avenue, Chickasaw, Ala.

Merry Cluese Burford, born January 26, 1953. Parents, Mr. and Mrs. James H. Burford, 110 West Taylor Street, Savannah, Ga.

Robert Clinton Gilbert, born January 16, 1953. Parents, Mr. and Mrs. Earl C. Gilbert, Route 2, Haleyville, Ala.

Martha Susan Guidry, born January 21, 1953. Parents, Mr. and Mrs. Albert R. Guidry, 3016 1/2 St. Peter Street, New Orleans, La.

Glendon Alfred Bane, Jr., born September 29, 1952. Parents, Mr. and Mrs. Glendon A. Bane, 4115 North Albina Street, Portland 11, O.

Jane Marie Galas, born January 24, 1953. Parents, Mr. and Mrs. John M. Galas, 334 East 82 Street, New York 28, NY.

Haven Elaine Ong, born December 26, 1952. Parents, Mr. and Mrs. Ching Song Ong, 167 Havemeyer Street, Brooklyn, NY.

Joyce Lynn Shirley, born January 25, 1953. Parents, Mr. and Mrs. Charles D. Shirley, 672-45th Street, Brooklyn 20, NY.

Adrian Whitman Jones, Jr., born January 21, 1953. Parents, Mr. and Mrs. Adrian W. Jones, 34 Sanford Street, Bangor, Me.

Dathard Val Jon Steele, born January 21, 1953. Parents, Mr. and Mrs. Gary L. Steele, Ansted, WV.

George Englehard, Jr., born January 10, 1953. Parents, Mr. and Mrs. George Englehard, 108 Harrison Street, Milford, Conn.

Carlos Cuevas, born January 25, 1953. Parents, Mr. and Mrs. Maximiliano Pitre Cuevas, 710 Kerlerec Street, New Orleans, La.

James Michael Collins, born January 22, 1953. Parents, Mr. and Mrs. Malvin Collins, 574-92d Street, Brooklyn, NY.

Joanne Mercedes Onofrichuck, born January 28, 1953. Parents, Mr. and Mrs. Walter Onofrichuck, 102 Kent Street, Brooklyn, NY.

Cheryl Gaboree, born January 29, 1953. Parents, Mr. and Mrs. Harold F. Gaboree, 8 Oakland Avenue, Somerville, Mass.

Kenneth Stanley Mayes, born January 24, 1953. Parents, Mr. and Mrs. Homer S. Mayes, 1829 Annunciation Street, New Orleans, La.

Lawrence G. Talley, Jr., born January 28, 1953. Parents, Mr. and Mrs. Lawrence Gerald Talley, 2362 Laurel Street, New Orleans, La.

Michael Dufour, born December 4, 1952. Parents, Mr. and Mrs. Irby P. Dufour, 15 Versailles Boulevard, New Orleans, La.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL GALVESTON, TEX.
  - William Bargone
  - R. M. Crabb
  - W. W. Currier
  - C. E. Dudley
  - J. L. Hayes
  - Robert T. Puckett
  - Paul J. Tate
  - Henri J. Robin
  - John N. Crews
  - M. A. Dodge
  - Leo A. Dwyer
  - Earl G. Griffin
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
  - James H. Ashurst
  - Robert Atmore
  - Claude F. Blanks
  - Edmund C. Blosser
  - Wilson O. Cara
  - Walter Chalk
  - C. M. Davison
  - Enio Delgado
  - Antonio M. Diaz
  - John J. Driscoll
  - Jose G. Espinoza
  - Enrique Ferrer
  - Robert E. Gilbert
  - Bart E. Guranick
  - John B. Haas
  - John W. Keenan
  - Leo Kulakowski
  - Frederick Landry
  - Martin Linsky
  - Francis F. Lynch
  - Harry F. McDonald
  - David McBreath
  - Claude A. Markell
  - Clifford Middleton
  - Vic Milazzo
  - Lloyd Miller
  - Pedro O. Peralto
  - G. E. Shumaker
  - Henry E. Smith
- GRACE-NEW HAVEN COMMUNITY HOSPITAL NEW HAVEN, CONN.
  - Clifford Middleton
- USPHS HOSPITAL STATEN ISLAND, NY
  - Victor Arevalo
  - W. T. Atchason
  - Malvin Brey
  - Joseph T. Bennett
  - Arnell Burkett
  - Maurice Burnstine
  - Ray W. Corns
  - Yanas Dalial
  - Guisepe Galliano
  - Charlie A. Gedra
  - Nathan Goldfinger
  - Joe Carl Griggs
  - William Herman
  - Chang King
  - L. Kristiansen
  - Thomas J. Kustas
  - William E. Logan
  - W. McCullison
  - E. R. Mastrianni
  - Charles G. Miller
  - Michael Miller
  - John C. Mitchell
  - John B. Molini
  - Harry Morton
  - Alfred Mueller
  - Leonard Murphy
  - Francis J. O'Neill
  - Olav E. Pedersen
  - William E. Pepper
  - C. R. Robertson
  - Carlos Rodriguez
  - Vernon Rush
  - Virgil Sandberg
  - Ture Sandstrom
  - Jose A. Silva
  - James Tarrant
  - Alfonso Vallejo
  - Paul J. Wilkinson
  - Obert J. Morgan
  - Joseph Kurosz
  - L. A. Ziemba
  - Joseph F. Goude
- GREENPOINT HOSPITAL BROOKLYN, NY
  - August Valentine
- USPHS HOSPITAL SAN JUAN, PUERTO RICO
  - G. O. Rosado
- USPHS HOSPITAL BALTIMORE, MD.
  - T. L. Ankersen
  - Earl R. Bink
  - D. B. Brownlee
  - Carl E. Chandler
  - Clayton G. Costlow
  - Coley F. Crockett
  - Edgar W. Dodds
  - Donald Duvall
  - John Ferreira
  - John Hill
  - B. Klakowitz
  - Marvin W. Lee
  - Jennings J. Long
  - H. E. McConaughy
  - William Mellon
  - Frank Nappi
  - Ralph L. Nixon
  - Faustino Orjales
  - Robert C. Pierce
  - W. H. Puchinsky
  - Allan Reese
  - George E. Renald
  - Robert Rogers
  - A. B. Seeburger
  - William R. Smith
  - Joseph O. Snyder
  - David F. Sykes
  - John F. Thommen
  - A. A. Voyevotaki
  - George Warrington
  - John R. Wisloff
  - J. Berkenkemper
- George B. Little
- John N. Thompson
- Charles Bouaskia
- Arie A. Hoorweg
- USPHS HOSPITAL BOSTON, MASS.
  - John A. Duffy
  - John J. Flaherty
  - Edward K. Harding
  - John J. Kulas
  - J. E. Leston
  - Raymond Harris
  - J. Preshong
  - Donald S. White
- USPHS HOSPITAL NEW ORLEANS, LA.
  - C. D. Anderson
  - Henry A. Anderson
  - Sidney J. Anderson
  - Allen P. Antill
  - P. Blackwell
  - J. L. Buckelew
  - Frank Carroll
  - N. R. Cartwright
  - Herman H. Casas
  - R. E. Charroin
  - Richard Clearman
  - S. Cope
  - Rogelio Cruz
  - Leon Diliberto
  - Ray L. Ellison
  - B. D. Foster
  - M. W. Gardiner
  - T. Glen
  - Ernest E. Gross
  - Samuel Guess
  - K. Gunderson
  - E. E. Johnson
  - Leonard Kay
  - Leo H. Lang
  - Domingo Marte
  - E. Myers
  - C. Nicholson
  - T. W. Nicholson
  - Herman F. Ostberg
  - G. H. Robinson
  - Wilbur H. Scott
  - Luther C. Seidle
  - E. C. Shaffer
  - T. R. Stanley
  - T. R. Terrington
  - Alfred Throne
  - Lionie R. Tickle
  - W. C. Vanderall
  - Jesse D. Wiggins
- VA HOSPITAL NEW ORLEANS, LA.
  - Frank J. Gillette
- KINGS COUNTY HOSPITAL BROOKLYN, NY
  - James W. Hamilton
  - Eugene T. Nelson
- USPHS HOSPITAL NORFOLK, VA.
  - William Guthrie
  - Marinus Hansen
  - Leslie M. Jackson
  - Joseph A. Long
  - Luis Lopez
  - S. E. Roundtree
  - James M. Snell
- USPHS HOSPITAL SAN FRANCISCO, CAL.
  - Solomon M. Brian
- SAILORS SNUG HARBOR STATEN ISLAND, NY
  - M. R. Chapman
  - George W. Crosby
  - George B. Dunn
  - F. J. Haigney
  - James McLeod
  - Norville Sikes
  - Peter Smith
  - D. K. T. Sorenson
  - Joseph Koslusky
- USPHS HOSPITAL SAVANNAH, GA.
  - Warner W. Allred
  - Raymond D. Clark
  - Earl R. Ferree
  - George R. Fowler
  - N. D. Gillikin
  - Jimmie Littleton
  - J. T. Moore
  - J. D. Morrison
  - M. C. Wells
- USPHS HOSPITAL SEATTLE, WASH.
  - W. Fernhout
  - E. A. Martell
  - William J. Mehan
  - Alonso Milefski
  - Joseph Neubauer
  - John Petusky
  - Henry J. Tucker
  - William Utosh
  - Steven Zubovich
- USPHS HOSPITAL DETROIT, MICH.
  - Tim Burke

Oceans Prove No Barrier To Union's Helping Hand

All Seafarers are well aware of the assistance that Welfare Services gives men Stateside when they are hospitalized or in difficulties in other ways, but few realize that it can help men who are in trouble overseas as well. The combination of the new SIU contract and the Welfare Services set-up means that neglect of ill or injured Seafarers by company agents in foreign ports can now be put to an end.

Previously a Seafarer who was forced to leave a ship in a foreign port because of illness or injury was pretty much at the mercy of the company agent in that port. Now the contract provides safeguards on this score and on repatriation procedure. These clauses obligate the company or its agents to take care of the men properly.

**Airmail Assures Aid**

The best way for a Seafarer to assure that this is done is to notify Welfare Services if he has to leave his ship overseas. An airmail letter to the Union from any part of the world takes a couple of days and is assurance that maintenance and

and repatriation provisions of the contract are lived up to. In serious emergencies, cablegram or wireless messages can be sent.

Aside from meeting the needs of the hospitalized Seafarer, Welfare Services can be useful in helping care for his personal affairs back home. Most Seafarers plan to take care of their personal business when they get back at the end of a trip and sometimes these unexpected delays can cause a great deal of inconvenience and hardship.

Where there is a family involved in certain instances, Welfare Services can arrange for the wife to receive advances on wages already earned by the hospitalized Seafarer. Since the regular allotments are cut off automatically when a man leaves the ship for whatever reason, this can prove of great assistance to his family.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

Tongue Out Of Cheek



Louis Anthony Serpe doesn't seem to give a hang as he sticks his tongue out at the world. His mom, Mrs. Anthony Serpe, holds the fort at home in Brooklyn while dad's away at sea.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

From our Tucson, Ariz., correspondent, Bill "Gimp" Taylor, comes the nuptial news of another brother Seafarer who has gone the way of all flesh and taken unto himself a blushing bride. Brother Alonzo D. Sistrunk wed the former Blanche Jinks on January 11 of this year in Reno, Nevada. Congratulations are in order for the lucky Seafarer.

An oldtime SIU man who sails regularly as ship's cook and steward is Earl Spear, one of the first Union men back in the days when the SIU was young and testing out its strength. Back in the war year of 1945 Earl shipped out of New Orleans. He was captured in the Far East by Japanese forces and has had physical trouble ever since because of the inhuman treatment he suffered at the hands of our former enemy.

Now, Earl is convalescing at his sister's home in Pawling, NY, after a sojourn in the hospital. His last job was on the Gateway City as steward. Earl sends his best regards to everyone and hopes that he'll be back soon again and shipping out with his buddies.

Eddie Enrico, known to many of his seafaring friends as "Eddie Tirelli," just got off the Puerto Rico a while back and is laid up in the Veterans' Hospital at Fort Hamilton. Eddie has had a little tough luck of late and is bedded down in the hospital while at home there is a brand new baby waiting to see its daddy once again.

After Eddie came down with his confining illness, his dog died to make matters worse for the head of the Enrico household. Eddie would appreciate a kind word directed his way either in person or in written form. While on the Queen of the Bull Line's passenger fleet, the Puerto Rico, Eddie sailed as AB.

Tim McCarthy, an Irishman from up Boston way, the land of the bean, the cod, and the cream pie, sends along a picture of his fair daughter. The tiny miss, a freckled, fiery red head, is a nine-year-old-or-thereabouts fair Irish colleen. Her mother, as well as her father, is Irish, accounting for her red hair and her Gaelic beauty.

Her father, Tim, is lately of the Seamagie where he shipped in the deck department. At the moment he is still confined to the Brighton, Mass., Marine Hospital. The elder McCarthy is justly proud of his young daughter, who brightens up his days while he is convalescing.

In a letter written to the Welfare Department of the SIU, Donald Whittaker thanked the officials of the Union for helping him out of some minor trouble into which he had fallen. Don, until recently a cook on the Pennmar, ran slightly afoul of the Immigration authorities. With the help of the Union the matter has been squared away and Don is still sailing on SIU vessels.

In his letter Don writes that he will be back around this coast in a month or so. He sends his regards to everyone and especially to the alien seamen who need a helping and guiding hand at this critical time. He urges them and everyone, as we do, to bring in any problem which may arise at any time for easier solution with the help of the Union. It is not too difficult to see that two or more heads are better than one when it comes to working out troubles. In cases such as this, too many cooks cannot spoil the broth.

Among the men in the Staten Island USPHS Hospital is Frank Niering. Niering is off the Potrero Hills on which he sailed as a fireman before getting laid up and necessitating a recall to the hospital. Charles Gedra, off the Robin Line's Robin Tuxford, is in the same hospital and doing well.

## FINAL DISPATCH

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

**Charles H. Jones, 49:** On November 30, Brother Jones died at his home in Norfolk, Va., a victim of a heart disorder. He had been a member of the Union since 1930, sailing in the engine department. Burial took place at Virgillina Cemetery, Virgillina, Va. Brother Jones leaves his mother, Viola M. Jones, 1005 Logan Street, South Boston, Va.

**William W. Evans, 44:** Brother Evans died of a back injury at Anne Arundel, Md., on December 22. In 1943 he joined the SIU, sailing as a member of the deck department. Burial took place at Cedar Hill Cemetery, Baltimore, Md.

He is survived by his wife, Lillie Evans.

**James M. Cates, 58:** Brother Cates was drowned in Brooklyn, at the foot of 18 Street and Gowanus Canal on December 10. He had been a member of the SIU since 1939, sailing in the deck department. Burial took place at New Crown Cemetery, Indianapolis, Ind. Brother Cates is survived by his sister, Dolores Gabbard.

**David Levert Bass, 18:** Carbon monoxide poisoning caused the death of Brother Bass on the highway near Lake Charles, La., on January 6. He had been sailing in the engine department since last year. Brother Bass was buried in Roselawn Cemetery, Sulphur, La.; he leaves a brother, S. L. Bass, Jr., 706 1/2 Huntington Street, Sulphur, La.

# Maternity Benefit Totals Soar

Recently in one two week period the SIU Welfare Plan handled 46 claims for maternity benefits, which means that 46 Seafarers each got \$200 plus a \$25 defense bond on the occasion of the birth of a baby.

Just how important this SIU maternity benefit is was pointed up by the fact that four Seafarers in the past two weeks told the Welfare Services office that without the \$200 they wouldn't have been able to pay all their hospital bills. Seafarer-bachelors may not realize it, but the business of having a baby can prove to be a very expensive proposition, particularly if it's the first one. And though most men set aside money to meet the emergency, the bills always seem to be bigger than expected.

**Many Items Needed**  
By the time they get through paying the doctor, the nurse, the hospital, buying a crib, carriage, sterilizing kit, diapers, sheets, blankets, pads, sweaters and other necessary items they find themselves a little hard-pressed for cash.

The majority of maternity benefits offered by group insurance plans and other funds average around \$50 to \$60. Usually they all require a 12 month waiting period to be eligible, in contrast to the SIU requirement of one day on a ship in the previous year. That's why the SIU benefit is so superior to all others.

**Can Stay Ashore**  
The size of the benefit supplied by the SIU, far in excess of the conventional maternity benefit, makes it possible for the Seafarer to take time off when he is needed at home. He doesn't have to keep on working at the time of the baby's birth, and at the same time there is enough money available to pay the bills.

If it should be impossible for the Seafarer to get back home in time for the baby's birth, he can make arrangements with Welfare Services for his wife to get the benefits check. In that way his wife doesn't have to wait until he gets paid off to take care of the emergency expenses.

Since the SIU started payment of maternity benefits the number of claims that has been handled has far exceeded all expectations. The Union was aware that in the past few years more and more Seafarers were becoming family men because of the steady improvement in wages and conditions on the ships. The very large number of maternity benefits paid shows that a much greater proportion of sea-



In every port wherever there's an SIU hall, a representative is handy to give personal service on Union benefits. Here Welfare Services representative Bill Frederick (right) chats with Mr. and Mrs. Leonard (Barney) Brown. His youngest daughter, Myra, was born December 12. Janet, the older one, is 2 1/2.

men are establishing homes and families than had first been realized.

**Increased Prestige**  
The maternity benefit like all other SIU welfare gains, has done a great deal to increase the prestige of the Union among shoreside people. In many instances that have come to the attention of Welfare Services the in-laws and relatives of Seafarers have expressed their appreciation of what the Union is doing to help out the family. Considering the fact that many shoreside people look upon seamen a

little doubtfully and want them to go to work shoreside as soon as they get married the Union's assistance does much to explain why a Seafarer sticks to his Union and his job.

And just to finish off the job the Union is doing in proper style, Welfare Services pays the benefit directly in the home of the Seafarer wherever possible. In many instances it arranges to take pictures of the new arrival for the family as a start on their family album. Its another Union service—free of charge.

# USPHS Doctors Have Last Word On Seafarers' Fitness For Duty

Recently a Seafarer came out of the Staten Island USPHS hospital after being treated there for an eye condition. He registered to ship out and threw in for a job. However, when he went to the company to sign on, the company doctor turned him down as a "probable liability."

Ordinarily this could have been serious for the man, for if the doctor's decision had gone unchallenged it might have meant barring him from that company's

ships indefinitely. The Seafarer in question didn't let the matter slide. He notified the dispatcher immediately that the company doctor had turned him down although he had a "fit for duty" slip from the hospital. The dispatcher turned the matter over to Welfare Services for action, and in the meanwhile didn't ship anyone else in the man's place.

**Speedy Action Needed**  
In a case like this speed was imperative because the ship was set to go out shortly. According to the Union contract, the company has to accept the decision of the USPHS as final authority. To make sure, Welfare Services speedily arranged for another examination by an eye specialist at the hospital. The specialist cleared him for duty again and the company had to ship the man under the contract. This incident is one of several similar cases which have taken place from time to time because of different standards set up by the various companies. If the Union permitted the companies to have the final say on medical standards, the companies could use a doctor's exam as a means of blackballing certain men from their ships.

**Notify Union**  
That's why it's important to notify the Union immediately when anything like this turns up. The Union can arrange for a fast check-up by the USPHS to find out what the score is. If the man is in good shape, the Union will see to it that he ships. If something is wrong with him, then he can get treatment he needs right away.

## Another SIU Service



Welfare Services representative Tom Gould proves equal to the task as he temporarily takes over job of feeding Diana Marie Westlake, daughter of Mr. and Mrs. Edward J. Westlake of New York City.



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