

STRIKE THREAT OFF AS CS SIGNS PACT

— Story On Page 3

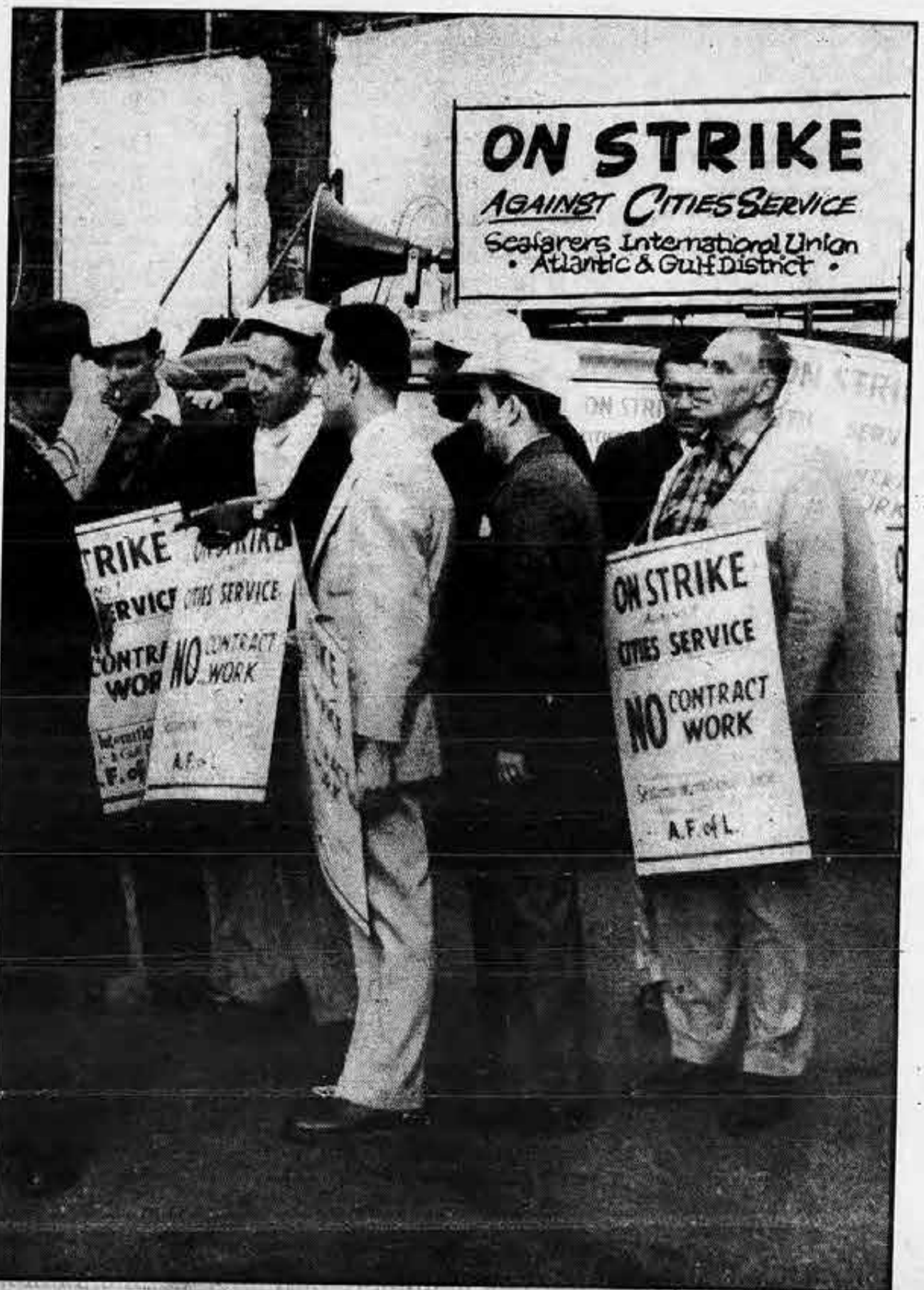
Work Begins On New Balto Hall

— Story On Page 2



On The Mend. Seafarer Anthony Skillman recuperates at his Brooklyn home under the watchful eye of his wife, Catherine, after rescuing a shipmate at sea. Skillman saved Conrad Nilsen, chief mate of the Beatrice, when Nilsen was knocked cold by a swell that threatened to sweep him overboard. Skillman injured his back and right side in the rescue. (Story On Page 7.)

Dry Run. A Seafarers picket squad (right), at New York headquarters runs through a dress rehearsal with sound trucks in anticipation of Union strike action against the Cities Service Oil Company. Carefully drafted strike plans were later stowed away in the boneyard when the company gave in as strike deadline approached and signed the standard SIU tanker agreement already in force with 15 other tanker companies. (Story On Page 3.)



Work Under Way On Building For Baltimore Hall

With all contracts let out, work has now gotten under way on the new branch hall for the port of Baltimore. When completed, the four story building at 1216 East Baltimore Street will be a showplace on the Baltimore waterfront and the equal of the SIU's New York headquarters.

Present construction estimates are that all work will be completed by October, but allowing for unforeseen delays the Union has set a Christmas target date for completion.

The Baltimore hall, like New

York headquarters, is designed to provide complete shoreside facilities for Seafarers shipping out of that port. In some respects it will be superior to the New York hall in that a rooftop sun deck and other new features are incorporated in the building design.

Varied Facilities

The building, which was formerly operated by the Jewish Community Center, is readily adaptable for use by the SIU. Its features will include a modern hiring hall with the same type of shipping board as in New York and accommodations for 400 Seafarers at membership meetings. The public facilities will consist of a 250-seat cafeteria, a cafe and bar designed to preserve a maritime flavor, and a branch of the SIU Sea Chest carrying the complete line of sea gear and shore wear available in New York.

Other provisions for membership comforts are a laundry drop, baggage room, barber shop and shoeshine stand, library, billiard room, television room, lounge and the rooftop sun deck.

Glass Enclosed

Part of the roof will be completely glass enclosed and offer a view of the city and the waterfront. The remainder will be an open deck for use during good weather.

The entire building will be air conditioned throughout. All ceilings will be soundproofed and fluorescent lighting provided. A sizeable parking lot adjoining the building will be available free of charge to Seafarers and other visitors to the hall.

Seafarers are invited to come over to the new hall, just a few blocks from the old one and get a sidewalk superintendent's view of construction work.

Bill Would Curb MSTs Competition

A proposal that private ship operators get first crack at cargo and passengers carried under the control of the US Government has been submitted to Congress by Representative Shelley, California Democrat.

The Shelley bill, HR 4731, is aimed at the growing network of operations by the Military Sea Transportation Service on Government-owned and operated vessels. Private operators have been complaining for some time that MSTs has been invading the field of private transportation by carrying both cargo and passengers to military bases around the world. It is the belief of private shipowners that MSTs operations should be limited to such functions as are strictly military in nature.

Accordingly, the bill specifies that "Any shipping services performed by Government-owned or operated vessels shall be auxiliary and supplementary to such services as are being or can be supplied by privately-owned and operated American vessels."

SEAFARERS LOG

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, A.F.L., 475 Fourth Avenue, Brooklyn 22, N.Y. Tel. Sterling 6-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.



Seafarer Charles Mazur, right, member of the ill-fated SIU-contracted ship, Fairhope, tells story of grounding and alleged murder to SEAFARERS LOG editor Herb Brand in San Francisco.

Fairhope Crew Raps Black Eye By Press

As the Waterman Steamship Company put the freighter Fairhope up on the auction block out on the West Coast and sold the vessel, a former crewmember of the ill-fated ship hit back at the distorted reports about the Fairhope crew which had appeared in the daily press.

Charles Mazur, bosun, told the LOG that, "we had one of the best crews I've ever sailed with, and they were all good men. People reading the reports in the papers about what happened on the ship certainly must have gotten the wrong idea, because the reports were exaggerated and distorted."

The Fairhope ran aground on San Benito Island off Lower California on January 30, 1953. The daily press played up the story when Seafarer Carl Thurmond, the steward aboard the Fairhope, disappeared. When the vessel was taken back to the West Coast, the Coast Guard immediately placed charges of negligence against the skipper, Captain Harold T. Hallman. At the same time, a Grand Jury began to investigate the disappearance of the steward.

After the Coast Guard and the Grand Jury had finished their hearings, all the crewmembers were permitted to go, and no charges were pressed against anybody.

"The captain," said Mazur, "was

quoted in the papers as saying some nasty things about the crew, but he sure never said anything like that aboard the ship. In fact, when we got back in, the captain asked most of the crew to stay aboard, and the chief mate asked almost everybody in the deck department to stay on the ship."

'Fine Crew'

Captain Demarest, Waterman's West Coast port captain, told the SIU San Francisco Port Agent that the Fairhope had had a fine crew, and that the crew had been extremely cooperative with him.

"When we ran aground," said Mazur, "we were in a heavy fog, and it was tough to see anything at all. When we got back in, and paid off, we had no beefs at all at the payoff, and that sure shows that it was a good crew."

"There was no performing on board the ship, and the men were all getting along fine. We had just come back from a long trip to the Far East, and had just one night in San Pedro before we sailed for the East Coast and ran aground off Mexico," he said. "I can't understand how those stories about the crew ever started."

Disability Benefit Is 1 Year Old

The completion of one year of the SIU's disability benefit plan today, marks another milestone in SIU maritime history 'firsts.'

Since May 1, 1952, inception date of the disability program, more than \$9,000 has been paid out, with benefits now set at \$25 a week after two boosts. The program has included 20 men in the one year of its existence, with 17 still on the books. Three others, James Crone, Otto P. Preussler and George M. Arnol died while receiving benefits under the plan.

The first such plan in maritime history, the SIU's disability program was set up with the intent of making life easier for Seafarers who were unable to work, regardless of their age. The plan has been notably successful in aiding oldtime Seafarers economically, providing them with cash payments beyond social security benefits. Disabled Seafarers under 65 have found in the union benefit their one means of supporting themselves without having to turn to organized charities for help.

Benefit Boost

The \$25 weekly benefit rate took effect last March 1 after a meeting between Union and employer trustees of the Welfare Plan paved the way for the boost from a previous high of \$20 weekly. The benefit was raised from the original rate of \$15 to \$20 weekly in October, 1952. The latter figure held good until the latest increase gave added benefits to the disabled Seafarer.

The disability benefit has proved to be a godsend to the Seafarers involved. For example, one disabled Seafarer, long forgotten by all who knew him outside of his small world in a poorhouse, was rescued from this privation by the SIU. The Union took him out of the poorhouse and set him up in other, more livable, quarters. In addition, he was put on the books of the program and was saved from the lonely life which seemed ahead of him by the actions of the Union. Today, he is happier and heartier for the SIU's efforts.

Other Seafarers under the disability program have found the cash benefits increasingly helpful. They no longer have to rely on family, relatives, friends or outside agencies. Consequently, they lead fuller, happier lives.

Fast SIU Service



Murray Chapman, AB, (right) who was injured on Fairhope (Waterman) and then shipped Calmar, got fouled up on maintenance claim. He contacted SIU and the Union quickly got him squared away on his money due from Waterman. San Francisco port agent Tom Banning (left) handled the beef.

SIU Hits Wage Limit Plan

A proposal for Government-imposed limits on wages of US seamen on subsidized vessels has been assailed by the SIU. The Weyerhaeuser Steamship Company is the author of a move that would give the Secretary of Commerce the power to fix ceilings on seamen's wages at "fair and reasonable" levels comparable to shoreside workers' earnings.

While this move drew immediate fire from the SIU as violating collective bargaining rights, and has little chance of approval, the Department of Commerce indicated it was thinking along the same lines. In an official statement, the Department said that the Weyerhaeuser plan was "premature." It based its objection not on the merits or demerits of the plan but on the grounds that the Department was now studying the problem.

Subsidies Under Study

A Department spokesman notified the Senate Appropriations Committee that the subsidy provisions of the 1936 Merchant Marine

Act and the growing gap between US and foreign maritime labor costs were now under review.

"It would be a serious mistake," the Department said, "to attach the proposed rider at this time . . ."

Maritime industry wage levels will undergo examination from still another quarter as a subcommittee of the Senate Interstate and Foreign Commerce Committee has stated that it will examine wage levels and labor relations on American ships.

Stop Bargaining Rights

The Weyerhaeuser proposal would be attached as a rider to the Government's subsidy appropriations for the coming year. In attacking the proposal, the SIU pointed out it would deprive seamen on the

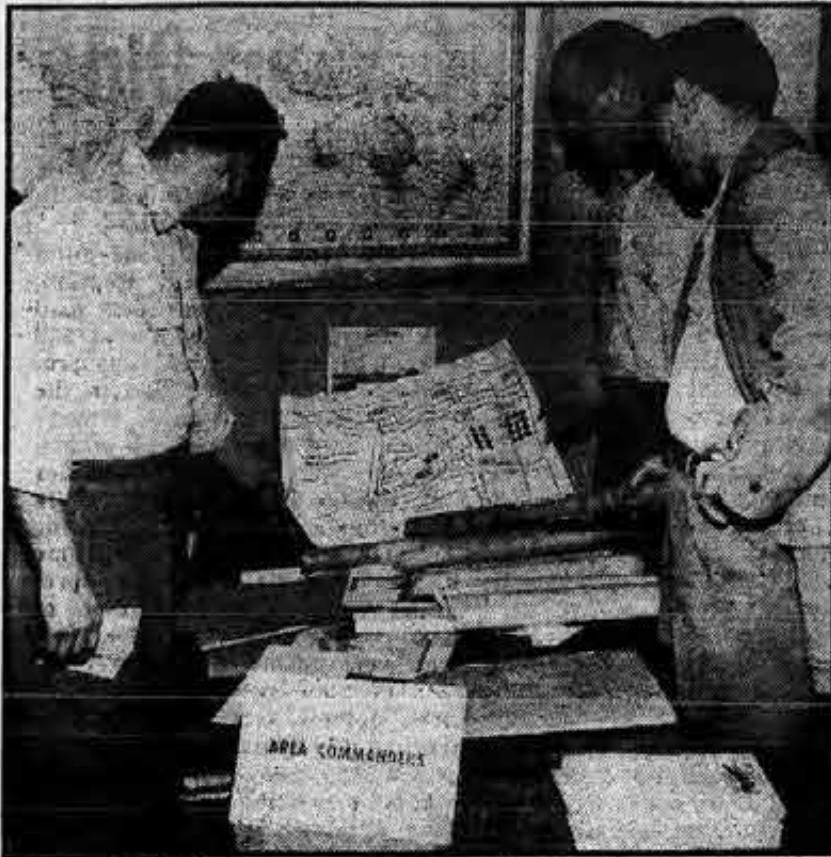
subsidized ships of the right to bargain collectively with their employers on wages, hours and working conditions.

No Comparison

Further, the SIU declared that there was no way of comparing the earnings of shoreside employees with those of seamen. Shoreside workers, the Union pointed out, work 40 hours and go home every day, while seamen put in 56 hours a week and stand watches at all hours, being away from home until they sign off the ship.

The Union emphasized that the majority of shipping operators under contract in the various SIU districts are unsubsidized. Labor contracts in the industry are set by negotiations with all operators, not just the subsidized lines.

CS Bows To Tanker Agreement



The SIU whipped its strike apparatus in shape as deadline drew near at Cities Service. Here Joe Algina and Lloyd Gardner, assistant secretary-treasurers, and Keith Terpe, director of organization, study the layout of the Lake Charles refinery and terminal.



The picket squads were organized and were all set to go when deadline struck. But the company didn't want to risk a walkout and signed on the dotted line. Strike plans and preparations were filed away, handy for use if an emergency should ever develop.



Hundreds of Seafarers in New York, Lake Charles and other outports got their picket assignments, just in case, such as the ones Tom Gould, dispatcher, is shown issuing at New York headquarters.



Other men were assigned to committees that would provide chow and shelter, and take care of various specialized assignments in the event of a walkout. Here committee members Joe Galliano, MM and Henry Kowalski, FWT, sign up a Seafarer.

Shutdown Threat Brings Co's Okay

With just three days to go to strike deadline, the Cities Service Oil Company yielded completely to all SIU demands and signed the standard SIU tanker agreement, retroactive to January 1, 1953. Signing came on Friday, April 17, a few hours after the SEAFARERS LOG came out with news about the SIU's full strike preparations, and pledges of support received from shoreside Cities Service unions.

The refusal of the membership and the Union negotiating committee to accept anything less than a full settlement paid off after several weeks of negotiations, during which the company unsuccessfully haggled for special treatment. All along the company was under notice that the membership had authorized a strike and set a strike deadline. But apparently, company representatives at first were not fully convinced of the SIU's determination to go through with a walkout.

Strike Preparations

However, a day before signing, company representatives were escorted on a tour through Union headquarters during which they were shown the extent of SIU strike preparations. They saw the hundreds of picket signs and thousands of picket cards. They were informed that the Union had drafted a complete plan of action to strike Cities Service in every American port, that area commanders, picket captains and special committees had all been selected for conduct of the strike.

When the company saw that the SIU meant business and was determined to go to bat for the full tanker agreement they quickly dropped their objections to several minor clauses and signed the contract as it stood.

Not the least of the reasons for the company's change of heart was the solid support pledged to the SIU by shoreside workers manning Cities Service refineries in Louisiana and New Jersey. The Lake Charles Metal Trades Council, AFL, representing Cities Service workers at the Lake Charles refinery, and the Louisiana State Federation of Labor offered their

SIU Pledges Support For CS Shore Unions

LAKE CHARLES, LA.—A dozen shoreside unions currently engaged in an attempt to negotiate a new contract with Cities Service were assured of the full support of the SIU at a meeting here April 21.

This assurance was given by Lindsey J. Williams, New Orleans port agent, who expressed the SIU membership's appreciation of the support offered by the shoreside workers during the SIU's recent successful contract talks with Cities Service.

The Lake Charles trade unionists spearheaded a movement in the convention of the Louisiana State Federation of Labor that resulted in the Federation voting unanimously to offer its wholehearted

physical and financial assistance to the SIU. This assistance was offered in event it became necessary to resort to a strike to bring about a successful conclusion of the SIU-CS negotiations.

Following announcement of the position adopted by the shoreside workers here and the support from the rest of the Louisiana trade union movement gave strong impetus to the end of Cities Service contract negotiations. CS representatives signed the new standard tanker agreement on April 17.

Dozen Unions

Representatives of a dozen unions affiliated with the Lake Charles Metal Trades Council (AFL) attended the meeting with Williams who assured them of the SIU's full support in their efforts to reach a satisfactory agreement with Cities Service.

Unions affiliated with the Metal Trades Council represent more than 2,500 workers employed in the Cities Service refinery here.

"You have demonstrated many times in the past that you stand ready to go to bat for the SIU," Williams told the Lake Charles union leaders. "We are proud to be a part of a militant labor movement such as you have in Lake Charles and the membership of the SIU always has followed a policy of standing steadfast with our friends in time of need."

Need W2 Forms For Organizing

Seafarers in all ratings whose income tax withholding statements (W2 forms) would show continuous employment with one company for a full year or more are urged to send these in to SIU headquarters for possible use in the Atlantic tanker drive. The Organizing Department has issued a call for these as another means of showing Atlantic seamen the wage-earning potential they can enjoy on SIU ships, whether they homestead one ship or company or ride a dozen. The W2 forms should be sent c/o the SIU Organizing Department. They will be returned upon request.

(Continued on page 17)

Seafarers Star At NY Art Exhibit

While art contest entries from more than a dozen Seafarers continue to hold the spotlight at a special exhibition sponsored by the New York Public Library, last-minute entries for the Second Annual SIU Art Contest keep rolling in. Deadline for all entries has been extended to May 14.

Representative works by Seafarers in the four contest categories, watercolors, handicrafts, oils and drawings, have been on display since earlier this week in Gallery "A" at the Architectural League of New York, 115 East 40th Street, in New York City, and can be seen there weekdays (3-9 PM) through May 6. The showing, featuring the work of members of 12 trade unions, including the SIU, has drawn an enthusiastic response.

Meanwhile, extension of the deadline for contest entries has spurred additional contributions in all categories from Seafarers all over the country. Handicrafts continued to lead the field, however. In the 1952 competition, this category drew the least number of entries.

Present plans call for the judging of all entries on May 19, and the presentation of awards the following evening, at the headquarters membership meeting on May 20. The full panel of art experts who will preside at the judging has not yet been determined.

In addition to the quickie preview given some of the earlier entries at the Architectural League, all work submitted will also be on display at SIU headquarters May 18-22.

Three prizewinners will be chosen in each category, in addition to awards for honorable mention. Last year's prizewinning Seafarers received wrist watches, but no prizes have been decided on yet for the current contest.

In order to beat the May 14 deadline, remaining entries should be wrapped securely and sent special delivery or registered mail to the Art Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY. They can also be submitted in person.



INFORMAL GRIPES at shipboard sessions are published in seaman's paper, so . . .

Shipowners Get Ringside Seat

Digest of union meetings in Seafarers Log gives management an idea of what seamen really complain about inside their local.

Few management men ever get an opportunity to observe their unions at the grass-roots level—the local meeting. The about the gripes employees

* Cold Steak—Food is one of the major issues aboard ship. In general, it seems to be good on American ships. A typical statement by the Seafarers

Seafarers are not the only LOG readers who follow the ships' minutes pages in the 'SEAFARERS LOG' regularly, or at least they shouldn't be, according to the nationally-circulated business magazine, Business Week.

Two news pages in the April 18 issue of the magazine were given over to a story titled, "Shipowners Get Ringside Seat; Seafarers LOG gives management idea of workers' complaints . . ." dealing exclusively with this regular LOG feature.

Major emphasis in the article was given to the fact that the minutes gave SIU shipowners an opportunity—unique in industry—to learn first-hand what beefs were uppermost in the minds of Seafarers riding their ships, and served as a springboard for settling them to everyone's satisfaction.

As the magazine pointed out, "Seafaring is in many ways more than just another occupation. For the men on the ships it's a completely different kind of life from that of the machine hand or the office worker. A ship, after all isn't something a man comes to at 9 AM and leaves at 5 PM. His

food, his recreation and his quarters are all part of his compensation and working conditions; they are all the subjects of his beefs or grievances; they are all union business."

It noted that the minutes provided the Union with a constant check on conditions aboard the ships since, due to the nature of the maritime industry, this was no easy task to begin with. Among the minutes cited were some from the Michael (Carras), Purplestar (Triton), Elizabeth (Bull), Logans Port (Cities Service), Coe Victory (Victory Carriers), Bethore (Ore), Republic (Trafalgar) and others.

The article concluded: "Seamen on the beach are avid readers of these meeting reports . . . They can pick up some valuable tips about port conditions. A classic example is this solemn warning by the crew of the Anne Butler (Bloomfield): 'Lay off the Korean booze; it has a devastating effect on the system.'"

Hoskins, US Mediator, Now SUP Welfare Head

Federal Conciliator Omar Hoskins was appointed administrative director of the Sailors Union of the Pacific, AFL, and shipowners welfare fund, it was announced recently. He resigned from the Conciliation and Mediation Service to accept the post, succeeding Frank Foisie.

Hoskins was appointed by the trustees of the fund, established in 1949, by agreement between the SUP, the Pacific Maritime Association and other ship operators with whom the union has contracts. Harry Lundeborg, SUP secretary-treasurer; Thomas Hooker, also of the SUP, and Thomas G. Plant and J. F. Sullivan representing industry, made the appointment.

Hoskins has handled more than 1,600 labor disputes in the maritime, communications and other industries during the last 14 years as a federal conciliator of the West Coast. Included among major waterfront strikes which he was instrumental in settling were the 1952 SUP walkout, the 1948 longshoremen's tieup, the deck officers' strike of 1946 and the 1940 steamshipers' deadlock.

'Work' Sponsor Gets Gov't Post

Cecil B. DeMille, pioneer of "right to work" propaganda, has been appointed chief consultant on motion pictures in the US Overseas Information Program.

In 1948, DeMille urged the House Labor committee to draw up a "right to work" law to outlaw union security and actions by unions to discourage scabs from entering struck plants. DeMille, in 1944, gave up a lucrative radio job rather than pay a \$1 assessment voted by the AFL American Federation of Radio Artists.

DeMille used every legal means, but he lost the assessment battle, the California supreme court upholding the union's rights.

As I See It . . .

Paul Hall



RECENTLY THE GOVERNMENT BROKE A NUMBER OF VICTORY ships out of the honeyard to be used on MSTs runs to ports that are normally icebound all winter. These ships are being assigned to the various private operators under the GAA charter.

We're happy to note that unlike the situation a year ago last winter, the SIU, at least on this occasion got a fair and equitable share of the Government-owned vessels. Apparently the vigorous protest your Union made last year to the National Shipping Authority impressed that agency.

The brothers will recall that your Union at the time, was not receiving a proportionate number of Government-owned ship assignments, with the result that we went to Washington and raised a beef with the NSA. We will continue to pay strict attention to all allocations to make sure the SIU gets its proper share of reactivated ships.

Generally speaking your Union finds that shipping conditions at present are prosperous, with members having no difficulty in catching a ship. The shipping industry as such, both American and foreign is quite active now, and reports from Europe have it that a great deal of new construction is underway there. The transatlantic airliners have not been able to cut into the passenger trade as generally feared some years ago, with all passenger runs booked solidly.

The main problem that remains is not the future of the maritime industry as such, but the fate of the American section of that industry. Shipping of necessity will continue to be a major enterprise in world affairs, but American ships will have difficulty in maintaining their share unless this country's fleet and its shipping program are modernized. A sound program, taking into account the handicaps American ships face, will do much to promote American flag activity and at the same time provide the strong merchant marine that is such an important factor in assuring this country's future military security.



AN INCREASING NUMBER OF SEAFARERS WHO HAVE SERVED their two years in the armed forces are now coming back to the SIU. We have spoken to several Seafarers among this group and find that they all look forward with eagerness to sailing again. While many of them have been following the doings of your Union in the SEAFARERS LOG, they all expressed amazement on seeing at first hand, the progress that your Union has made in just two short years.

When these men went into service, the SIU was just getting started on its building, welfare and vacation programs. Now all these programs are well underway, plus the additional benefits that have been negotiated in recent Union contracts.

Most of these Seafarers have seen heavy action in Korea and had a pretty rough time of it these past couple of years. Thanks to their SIU membership they have no economic problems to face on their return like so many other veterans. These returning Seafarers are assured that there is a place for them in the industry under the superior wages and conditions your Union has negotiated. And some of them are now on their way delivering the goods to the buddies they left behind in Korea.

The SIU is proud that it has been able to provide for its returning veterans in this satisfactory fashion. And judging from a sampling of mail received in headquarters, the many other Seafarers still in service are all looking forward to the day that they trade in their uniforms for the white cap and dungarees of the SIU man.

THE LONG-RANGE BUILDING PROGRAM THAT THE SIU HAS been working on has taken another major step forward with the beginning of work on the Baltimore branch hall. By now the membership in Baltimore and the outposts is aware of the type of building we have in Baltimore and the facilities we are putting up in that city. Within a few months the membership in Baltimore will be enjoying the same kind of shoreside comforts that men shipping out of New York have available to them.

As has been said before, the Baltimore hall will be the equal of our headquarters, and in some respects will have even better features. As we go along with this building program, your Union is finding through experience just what the Seafarer wants and is making its building plans accordingly.

When this building program was first proposed to the membership, there were some who were a little doubtful about the whole thing. Mostly there was a feeling among them that this kind of thing was too fancy for seamen who were supposed to be used to rundown, second-hand shoreside conditions.

Our experience in New York has thoroughly exploded that theory. The Seafarer of today enjoys fine conditions on board ship and he is entitled to equally fine shoreside facilities. Aside from the obvious comforts involved, these modern halls make it possible for the Union to operate in an up-to-date and efficient manner which is beneficial to the membership.

With the new hall in the works in Baltimore, the remodeling of the Philadelphia hall and the membership on the West Coast utilizing the modern facilities of our brothers, the Sailors Union of the Pacific there, an increasing proportion of our membership is sharing in these up-to-date set-ups. A building program as broad as ours takes time to complete. But all Seafarers can look forward to the day when there will be an outstanding Union hall in every SIU port.



MEET YOUR OLD SHIPMATES AT THE SIU'S OWN

Port O'Call

AT THE UNION HALL 4TH AVE AND 20TH ST. IN BROOKLYN. SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INTL UNION-AEG-AFL

Atlantic Copies CS Anti-Union Tactics

Participants in the Atlantic drive on both sides of the fence are showing more and more interest in the discredited tactics used by Cities Service during the organizing drive in that fleet.

While SIU supporters continue to combat them effectively on the basis of the lessons learned in that campaign, Atlantic, both on its own hook and through the medium of its self-styled "independent union," the AMEU, continues to dig deeper into the bag of tricks unsuccessfully utilized by CS in its attempt to thwart SIU organizers on its ships.

One of the latest gimmicks reported from the Atlantic fleet is the use of a phony telegram produced on one ship, the Atlantic Seaman, which claimed the SIU had quit the drive. It was circulated by one of the lonely AMEU standard-bearers on the ship, who has been carrying on a virtual one-man campaign aboard there, calculated to give the impression that the ship is 100 percent AMEU.

The telegram, designed to bolster AMEU followers at the same time it was supposed to cut short SIU efforts, proved little more than an amateur attempt to create confusion on the ship. It once again reflected the proven creative ability of the one-man AMEU cheering squad on the ship, who has received considerable prominence in recent issues of The Fleet, AMEU publication, for his lengthy defenses of that outfit.

Looking Into Case

Meanwhile, investigation is underway to determine whether the wire was sent from ashore in Philadelphia and by whom, or was

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.

merely tapped out under orders by the vessel's radio operator.

Elsewhere in the fleet, several crewmembers who have since renounced the AMEU have admitted they acted as labor spies or were approached to do so at one point or another in the campaign. Affidavits from these men, some of them in the fleet for four years or more, emphasize their later disgust with what they were doing, and their eventual realization that the SIU deserved their support.

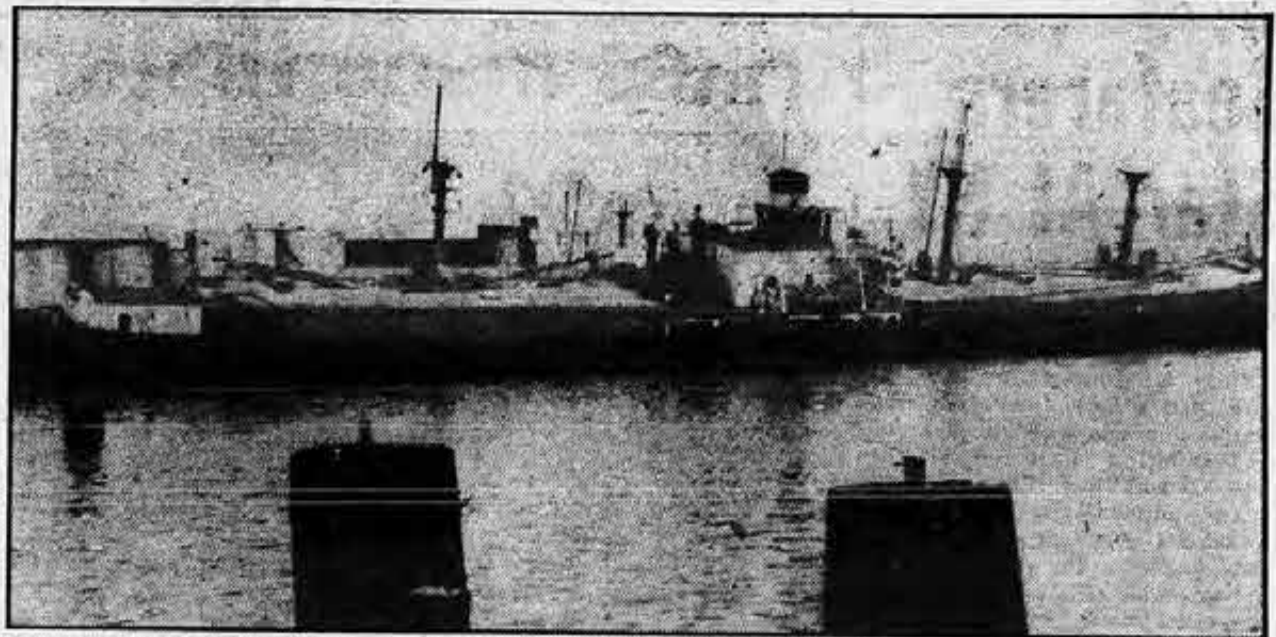
Lists with columns headed "SIU" and "AMEU" have been passed around on almost half a dozen ships. Crewmembers declared that AMEU officials, along with licensed ship's officers, all of whom are company supervisors, had pressured them into signing these lists, under threat of losing their jobs, in order to isolate the SIU men on the ship.

Asked To Spy

One new man in the fleet reported he had been approached by the two top officials of the AMEU in a Philadelphia bar and, after being treated to "a few rounds of drinks," was asked questions about the affiliation of other men on his ship and then urged to check further and write a report on it to the AMEU office. He never went through with it, and signed a pledge card the following day.

Shoreside organizers in all ports point out also that officers on many ships, from the master on down the line, have been coercing men to make false statements about the SIU after threatening them with loss of their jobs. Since the officers are acting as company supervisors on the ships, the National Labor Relations Board is looking into many such instances.

The futility of all these tactics, as the SIU drive progresses, and the fact that they work both ways, is illustrated in the case of the Atlantic ship on which the AMEU chairman himself took a poll of SIU strength and happily announced there were only two SIU aboard. There were at the time 26, and the AMEU has been crying "foul" ever since.



This shot shows the Christine as she heels over while at the dock. The company wanted her to sail on an inter-coastal trip in this condition, but the Union stopped the trip. Notice the tremendous deck cargo of lumber, that is stacked higher than the boat deck, the length of the ship.

Union Moves Fast, Nabs Ship Sailing Overloaded

Prompt action by the Union last week prevented the Tini Steamship Company (Carras) from sending an SIU crew to sea aboard an overloaded and unseaworthy ship.

Although the Christine was so overloaded that she was listing 12 degrees while made fast to the dock in Wilmington, California, the company went right ahead with its orders for the vessel to sail from that port on an inter-coastal trip.

The Seafarers aboard immediately contacted the SIU hall in Wilmington, and Wilmington Port Agent Sam Cohen rushed down to the ship. Meanwhile, the chief engineer aboard the Christine quit, rather than take the ship out.

When the port agent arrived at the dock he saw the Liberty ship listing about 12 degrees away from the dock. The lines to the dock were all taut and apparently were preventing the vessel from listing even more. The deck of the vessel was piled high with a deck cargo of lumber that reached from rail to rail, and was piled so high that it was higher than the boat deck railing.

Little Freeboard

A small wooden catwalk had been built on top of the lumber cargo so that the crew would be able to get to the bow and the stern. She was listing so that there was only a few feet of freeboard all along her port side.

The SIU port agent went aboard and had the ship held up, and then contacted the Coast Guard. Coast Guard Commander Kelly went to the ship, took one look, and then returned later with Commander Rearden and Captain Peters, naval architects on stability.

The two Coast Guard experts took one look at the ship and ordered 500 tons of deck cargo unloaded immediately. After the 500

tons of deck cargo were removed, they then ordered that the ship be put through general stability tests.

When the tests were completed,

the Coast Guard experts announced that the vessel was overloaded by 600,000 board feet of lumber, and ordered the excess cargo unloaded before the ship sailed.



This stern view of the Christine shows the list that the overloaded Liberty ship had, even though tightly tied to the dock at left. The SIU Wilmington Port Agent stopped her sailing.

YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "Before assuming office, every officer, port agent, and patrolman shall take the following oath: 'I do solemnly swear that I will faithfully execute the duties of . . . of the SIU, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership.'"

Every elected official upon assuming office must take this oath, which he is required to obey completely. Any violation of the oath would lead to immediate disciplinary action under the terms of the Union Constitution.



Ed. Chief Quits On Budget Cuts

Protesting against budget cuts reducing quality of education of US children, Earl J. McGrath resigned recently as US Commissioner of Education.

In a message to the President, he said he was submitting his resignation to save himself the embarrassment of trying to defend an indefensible budget. He had been scheduled to appear before a Senate Appropriations subcommittee.

"It does not seem to me," he wrote to Eisenhower, "wise public policy to reduce the quality of the education of American children as has been done at a saving of such small sums while we continue as a nation to spend billions for other purposes."

Philippines Bill Seen Threat To US Sales Act

A new loophole in the Ship Sales Act would be opened under a bill introduced in the Senate to sell eight US-owned ships to the Philippines. The bill, introduced by Senator Charles Potter, Michigan Republican, would authorize the sale of a group of CI-MAV-1 and N3-type ships, although the Ship Sales Act as presently written forbids such sales.

The eight vessels involved are the Bowline Knot, Carrick Bend, Masthead Knot, Snug Hitch, George W. Tucker, Northern Wanderer, Boatwain's Hitch and Turks Head. At present they are being operated under charter by citizens of the Philippines but the charters are expiring on June 30 of this year.

Inter-Island Trade

Under the terms of the bill, the vessels would be operated for a

minimum of five years exclusively in inter-island commerce. After that, or after the purchase price is paid up, whichever is longer, the owners would be free to operate them in trans-oceanic trade.

Maritime industry representatives in Washington expressed the fear that passage of the legislation would pave the way for further giveaways of the US reserve fleet to foreign nations. While not necessarily opposed to the purposes of the bill itself, industry spokesmen declared that acceptance of this bill would make it difficult to oppose similar bills on behalf of other foreign-flag fleets.

'21, '34 Strikes Made History



Cops on horseback and on foot close in as a tear-gas bomb goes off in the midst of a group of strikers during the 1934 strike on the West Coast. The strike, which started on the water-front hit a high point with a three-day general strike closing everything in the San Francisco area.

The month of May is the anniversary month for two of the most important strikes in US maritime history, the 1921 strike of the ISU, and the 1934 West Coast strike of seamen and longshoremen.

It was in 1921 that the shipowners and the Government crushed the old International Seamen's Union and sent seamen back into the dark ages. Thirteen years and eight days later in 1934, the West Coast walkout successfully revived maritime unions that had long been dormant and paved the way for the tremendous gains that have been made since then.

U.S. Shipowner Combine

The background of the 1921 strike was one of pure and simple union-busting by the shipowners in conjunction with the old US Shipping Board. In 1919 during the peak of a postwar shipping boom the ISU had signed the best contract the industry had ever known, with a base wage of \$85 a month for AB's and \$90 for firemen.

But the shipowners and the US Shipping Board were already making preparations to break the union. A wartime Government training program that had begun in January, 1918, was continued after the war's end. A vast reservoir of 24,000 non-union seamen, known as the "hooligan navy" was built up, while the ISU ignored the threat. Even though hundreds of ships were laid up in the 1920 slump, the recruiting went on.

The 1919 agreement, which ran for two years, was due to expire on April 30, 1921. The shipowners, with a huge reservoir of strike-breakers at their beck and call, refused to negotiate. One day before the contract expired, they announced that they were no longer recognizing the union and its hir-

Two States Kill Fake Work Bill

The House labor committee of the Missouri legislature unanimously voted to kill a fake "right to work" bill pushed by the state and local chambers of commerce.

A similar bill was pigeonholed by the Senate labor committee of the Minnesota legislature.

The Missouri bill would have barred any form of union shop, and also invited damage suits against unions. More than 125 spokesmen for labor groups opposed the bills at a public hearing.



A blood-covered striker, shot in the head by police, is helped by two friends after the Battle of Rincon Hill in San Francisco on July 5, 1934. Two strikers were shot and killed in this battle.

ing halls, and were cutting wages 17½ percent.

Trainees Break Strike

The day after the contract ran out, May 1, 1921, union men quit the ships in protest against the shipowners refusal to negotiate. The shipowners merely put their thousands of Government trainees aboard under police protection and sailed the ships. The strike was broken and the union virtually disappeared from the waterfront.

The 1934 strike, 13 years later, was another story. Throughout the 1920's and early 30's, the shipowners drove wages and conditions lower and lower until they got down to \$35 a month for ABs. Workaways were carried on the ships instead of paid crewmembers and food and living conditions were miserable.

The long-growing resentment of seamen against these conditions was reflected in a growing number of job actions in the 30's. The spark that touched off mass action was a strike of longshoremen on the West Coast. Under the leadership of the Sailors Union of the Pacific, seamen walked off the

ships and joined the longshoremen on May 9, 1934.

Although the strikers had no stewpots and no funds, they managed to man the picket lines 24 hours a day. As the ships sat idle at the docks, the shipowners enlisted the aid of local police but to no avail. Finally on July 5, 1934, they persuaded Governor Merriam to call out the National Guard.

Battle of Rincon Hill

A furious pitched battle followed on Rincon Hill during which police, Guardsmen and vigilantes tore into picket lines with tear gas, riot guns and nightsticks. Two pickets were killed and 109 strikers wounded in the fighting. The strikers stood firm and were joined by all of labor in a general strike that shut down the entire city of San Francisco.

The strike ran until July 31, when the SUP and longshoremen returned to work in a body with recognition from the shipowners. From then on, maritime labor solidly established itself on both coasts and was able to win full recognition, hiring halls and true contracts for the first time since 1919.

SIU NEWSLETTER from WASHINGTON

The House Appropriations Committee recently debated the point of whether the Government-sponsored maritime training program, financed entirely by the Government itself, represents a windfall for ship operators in that the shipping people have nothing to do with footing the bill.

One member of the Committee put it this way—"The immediate beneficiaries of this program are the steamship companies who get personnel trained at public expense and are thereby saved the cost of themselves conducting a training program."

As of this writing no decision has been made by the House Appropriations Committee on the matter but it is very doubtful whether Congress, at this time, would even seriously consider the abolishment of the training program at Kings Point as well as the other Government sponsored training schools.

Approximately 7,000 or more persons have been trained at the Government facilities and are now holding reserve commissions in the US Navy.

The Government-sponsored maritime training program for the coming fiscal year (July 1, 1953 to July 1, 1954) will cost the Government about \$3,600,000. Most of this money (namely \$1,976,280) will go for the cadet midshipmen training at Kings Point, NY; \$592,970 will go for the training program at Sheepshead Bay, NY; \$418,000, for the Government training at Alameda, California; \$169,550 for correspondence training; \$92,200 for District training supervisors and enrolling offices; \$72,500 for medical services in connection with the training activities; \$37,700 for custodial activities, and another \$240,000 under the head of "Administration," making the overall total of \$3,600,000.

The Government's maritime training program encompasses the Maritime Academy at Kings Point; two upgrading schools for unlicensed personnel at Sheepshead Bay and at Alameda, Calif.; a comprehensive correspondence course, and support to four State maritime academies, in Maine, Massachusetts, New York and California.

The Government is having no difficulty in obtaining appointees to Kings Point or the other facilities—there are about 1,500 persons who take the examination, out of which the Government selects an average of 150.

Every estimate made by the Joint Chiefs of State, Department of Defense, has indicated that in their judgment the US does not have enough vessels and will not have enough ships at the outbreak of war, if it should come. The bulk of the US fleet in the reserve is composed of the Liberty-type, a 10½ knot vessel, ships which would be highly expendable in time of war because with the advances made in warfare they would inevitably be sunk in large numbers.

Recently, the Department of Defense was questioned by the Maritime Administration of the Commerce Department whether the Liberties could be dispensed with or scrapped. However, for the past two years the Defense Department has been agreeable to the scrapping of only six old overage vessels.

With this in mind, the Government has given consideration to modernizing the Liberty ships, but has about given this up due to the substantial costs what would be involved.

High paid lobbyists once again are flooding the Capitol with their dream of making the Great Lakes a fourth seacoast with ocean-going ships plying back and forth freely. They are frantically attempting to get Congress to okay the Great Lakes-St. Lawrence seaway project. The project is being opposed by coastal ports, the railroads, most steamship lines, the coal companies and others.

Significant changes in the composition and tonnage of the world merchant fleet have occurred in the past 13 years. There were more freighters and tankers, though less passenger ships, at the close of 1951 than there were at the outbreak of war in 1939. Ships generally are newer, larger and faster—specialized types are being built in rising numbers to carry petroleum products, iron ore, bauxite and other commodities in world commerce.

Ships once registered under the flags of the principal maritime nations are now found under Liberian and other flags. The Swiss merchant marine is no longer a jest but a reality. Iceland has its own merchant fleet and Panama has the fourth largest merchant marine in the world.

Of the total of 3,021 alien crewmen deserting from vessels arriving at US ports in the last fiscal year, most of them (or 468) were Italians. Following are the statistics on the others:

British seamen, 450; Norwegians, 308; Greek seamen, 207; Netherlands, 201; Chinese, 193; Spanish, 182; Swedish, 129; Danish, 125; Germans, 84; Finnish, 73; Cubans, 48; Portuguese, 44; Israelites, 34; Argentinians, 27; Yugoslavs, 26; Polish, 23; Hondurans, 21; Philippines, 12; French, 11; all others, 355.

In an effort to live within the appropriation cut ordered by the Eisenhower Administration, the US Coast Guard has decided to reduce its port security program by some 266 persons at an annual saving of \$1,560,000. In connection with its security program, the Coast Guard has been using about 120 small boats, about 40-foot each. Some 4,200 enlisted men and about 500 officers of the Coast Guard are engaged in the port security program.

The new Eisenhower Administration shortly will be asked by Congress to state its views as to a merchant marine policy. The Senate Interstate & Foreign Commerce Committee will write letters to the major departments asking their comments on what the future policy should be. In all likelihood the answer from the Eisenhower Administration will be that the US should continue to have a strong fleet, manned by efficient US personnel.

Your S.I.U. Washington Reporter

Top of the News

OFFSHORE OIL DEBATE RAGES—The Senate completed its third week of debate on the offshore oil bill with no conclusion yet. It's generally conceded that those in favor of handing the offshore oil lands to the states have a substantial majority. Opponents contend that the offshore lands should remain a Federal preserve with profits from their exploitation to be used for Federal aid to schools in all 48 states. A record speech of over 22 hours was made against the bill by Senator Wayne Morse of Oregon.

NATIONALISTS WIN SOUTH AFRICA VOTE—The extreme right wing Nationalist Party headed by Prime Minister Daniel Malan has won a decisive election victory in South Africa. The Malan Party is committed to a policy of rigid segregation and would bar native Africans from jobs and homes in major cities and towns. The Nationalists, who represent the Dutch settlers in South Africa, are also hostile to ties with the British commonwealth.

HUNDREDS ARRESTED AFTER ARGENTINE BOMBINGS—Two unsuccessful bomb attacks on Argentina's president, Juan Peron led to rioting in Buenos Aires and destruction of opposition party buildings. Hundreds of opposition leaders were arrested after the bombings, along with large numbers of merchants accused of violating stiff price cut orders that the government has issued in an attempt to control inflation and hoarding of scarce food items.

SICK PRISONERS EXCHANGED IN KOREA—The exchange of sick and wounded prisoners went ahead smoothly last week in Korea. An additional number of prisoners over and above the original amount agreed on, was handed over by both sides. Truce talks are now resuming on settlement of the Korean fighting. Returning prisoners brought mixed reports of their treatment, but it was evident that in the early days of the Korean war a large number of prisoners died from neglect and mistreatment.



Pvt. Joseph Picerno, newly-released POW, faces battery of mikes in Korean interview.

US COMMUNISTS ORDERED TO REGISTER—The Subversive Activities Control Board has ordered the US Communist Party to register as an agency of a foreign government. Registration would involve filing full lists of officers and members and a complete financial accounting. CP leaders have announced that they will challenge the ruling and have it carried to the courts.

INDO-CHINA WAR TAKES NEW TURN—Communist forces in Indo-China that have thus far concentrated their efforts in the coastal state of Vietnam, have turned inland in a new drive through Laos. It is believed that the Communists are aiming to reach the Thailand border in the hope of cutting the Indo-Chinese states in two and possibly bringing pressure to bear on the Thailand government.

BRITISH OPEN TALKS ON SUEZ—Negotiations between England and Egypt over British bases in the Suez Canal are now underway in Cairo. The Egyptians want all British military forces to get out immediately, while the British are trying to work out some kind of defense arrangement to maintain the Suez bases after British troops leave.

Seafarer Hurt Rescuing Mate

Seafarer Anthony J. Skillman is recuperating at his Brooklyn home after a heroic rescue at sea in which he saved a shipmate's life. The rescue took place aboard the Bull Line ship Beatrice between San Juan and New York.

In saving chief mate Conrad Nilsen, the 33-year-old Seafarer injured his right side and back necessitating treatment and X-rays at the USPHS hospital on Staten Island. He has been confined to bed since the accident, awaiting the reports of the X-rays.

Running Seas
Skillman, an AB, was spotting booms on the No. 2 hatch on the morning of Saturday, April 18, when the drama unfolded. With the seas running high, Nilsen went forward to check the anchor chain and to see that all was ship-shape with the Beatrice. No sooner did he reach the bow of the vessel than a swell came roaring over the side, knocking him down and unconscious.

Immediately, Skillman dropped his paint brush and leaped into action. The Seafarer fought his way against knee-high water still running off the bow to reach the mate. Nilsen was floating unconscious in about two feet of water when Skillman grabbed him and prevented his body from being washed overboard by the rampaging ocean. Had another sea hit the bow before Skillman made his way forward, Nilsen would have been lost.

Battle Waters

Although Skillman had reached Nilsen, the pair was not yet safe, with the AB battling the slippery, heaving deck as well as the swirling waters about them. Skillman grabbed the mate under the armpits from the rear, in a life-saver carry, pulling him away from the bow and intending to get to the safety of the ladder and below decks as quickly as possible. Another swell came roaring along the deck and interrupted their flight. Just as Skillman was set to drag the mate down the ladder, a wave buffeted the pair, smashing them to the deck.

Skillman, however, would not be thwarted by the water at this point. He retained his iron grip on the mate and made their way safely down the ladder out of harm's reach. It was not until an hour later that the result of Skillman's fall on deck began to take a telling effect. He took to bed



Seafarer Anthony Skillman gets a light from his wife, Catherine, as he recovers at home after saving life of chief mate on the Beatrice, Bull Line freighter.

and has been confined there almost ever since, on the ship and ashore.

Veteran Seafarer
However, confinement has been made more pleasant for him ashore, with his wife, Catherine, ministering to his injuries. They've been married four years, but it is the first time her husband ever came home from the sea in the role of a lifesaver.

Seafarer Skillman has been a member of the SIU for 9 of his 12 seafaring years.

Skillman's last run was the 21-day trip to San Juan aboard the Beatrice, carrying general cargo to the island and returning with a load of sugar. He doesn't know when his next will be, but the New York-born and bred Seafarer is coming along nicely under the tender care of his wife.

Treat Migrant Workers Poorly

Migratory workers are far behind industrial workers in terms of opportunity, according to Labor Undersecretary Lloyd A. Mashburn.

Unorganized, the workers never stay long enough to obtain legal rights enjoyed by others. Also, they are poorly educated, with the children getting less schooling than the parents.

The 1949 child-labor amendment to the Fair Labor Standards Act is being threatened, Mashburn warned. An educational aid for migrant children, attempts are being made in Congress to weaken this amendment, setting back the child labor movement many years.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

The Lowdown On Watches

Few things a Seafarer buys are as confusing as the purchase of a watch. You can buy one for as little as three bucks or as much as \$150, and any price in between. Sometimes, too, you can pay 100 bucks or 55 for exactly the same watch, depending on where you buy it. There's plenty of skulduggery going on in the watch business as in the jewelry business in general, especially if you get in the hands of an unscrupulous credit jeweler. The watch business is notable for its exaggerated list prices. The manufacturers put especially high list prices on watches, and the general retail practice is that everybody sells below the list except some of the credit jewelers who sell on installments. If you buy a watch for cash from a reliable source you can get as much as 40-45 per cent below list, and many retailers give at least 30-35 off.

What kind of watch you ought to buy and how much to spend depends on your own needs. Generally watches divide up into jeweled and non-jeweled types. The jeweled watches are more accurate and in many cases will last a lifetime. However, they're more delicate too, and subject to injury. A seafarer who uses a watch while working as well as for dress may be as well off in the long run spending just a few dollars for a non-jeweled pin-lever watch. It will only last several years, perhaps not even as long as that under some conditions, but you do avoid the expensive periodic cleanings a good watch requires. An inexpensive pin-lever watch does lose or

gain several minutes a day and thus requires more resetting.

In jeweled watches, those with seven jewels are basic quality. Such a watch has jewels at the most important points of wear. It's rarely necessary to buy one with more than seventeen jewels at the most. Generally seven and seventeen-jewel watches are the same size while the twenty-one jewel models are sometimes a little smaller.

A good type of watch for a Seafarer is a water-resistant and shock-resistant make. A water-resistant watch has an especially tight case to keep out moisture, but it's doubtful that even the best of such watches are completely waterproof, so guard your watch accordingly. The best type of shock-resistant watches have so-called "incabloc" construction. These have a special inner case. But don't regard them as completely shock-proof either. Such watches also help keep out dust from entering the movement. Generally water-resistant and shock-resistant watches are found in the jeweled movements, but some less-costly pin-lever watches also have this type of construction. In fact, you can buy one for as little as \$12 with the desirable luminous dial too.

The Sea Chest at Union Headquarters in Brooklyn, NY, sells better-quality jeweled watches at sizable discounts, and reports that those with automatic winding movement are especially popular with Seafarers. The earlier models of these didn't always operate efficiently, but those now being manufactured are considered to work very well. With such watches, a few hours wear generally

generates about 30 hours of reserve time. They also have a regulation stem for auxiliary hand winding when necessary. Self-winding watches generally are more expensive to repair and service than ordinary watches.

Many of the watches on the market are Swiss movements in US-made cases. Some people believe Swiss movements are the finest; others consider the US-made movements like Elgin and Hamilton are superior. The facts are, Swiss movements can be either very high-quality or mediocre. The US movements undoubtedly are high quality.

What is vital is that you buy a watch from a source you can trust and whose reliability is unquestionable. For one thing, you should get a guarantee against defects in materials and workmanship, and a strange jeweler in a strange port may or may not satisfactorily carry out the guarantee. The SIU's Sea Chest stands behind all its watch sales.

For repairs too, it's best to use a jeweler you can trust. Repairs should carry the same guarantee as on new watches. Generally wrist watches need servicing (cleaning, oiling and adjustment) more often than pocket watches; every eight to twelve months as compared to twelve to eighteen months.

It's important that you keep a fine jeweled watch in a dustproof wrapping or box when not wearing it. Dust entering the movement is the chief source of damage to a watch, which is why the water—and shock-resistant types are so desirable.

Ex-Seafarer Visits SIU Hall



C. C. McClement (right), who sailed SIU before going into the Navy, looks over the LOG and talks with West Coast Representative Marty Breithoff during a visit to the SIU's San Francisco hall. SIU has recently expanded services in all West Coast branches in line with the increased tempo of A&G shipping in that area.

Draft Problems Facing Scholarship Seafarers

By GEORGE F. BONEY

(Boney, an SIU member, worked his way through the U. of Georgia, largely with his savings from going to sea, getting his degree in 1951. He is a member of Phi Beta Kappa, the honorary scholarship society. At present, Brother Boney is in his last semester at Harvard Law School.)

One of the things that prospective applicants for the SIU college scholarships should know is the draft status of college students. Under the present Selective Service Act, students may be deferred at the discretion of their local draft board as long as they make the minimum passing score on the Draft Deferment Test, and/or stay in the upper half of their class scholastically.

Any winner of one of the scholarships should take the Draft Deferment Test as soon as possible. Unless things take a sudden turn for the worse, a good student should not have to worry about being drafted.

In addition, many colleges offer a military program of four years that leads to a reserve or occasionally to a regular commission in one of the Armed Forces. This program is the reserve Officers Training Corps (ROTC). In some schools it is quite complete and in others is just supplementary to the regular college program.

Those interested in military life might choose a military college,

like the Citadel or Virginia Military Institute, to cite only a few of many. Here, uniforms are worn most of the time, and many of the instructors are military men. In most of these schools, however, you can prepare for any of the professions. The college course is the same, but the emphasis is on the military.

In the ordinary college with ROTC, the ROTC student attends ROTC classes two or three times a week, and drills in uniform about two hours a week. He takes a regular college course. Many schools offer a choice of Army, Air Force or Navy ROTC.

During the time the student is in ROTC, he is draft-exempt. Between his junior and senior year in college, he attends a six-week summer camp, or, if in Navy ROTC, may spend these six weeks aboard a Naval vessel. Upon graduation, and successful completion of the program, the student is commissioned a second lieutenant or an ensign. He will then be subject to being called for active duty for periods ranging from two to four years.

During the time the student is in the third and fourth years of the ROTC program, he gets 90 cents a day as a subsistence allowance, which comes in handy as extra pocket money. I'm in my last semester of Air Force ROTC, and in June, I will be commissioned a second lieutenant in the Air Force. From my experience, I feel this program is worth while, and advise Seafarer-students to look into it when they go to college. That way, while "Pop" sails the ships and supplies, "Sonny" can do his country a great service by training in the ROTC.



Boney

SEAFARERS BUY THEIR GEAR AT THEIR OWN SEA CHEST AT THE SIU HALL - NEW YORK

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 4/12/53 To 4/25/53

No. Seafarers Receiving Benefits this Period	844		
Average Benefits Paid Each Seafarer	77.50		
Total Benefits Paid this Period		65,411	12

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,145	00	
Death Benefits	10,701	14	
Disability Benefits	750	00	
Maternity Benefits	6,200	00	
Vacation Benefits	42,614	98	
Total			65,411 12

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	3,140.25	00	
Death Benefits Paid Since July 1, 1950*	57,340	67	
Disability Benefits Paid Since May 1, 1952*	892.50	00	
Maternity Benefits Paid Since April 1, 1952*	110,800	00	
Vacation Benefits Paid Since Feb. 11, 1952*	204,501.00	31	
Total			305,010 98

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	387,534	85	
	Welfare	510,171	28	
Estimated Accounts Receivable	Vacation	36,500	00	
	Welfare	360,000	00	
US Government Bonds (Welfare)		158,070	82	
Real Estate (Welfare)		273,850	00	
Other Assets - Training Ship (Welfare)		23,735	32	
TOTAL ASSETS				350,104 27

Comments:

During the past two week period, the Seafarers Vacation Plan paid out vacation benefits, that have put us past the two million mark in benefits paid.

The various welfare benefits of the Welfare Plan are receiving wide publicity through magazines and newspapers. The benefits most frequently mentioned and elaborated on are the Scholarship and Maternity benefits. No other maritime union has either of the two aforementioned benefits.

Submitted 4/28/53

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

News that an SIU freight company has bought five Atlantic tankers has considerably shaken up a great many AMEU stalwarts. Their faith in the Atlantic Maritime Employees Union, Atlantic Refining's "union" in name only, has given these boys quite a jolt. They had been mouthing the line about "job security" and "lifetime jobs" in Atlantic for so long that, at last reports, they were taking this development as something very personal. They have to. As company favorites, they've got a lot at stake.

News Makes A Mark

Announcement of the purchase of the Atlantic ships two weeks ago caused a stir not only in Atlantic but also throughout the tanker industry. The ships, which were never owned by Atlantic at any time, were bought by Pan-Oceanic Navigation, which already operates one Liberty under SIU contract. The new owners indicated Atlantic would continue to operate them under charter as before. It is important to note, however, that charters do run out, as was the case with four US Petroleum Carriers' tankers formerly operated by Socony-Vacuum. These ships, again operated by US Petroleum, crewed up in the New York SIU hall earlier this month.

The AMEU standard-bearers are also aware that most ship charters carry provisions which, under certain circumstances, enable the actual owners to call them back in at any time, so that their so-called job security might be pulled out from under them without too much notice. This has naturally gotten them worried, since they've built up in the minds a picture of dark and sinister maneuvering between SIU operators and the Union against them all the way through this campaign.

More Than Five Ships Affected

A subject about which they should really be concerned, and rightly so, is the fact that not only doesn't Atlantic own these five ships, but four others as well. Atlantic owns altogether 14 ships in its fleet, and this doesn't even include its three much-publicized supertankers. This means nearly 300 jobs in the fleet, practically 40 percent of the available work, hangs in the balance every time the charters are up for renewal! It also means a rather shaky foundation is propping up those AMEU claims of "lifetime job security."

The whole structure of its fleet sharply points out once again one of the major advantages of belonging to a real maritime trade union like the SIU, instead of a one-shot outfit that exists only because it serves the ends of a single company. SIU contracts with over 80 steamship companies, operating freighters, tankers and passenger ships, as well as specialized vessels like the oreboats, sandboats and seatrains, assure that Seafarers have plenty of job opportunities and needn't go begging for work. As members of a powerful international union embracing dozens of maritime crafts, Seafarers also have their pick of jobs in SIU shoregangs on the beach, in addition to those on tugboats, harbor craft and in vast fishing fleets on all coasts.

Problem of One-Company 'Union'

But where do you go when your "union" is a so-called "independent" with one contract, one company and one fleet (or at least a great part of it) that can change owners at any time and leave you hanging high and dry? That is the predicament constantly facing men in all the tanker fleets with "independent" unions. Most Atlantic men have come to realize that their future can be best protected by throwing in with the SIU. Now the AMEU die-hards, shaken by the latest undermining of their prized "job security," are coming around to the same realization. It's been pretty hard for them to face up to it until now.

Seafarers in all ratings whose income tax withholding statements (W2 forms) would show continuous employment with one company for a full year or more are urged to send these in to SIU headquarters for possible use in the Atlantic tanker drive. The Organizing Department has issued a call for these as another means of showing Atlantic seamen the wage-earning potential they can enjoy on SIU ships, whether they homestead one ship or company or ride a dozen. The W2 forms should be sent c/o the SIU Organizing Department. They will be returned upon request.

Rosario Crew Gets Salvage \$\$

Seafarers who were aboard the Rosario in February, 1952, are now sharing in a salvage melon of about \$29,000, as a result of rescuing the Liberian Liberty ship, Nausica, when the latter broke down not far from San Juan.

The total amount awarded officers and crew was \$7,763.25 or a one-third share. Equal shares were awarded to Bull Lines and to the Puerto Rican Lighterage Company whose salvage tug Berwind aided in the rescue. The rest of the money went for legal fees, as well as a bill for \$2,000 to cover the replacement of cables broken in the salvage operation.

In splitting up the award each crewmember received an amount proportionate to his base wages. The only exception to this is the captain who received a double share. Checks covering the amounts of the award have already been mailed out to all the men involved.

The salvage operations began when the Nausica sent out an SOS that her engine had gone dead due to evaporator trouble. The Rosario

was headed from San Juan for Norfolk at the time. It turned to the stricken ship and after several hours hard work succeeded in putting a line aboard despite strong winds.

For two days the Rosario towed the ship toward San Juan but on the morning of the third day the Rosario's line parted. The tug Berwind took over from there and successfully brought the ship into port.

Members of the crew, and the amounts they received are as follows:

- Zenon R. Rivera, Bos'n—\$203.72; Anton Wiltra, Carpenter—\$132.87; Philip L. Bazaar, AB—\$160.48; Fred A. W. Scraban, AB—\$160.48; John J. Schwabland, AB—\$160.48; Carlos Velez, AB—\$160.48; Lawrence P. Conticello, AB—\$160.48; Jack E. Smith, AB—\$160.48; Adrian C. Torres, OS—\$138.11; Quintin Plaza, OS—\$138.11; Roman J. Jopaki, OS—\$138.11; John J. Devine, DK Eng.—\$182.83; Miguel A. Velez, Oiler—\$160.48; Charles Ghva, Oiler—\$160.48; John Banach, Oiler—\$160.48; Frank N. Meacher, FWT—\$160.48; Roger S. Cowperwaite, FWT—\$160.48; Owen Morris, FWT—\$160.48; Rupert Gaultier, Wiper—\$158.44; Carl A. Tho, Steward—\$198.78; Efstratios Vlahos, Ch. Cook—\$182.83; Theodore M. Brown—N.Ck&Bkr—\$182.83; Anthony J. DiBartolomeo, 3rd Cook—\$158.44; Luis S. Medina, MM—\$138.11; Delfonso N. Perez, MM—\$138.12; George M. Williams, MM—\$138.12 and Luis Soler, Jr., Utility—\$138.12.

Just A Friendly Card Game



Walter Pitchett, pumpman; Dick Dolhonde, wiper; H. Richardson, FWT, and Nick Richie, AB (left to right), enjoy a friendly card game to pass time in the Lake Charles hall between job calls.

Popular MD Succumbs In Baltimore

Baltimore Seafarers here lost a helping hand recently when Dr. Bernard V. Kelly succumbed to a heart attack in University Hospital after suffering a stroke at home.

Dr. Kelly known as "the Doctor of the Waterfront," was a well-known and equally liked figure along the local waterfront. He was as quick to go to the aid of a sick seaman as he was to avoid the light of publicity for his humanitarian work. A familiar figure with his black bag, he was seen often climbing up and down a Jacob's ladder or wending his way along a narrow gangway.

The son of Irish immigrants, he went from working in a drugstore to become a graduate pharmacist with his own drugstore and then on to a medical degree from the old College of Physicians and Surgeons. He turned from treating women patients to the waterfront, because, he said, "I like men, especially seamen."

Dr. Kelly was once described as "an oldtime country doctor who used a ship instead of a horse and buggy."

Urge Stiffer Dope Law

More severe punishment for smuggling of narcotics into the US would be imposed under two bills introduced in the House of Representatives by Representative Patten of Arizona.

Under one bill, HR 4777, any crewmember of a ship would lose his license or seamen's papers permanently if convicted of one of several offenses dealing with the smuggling of narcotics. The loss of the seamen's papers would be automatic and there would be no possibility of ever getting them back again.

The second bill, HR 4776, would increase minimum prison terms for illegal importation of narcotics. First offenders would be subject to imprisonment for not less than five or more than ten years, compared to the two to five year terms now on the books. A second offense would call for a ten to 20 year term, while a third offense would carry life imprisonment.

The second bill, HR 4776, would

Cartoon History Of The SIU



The 1946 General Strike was the first time officers hit the picketline with the crew. Not officially on strike at the outset, they soon had their own demands. This was something new in maritime history—assuring victory.



However, negotiation by the officers was with ship-owners in the same old manner. While the SIU met with owners and operators, the officers sat in Washington being browbeaten by bureaucrats and ship-



The SIU was victorious long before the officers reached an agreement. Bridges signed, but everyone else remained out. Though finally winning, the officers hurt themselves and their union by going to companies for jobs.

PORT REPORTS

New Orleans:

Big Dock Expansion Program Announced

Signing of the new standard tanker agreement by Cities Service was good news to tankermen sailing out of this area.

Shoreside trade unions affiliated with the AFL Metal Trade Council at Lake Charles are still in the midst of contract negotiations with Cities Service, however, and have been assured by SIU officials here and in Lake Charles of full support of their efforts to reach a satisfactory agreement. These unions supported the Seafarers in our recent CS contract beef, going to bat to obtain unanimous approval by the Louisiana State Federation of Labor of a resolution pledging the Federation's full physical and financial assistance in event it became necessary for us to resort to economic action.

The effectiveness of this shoreside support was demonstrated by the speed with which an agreement was reached with Cities Service after this support was offered.

Harbor Improvements

The New Orleans Dock Board has just announced a \$21,000,000 construction program to expand and improve harbor facilities.

Biggest project in this program as outlined by Harry Hardin, president of the board, is a new grain elevator expected to be completed by the end of 1953 at a cost of nearly \$7,000,000.

The Napoleon Wharf, a new docking facility, is expected to be ready for use in the Fall. This project is being completed at a cost of about \$3,500,000.

Alterations and improvements to the Desire Wharf should be completed by June at a cost of \$150,000.

Construction work costing \$2,500,000 has been authorized for the Thalia and Robin Wharves. Work has been deferred, however, until the controversy over the proposed Mississippi River Bridge is settled.

Reconstruction of the Toulouse, Dumaine and Gov. Nicholls wharves at a cost of \$4,500,000 also has been authorized.

Construction of a new wharf at the upstream end of Charbonnet St. also has been authorized at an estimated cost of \$3,500,000.

Shipping Good

Since the last report, 187 men registered and 255 were shipped to regular deep sea jobs. In addition, a number of A&G District men were shipped to towboat and relief and stand-by jobs, further improving the job situation in this port.

The Dennison Victory (Waterman) crewed up here and she is expected to leave for the Far East soon with a full new crew from this port.

Since the last report, we handled nine payoffs and four sign-ons and 19 ships called here in transit.

Payoffs were aboard the Del Sud and Del Santos (Mississippi), the Antinous, City of Alma and Chickasaw (Waterman), the Carabelle and Catahoula (National Navigation), the Salem Maritime (Cities Service) and the Catherine (Dry Trans).

The Del Sud, Del Sol and Del Monte (Mississippi) and the Catherine signed on.

Ships calling in-transit were the

Corsair, Pennant, Cavalier and Pilgrim (Alcoa), the Steel Maker, Steel Scientist and Steel Fabricator (Isthmian), the Del Sol and Del Monte (Mississippi), the Seatrains Savannah and New Jersey (Seatrains), the Morning Light, Fairland and Monarch of the Sea (Waterman), the Southern States and Southern Counties (Southern Trading), the Julesburg (Terminal Tanker) and the Alice Brown and Margarette Brown (Bloomfield).

Friends and former shipmates of George Duncan will be pleased to learn he has been discharged from the hospital after being confined for several weeks while recuperating from an operation.

Lindsay J. Williams
New Orleans Port Agent

Seattle:

Invitation Given To All Who Want To Ship

Shipping in this port has been mighty fine during the past period, and from the looks of things, it's going to stay mighty fine for some weeks to come.

We are giving a very cordial invitation to any men who want to ship, especially those men in the rating of AB, oiler, cook and baker and FWT. Right now, we've got a clean beach, and we've got five vessels due in for payoff in the near future. Men with these ratings can ship just about as quick as they want, and right now, just about anybody can get out real fast if they want a trip to the Far East.

The ships that we paid off here during the past two weeks were: the Young America and Jean La Fitte (Waterman), the Sea Victory (Bournemouth), the Brightstar (Traders), and the Eugenie (Carras). The same five vessels all signed right back on again.

The vessels calling here in-transit included: the Christine (Carras), the Marymar (Calmar), the Bienville (Waterman), the Sea Coral the Seagarden (Peninsular Navigation).

We're all looking forward to the annual Seafair program that will be held here in the near future. This celebration means as much to Seattle as the Mardi Gras means to New Orleans. Everybody turns out for it, and there is a good time for all.

We've got the Omega, Seavigil, John P. Jones, Fairisle and Topa Topa all due in here for payoff in the near future, so things should be jumping in this port.

Jeff Morrison
Seattle Port Agent

Baltimore:

Work Now Under Way On New SIU Building

Shipping has been very good in this port for the past two weeks, and indications are that it will continue to be good for some time. During the past two weeks, we have had 19 ships pay off, 19 ships sign on and 12 ships call in-transit.

The payoffs included the Marore, Venore, Bethore, Baltore, Oremar and Santore (Ore), the Julesburg (Terminal Tankers), the Steel Flyer (Isthmian), the Edith, Mae and Evelyn (Bull), the Government Camp (Cities Service), the Albion (Dry-Trans), the Bull Run (Petrol Tankers), the Michael (Carras), the Hastings and Citrus Packer (Waterman), the Robin Sherwood (Robin) and the Potrero Hills (Philadelphia Marine).

The ships that signed on were: the Marore, Venore, Steelore, Bethore, Baltore, Oremar, Santore and Venore (Ore), the J. B. Waterman and Hastings (Waterman), the Edith and Mae (Bull), the W. E. Downing (State Fuel), the Government Camp (Cities Service), the Steel Flyer and Steel Artisan (Isthmian), the Albion (Dry-Trans), the Seacomet (Colonial) and the Tainaron (Actium).

The in-transits were: the Marina, Ines and Monroe (Bull), the Steel Artisan (Isthmian), the Antinous, Afoundria, Chickasaw, Azalea City, Hastings and DeSoto (Waterman) and the Alcoa Puritan and Runner (Alcoa).

New Hall

The work on the new hall in this port was started this past Monday, and will be full-ahead in about two weeks. The contractor on the job says that with a little luck we can probably be in the building by early fall, but after past experiences with building work of this type, we shouldn't count on getting into the new building before Christmas.

In all, this building shapes up to being one of the most attractive Union buildings on this coast, and we know, for a fact, the only building that can come close to our new hall is the Teamsters Building out on the Pulaski Highway, and that's some distance from here.

One of the men on the beach is Charlie Schrunk, who has sailed with the SIU for the past twelve years, and has made Baltimore his home port for the past six



Schrunk

years. He has participated in all of the SIU's beefs, and says he's with the Union all the way with the Welfare Plan gains and the wages and conditions that we've gained during the past years.

We have 19 members in the local drydock. The address is USPHS Hospital, Wyman Park Drive, Baltimore, Md. The men in the hospital are always glad to get mail or visits from their old shipmates. Those in the hospital include: N. Gumbiner, J. Wisloff, A. Swenson, F. Galvin, T. Oliver, G. Pritchett, C. Chandler, D. Cherry, J. Pedrosa, N. Rubin, D. Sykes, J. McStravick, R. Rogers, W. Thompson, W. Hartman, J. Davis, A. De-Filippie, G. Glaze and J. Smith.

Earl Sheppard
Baltimore Port Agent

Miami:

Rated Men Scarce In This Fair Port

Things have been going along real well down here. It's been a little cool and has been raining some, but we still have to go out and shake the palm trees when we want to get an AB or rated man, and right now, we have only one man on the beach.

We paid off the Florida (P&O), which is on continuous articles. The other vessels calling here were the Hastings, Antinous, Chickasaw and Raphael Semmes (Waterman).

There were a couple of minor beefs on the Florida, but they were all straightened out. The chief cook on the Raphael Semmes had to be hospitalized after being hurt by the ice box door. We told the officers the door would have to be fixed.



Morrison

We're still not getting any cooperation from harbor officials, so it's a good idea to call us as soon as your ship hits this port to make sure that we will know you're in port.

John Morrison is the only man we have on the beach right now. We thought that Fred Dickon would stick around, but he's leaving our sunny city for Mobile.

The Ponce will be getting out of drydock in about another week, and will again be a regular caller at this port. The Florida will be leaving here shortly to go into drydock in Jacksonville, but she shouldn't be out of service for more than eight or nine days.

Eddie Parr
Miami Port Agent

Lake Charles:

Cities Service Faces Metal Trades Strike

Shipping for the past two weeks has only been fair in this port, although the fishing weather remains good and some of the boys are reporting good catches.

Calling at this area during the past two weeks were: the Council Grove, Fort Hoskins, Winter Hill, Bents Fort, French Creek, Paoli, Lone Jack and Government Camp (Cities Service), the Del Sol and Del Monte (Mississippi) and the Petrolite (Tanker Sag Harbor). Oh yes, the Royal Oak (Cities Service) called in here, after staying away from this port for over a year now.

The big talk in this area, of course, is the signing of the contract by the die-hard Cities Service. All the unions in this area know about the signing and we keep getting phone calls congratulating the SIU. As we reported in the past, all of the unions in this area had pledged themselves to go right down the line with the SIU in any strike that he had to pull to get Cities Service into line. The unions here, as a matter of fact, have always been ready and willing to give us any support in our beefs, and we have already expressed our appreciation to these outfits for their willingness to help us out.

On the local labor front, we find the T. L. James Construction Company tied up by the Operating Engineers over a written contract. Mr. James builds highways, but right now, he's not building anything since the engineers have him tied up tight.

Cities Service

Cities Service is trying some more stalling tactics, but this time with the Lake Charles Metal Trades Council, AFL. These talks are going on every day, and today is the limit. Unless the company sees the light, the Council will hit the plant today. We're all watching this to see just what will happen, and whether the company will realize that the Council means business and will not force the Council to tie up the refinery.

The men on the Cities Service wagons, of course, were all glad to hear that the company finally saw the light, and signed the SIU agreement before we had to strike them. Now, all the men are just counting up the retroactive wages that they have coming to them from Cities Service. When the company starts handing out those retroactive checks, this town should really be jumping for a while.

On The Beach

For our Seafarer on the beach, we nominate Otto Pedersen, who hails from Mississippi, where he got his start as a shrimp fisherman. But in 1941, he decided on sailing the deep water, and joined the SIU. He sailed as serang on some of the Mississippi glamour wagons for a while, and now is shipping out of this port on the Cities Service tankers. He says it's a change after those trips down to South America where all those beautiful señoritas are.

Some of the other boys on the beach here include Jimmy Park, Tex Alexander, A. Fruge, J. Mitchell, M. Launey, W. L. Pritchett, N. Riehle, W. Langford and others.

Leroy Clarke
Lake Charles Port Agent

SIU HALL DIRECTORY

SIU, A&G District		TAMPA1809-1811 N. Franklin St. Ray White, Agent Phone 2-1223	FORT WILLIAM118 1/2 Syndicate Ave. Ontario Phone: 3-3221
BALTIMORE14 North Gay St. Earl Sheppard, Agent Mulberry 4540	BOSTON276 State St. James Sheehan, Agent Richmond 2-0140 Dispatcher Richmond 2-0141	WILMINGTON, Calif.505 Marine Ave. Sam Cohen, Agent Terminal 4-2674	PORT COLBORNE103 Durham St. Ontario Phone: 6391
GALVESTON308 1/2 23rd St. Keith Aisop, Agent Phone 2-8448	LAKE CHARLES, La.1413 Ryan St. Leroy Clarke, Agent Phone 6-5744	HEADQUARTERS675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall	TORONTO, Ontario88 Colborne St. Egin 5719
MIAMIDolphin Hotel Eddie Parr, Agent	MOBILE1 South Lawrence St. Cal Tanner, Agent Phone 2-1754	ASST. SECRETARY-TREASURERS Lloyd Gardner Joe Alfina Robert Matthews Joe Volpan Claude Simmons William Hall	VICTORIA, BC617 1/2 Cormorant St. Empire 4331
NEW ORLEANS523 Bienville St. Lindsay Williams, Agent	NEW YORKMagnolia 6112-6113 675 4th Ave., Brooklyn Sterling 6-4670	HONOLULU16 Merchant St. Phone 5-8777	VANCOUVER, BC565 Hamilton St. Pacific 7824
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SAVANNAH3 Abercorn St. E. B. Tilley, Agent Phone 3-1723	SEATTLE9700 1st Ave. Jeff Morrison, Agent Seneca 4570	SAN FRANCISCO450 Harrison St. Douglas 2-8363	THEBOLD, Ontario37 Ormont St. Phone: 2-3203
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		WILMINGTON505 Marine Ave. Terminal 4-3131	SAINT JOHN, NB177 Prince William St. Phone: 2-3049
		NEW YORK675 4th Ave., Brooklyn Sterling 6-4671	
		Canadian District	
		MONTREAL634 St. James St. West Marquette 5009	
		HALIFAX, N.S.128 1/2 Hollis St. Phone: 2-6911	
			Great Lakes District
			ALPENA133 W. Fletcher Phone: 1238W
			BUFFALO, NY180 Main St. Phone: Cleveland 7391
			CLEVELAND734 Lakeside Ave., NE Phone: Main 1-0167
			DETROIT1038 3rd St. Headquarters Phone: Woodward 1-8857
			DULUTH531 W. Michigan St. Phone: Melrose 2-4110
			SOUTH CHICAGO3301 E. 82nd St. Phone: Essex 2-2410

PORT REPORTS

Wilmington:

NUMCS Talking About Merger With The ILWU

Shipping has been holding up fair for the past two weeks, and should continue to stay about the same in the near future. The weather has been hot around this area, and with shipping the way it is, there has been a great demand for all sorts of rated men.

We paid off the Shinnecock Bay (Veritas), and they signed on right away. The ships visiting here were: The Cornhusker Mariner, Bucyrus Victory, Yaka, Golden City, Young America and Mobilian (Waterman), the Ames Victory and Jefferson City Victory (Victory Carriers), the Marymar and Pennmar (Calmar), the Del Aires and Lawrence Victory (Mississippi), the Christo-M. (Marine Shipping), the Purplestar (Traders), the Tadel (Shipenter), the Greece Victory (South Atlantic), the Barbara Frithie (Liberty Navigation), the Republic (Trafalgar) and the Massillon Victory (Eastern).

On the Christine, we had a beef since she was unseaworthy, and we had to hold her up. The Coast Guard came into the picture and ordered 500 tons of deck cargo removed, and then ordered that the ship should commence stability tests.

We note that the NUMCS is now talking about merging with Harry Bridges' ILWU. This has come about since Bryson, the head of the Red NUMCS was indicted on a charge of perjuring himself when he swore that he was not a Communist. It's hard to say just what the result of such a merger would be, but most people think that there would be no noticeable difference, since the NUMCS has always followed right along with the ILWU anyway, and Bryson has always had his NUMCS do just what Bridges' told him to do.

The West Coast program of reorganization of SIU facilities has met with great support from the membership out here. All hands are in accord with the Union's present program for improving and expanding the SIU services here on the West Coast, and making things better for the members who are now shipping from this coast.

Harvey Hill, Walt Masterson, Roy McCulloch, Loyal Piker, Al Burris and Red Whidden are on the beach here now.

Sam Cohen
Wilmington Port Agent

New York:

All Ratings Shipping With Little Trouble

Shipping has been going along at a steady pace these past few weeks, with plenty of jobs for all ratings. In fact, the dispatchers have had a little trouble getting men for some of the jobs.

We paid off a total of 22 ships in the past two weeks, signed on 6, and had 17 in-transit vessels. The ships that paid off were: the Suzanne, Kathryn, Monroe, Frances and Beatrice (Bull), the Fairland, Jeff Davis, Azalea City, Keystone Mariner and Wild Ranger (Waterman), the Bradford Island, Lone Jack and Council Grove (Cities Service), the Sea Nan (Stratford), the Petrolite (Tanker Sag Harbor), the Steel Director

(Isthmian), the Robin Kirk (Robin), the Seatrains Savannah and Louisiana (Seatrains), the Western Rancher (Western Navigation), the Couer d'Alene Victory (Victory Carriers), and the Julesburg (Terminal Tankers).

The ships that signed on were: the Fairland (Waterman), the Stoney Point and Battle Rock (US Petroleum), the Northwestern Victory (Victory Carriers) and the Cuba Victory and Robin Locksley (Robin). The in-transits were: the Chickasaw and DeSoto (Waterman), the Robin Sherwood (Robin), the Seatrains New Jersey, Georgia and Texas (Seatrains), the Salem Maritime, Bents Fort and Paoli (Cities Service), the Alcoa Runner, Ranger, Puritan and Pioneer (Alcoa), the Seamar (Calmar), the Steel Artisan and Flyer (Isthmian) and the Sea Nan (Stratford).

Claude Simmons
Assistant Sec. Treas.

Galveston:

Performers Staying Out Of This Port

Shipping has been very good in this fair port, and it looks as if it will continue to stay that way in the near future.

We paid off the Margaret Brown and Alice Brown (Bloomfield) and the Maiden Victory (Mississippi), and these three ships signed right back on again. The in-transits visiting here were: the Seatrains Louisiana, New Jersey and Texas (Seatrains), the William Downing (State Fuel), the Del Monte (Mississippi), the Southern States, Southern Counties and Southern District (Southern Trading), the Cantigny and Royal Oak (Cities Service), the Lafayette (Waterman), and we also had the Edith (Bull).

Sigmere E. Boggan Jr., who has been sailing for the past 10 years, is one of the men on the beach here. Sigmere joined the SIU back in 1945, and ships out of this port as AB and quartermaster. He has served well as ship's delegate on many of his SIU ships, and was one of the men who manned the picketlines in Port Arthur during the 1946 Strike.

Some of the other members on the beach here right now are Alphan Fruge, R. Harris, R. L. Shaw, G. Howard, D. C. Kumrow, W. L. Roberts, C. Kogler and E. C. Hill.

Keith Alsop
Galveston Port Agent

Boston:

Cities Service Crews Happy About Contract

The shipping picture in this port was good during this past period, however, it's hard to say just how it will be during the next couple of weeks.

We paid off the Fort Hoskins and Chiwawa (Cities Service), the Clarksburg Victory (Eastern) and the Montebello Hills (Western Tankers). The Clarksburg Victory, Montebello Hills, Fort Hoskins and Chiwawa all signed on again. We also had the Robin Tuxford (Robin) and the Ibberville (Waterman) call at this port.

The crew of the Fort Hoskins and the Chiwawa were all glad to hear that the company had come around and had signed the standard SIU agreement. There were enthusiastic comments and plenty of "retroactive smiles" on these vessels, since the crews have plenty of those retroactive dollars coming their way from Cities Service.

None of them doubted the outcome of the meetings between the company and the Union, but of course, were just as happy about getting the contract without having to tie up the ships. The men were all ready to hit the bricks, and the company knew that the men meant business. In fact, we had a lot of calls from Seafarers who were out of town, relaxing at home and taking a vacation, who wanted to know if they were needed for the Cities Service strike. They were all ready to forget about a vacation and man a picketline once they read about the strike date in the last issue of the LOG. However, we were able to tell them all that Cities Service had inked the contract just before the strike was set, and so they could go back to relaxing and enjoy their time ashore.

Atlantic Fine

The Atlantic drive is coming along fine in this part of the country. The Atlantic ships should be under the SIU banner before very long, and the men aboard them will be enjoying better conditions than they've ever had before.

In the hospital here, J. A. Duffy and J. J. Flaherty are still in the same ward, and are showing signs of regaining their former good health. D. S. White is due to get out soon after a long spell in the hospital. Tim McCarthy is out now.

J. Garello is in the hospital, being checked up. The men in the hospital here report that the LOG and the Atlantic Fleet News are just about the most popular reading material for many of the unorganized tankermen in the hospital here, and that they all show great interest in the SIU's organizing campaign.

Some of the men on the beach here are: Harry James, R. Ritson, J. Hunt, F. Morello, D. K. Hines, C. Berkeley, J. Bibeau, P. Norton, M. Gendron, C. Dwyer, A. O'Neil, G. Taylor and L. Campbell.

James Sheehan
Boston Port Agent

San Francisco:

Ports Over in Japan Are Really Great

Shipping has been very, very good in this port. Men have been registering right after paying off, and have been shipping right out again. And, it looks as if the shipping picture is going to stay bright for a while, and may even get better.

We paid off the Schuyler Otis Bland (Waterman), the Strathport (Strathmore), and the Seapender (Seatrains). The Strathport and Seapender as well as the Shinnecock Bay (Veritas), all signed on again.

The vessels visiting here in-transit, were the Steel Admiral (Isthmian), the Jean La Fitte, Bienville and Young America (Waterman), and the Portmar (Calmar).

The men running over to Japan from here keep telling us how good the ports are over there. It seems that in the past few months, these liberty ports have increased their facilities so that they are really great spots to visit, and the men claim that their money is going further now than it did a couple of months ago.

Services Upped

What with our new expansion of facilities for the membership and for giving the members better service, everybody is happy. The men sure are in favor of the new set-up, and it makes it easier for everybody, especially since so many more men are shipping on those Far East runs from the West Coast.

T. Sandstrom, J. W. Small, D. Edwards, and W. Rogers are among the men in the hospital here.

T. E. Banning
San Francisco Port Agent

Mobile:

SIU Fishermen Fight Bay Pollution Problem

Shipping in this port for the past couple of weeks was on a fairly even keel, with approximately 115 men shipped to regular offshore jobs, and about 70 men shipping to various relief and tugboat jobs.

We paid off the Lafayette, Claborn, Morning Light and Monarch of the Sea (Waterman), the Alcoa Pennant, Runner, Pointer, Pilgrim, Roamer, Cavalier and Clipper (Alcoa), and the Steel Scientist (Isthmian). The men on the Scientist were mighty proud of the recent story in the LOG about how the captain and company praised them for fighting a fire aboard ship.

Signing on were the Lafayette, Morning Light, Pennant, Pointer, Pilgrim, Roamer and Clipper. The in-transits visiting here were the Ibberville and Antinous (Waterman) and the Steel Maker (Isthmian).

Prospects for the coming two weeks don't look too good. Waterman has the LaSalle due for a payoff and the Chickasaw due in-transit. The Claiborne, which is in drydock right now, is due to be ready and Alcoa has the Patriot, Partner, Polaris, Puritan, Pennant, Corsair and Cavalier due in for payoffs. The Alice Brown (Bloomfield) is also due in here in-transit.

State Convention

The Alabama State Federation of Labor is presently holding its annual convention in the City of Montgomery, and we are attending this meeting. The Mobile Central Trades Council last Friday adopted a resolution to Senators Hill and Sparkman supporting a bill they introduced to pay \$10,000 to each of the families or estates of nine SIU men killed in a 1946 airplane crash.

Our affiliates, the Fishermen's Union of Bayou La Batre, is still battling the pollution problem in its area. This problem threatens to cut down the oyster beds which serve the larger part of the oyster industry there. The officials of the union are still putting pressure on the Mobile City Commissioners and other bodies involved to get a disposal plant which will eliminate the pollution problem.

Brother Killed

The Mobile branch extends its sympathy to the family of Brother Homer Diamond, who was killed in an automobile accident near Lake Ponchartrain in New Orleans. His car was found in the lake, and later, his body was recovered from the lake. It is presumed that his car ran off the road and into the lake, and that he was drowned. He is survived by two sisters and five brothers, residing in various parts of the State of Alabama.

We're nominating Jackson W. Holman as one of the outstanding Seafarers on the beach here. Married, he has one child. He started sailing SIU back in 1945, and he has been sailing in SIU engine departments ever since that time.

As a married man with a child, he says that things like the various Welfare Plan benefits really make a great difference to him, and he also is proud of the job security he has in the SIU, with better than one job for every bookmember in the Union. That's the sort of security that really means something to a man with a family.

Cal Tanner
Mobile Port Agent

A & G SHIPPING RECORD

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	23	14	19	56	29	32	26	87
New York	209	168	144	521	160	143	113	416
Philadelphia	36	18	19	73	34	35	35	104
Baltimore	175	132	112	419	132	112	104	348
Norfolk	22	16	13	51	16	13	15	44
Savannah	18	10	11	39	22	17	17	56
Tampa	6	14	15	35	4	5	3	12
Mobile	38	40	49	127	42	33	28	103
New Orleans	62	66	86	234	101	91	94	286
Galveston	73	61	54	188	74	69	59	202
Seattle	18	16	19	53	30	25	27	82
San Francisco	33	45	32	110	35	38	34	107
Wilmington	15	14	9	38	12	13	9	34
Total	748	614	582	1,944	691	626	564	1,881

IN THE WAKE

The tiny island lying in the North Sea 28 miles off the NW coast of the German mainland is generally called Heligoland by the British and Helgoland in the US, but the name means "holy land." It is believed that there was some kind of religious shrine there in ancient times, as some historians say the ancient Angles, after whom the English were named, used to go there to worship. Today Heligoland is perhaps 150 acres in area, and it is gradually getting smaller from sea erosion. It was much larger at one time, actually consisting of two islets connected by a strip of land. A violent sea eruption separated them in 1720.

The letter M used in our language today actually started out as a word-picture representing the waves of the ocean. It stems from the language of the ancient Phoenicians, a seafaring people whose territory roughly occupied the area of present-day Lebanon and who ventured the open seas as far as the coast of Spain. Their word for M was mem, meaning water, and their letter was much like ours in shape.

Acadia, the historic and literary name of a district comprising Nova Scotia and the eastern part of New Brunswick in Canada, is the latinized form of "akade," an Indian word for a land or region "where this thing is abundant." Its first use was in 1604 when a colony of Old World settlers was established in the area. This colony on the Bay of Fundy in Acadia was the first permanent French settlement in North America.

A fleet of ships necessarily "floats" on the sea, and this is the essential meaning of the word "fleet" itself, which came into our language from old Old English as a verb meaning "float," "drift," or "flow." Although the word "fleet" is seldom encountered today except in references to a group of ships, we still speak of fleet glances and fleet-footed athletes, carrying forward the old meaning of swift, flowing movement. The famous

Fleet Street in London actually gets its name from the underground "fleet" or stream that "flows" into the Thames at that point.

Berth, as in the phrase "to give a wide berth to," came into our language early in the 17th century as a nautical term meaning the space a ship needed to operate in. The actual phrase was "to give a good (or, a clear) berth to" which meant, literally, to avoid or keep well away from.

The name for the type of naval ship known as a cruiser can be traced back to various Dutch and Latin terms meaning cross. A cruiser then is a ship that is supposed to move in a "crisscross" manner, and the old sailing ships did just that. Even our modern liners that go on cruises "cross and recross" as they touch their various ports.

When we look out over the ocean at ships that disappear below the horizon, it would be so easy to believe that the earth actually sloped away in the direction of our sight. For this same reason, the Greeks thought it was downhill. They spoke of the apparent "drop" as a klima or klimatis, "a slope," which led to our present word climate. In fact, the Greeks believed that this "slope" or "descent" affected the weather and temperature, and on this basis the earliest geographers worked out seven different "climates" for the world which were governed by seven planets.

In our world of geography the measurements of latitude and longitude have always been important. Even ancient maps were marked like ours with the lines of longitude and latitude, but these were used to indicate the length and breadth of a flat world. Their Latin names latitudo and longitudo hint at this, as they are derived from latus, "wide," and longus, "long." At that time the world was only "long" and "wide" to its inhabitants.

THE INQUIRING SEAFARER

Question: What was the most interesting trip you ever made?
(Question asked in Lake Charles hall)

Robert Castelin, oiler: I've been sailing since 1948, but the trip that always will stick in my mind is one I made to Greece in 1951 on the Catherine (Trans Fuel). I saw the Acropolis in Athens and that is a sight you will never forget. It was really an inspiring experience.



Leo Rose, steward: I'm a retired soldier and I've been around, but my first trip is one I will never forget. We sailed from Galveston in 1947 on a 100-day run that took us to Germany, Turkey, Italy and Greece. Seeing countries I had never seen before is what interested me.



James L. Siniard, AB: In the fall of '51 I made a trip to Denmark and that was the most pleasant run I have ever experienced in the seven years I have been sailing. What made it so pleasant was the friendliness of the Danish people, many of whom speak English and are noted for their hospitality.



James H. Parker, pumpman: During the war I shipped out on an ammunition carrier that took us to North Africa and to Italy. In 25 years of sailing, that is the trip that stands out in my memory. We were under air attack at Civitavecchia, Italy, but we came through it safely.



Dalton Barnes, cook: It will be a long time before I make a trip that can top one I made to Denmark last year. The people there are so friendly and make such a real effort to see that American seamen have a good time while ashore. I would like to go there again soon.



Nick Richie, AB: The Canary Islands is the place to go for a good time. I was there eight months ago and I never saw such beautiful beaches, not to mention the girls. Prices there are exceptionally reasonable, too, which makes it inexpensive to have a good time while ashore.



MEET THE SEAFARER



PASQUALE MARINELLI, Carp.

Taking to the sea in 1942 for patriotic reasons, Seafarer Pasquale Marinelli has been following it as a means of livelihood ever since.

With the United States engaged in a hot war against the Axis powers, Marinelli turned to the merchant marine to help Uncle Sam deliver the troops and the ammunition to the fighting fronts. In addition to helping the nation in time of crisis, Marinelli knew that he was preparing a position for himself in an industry which would be booming after the formal shooting ended.

In War Zone

Sailing many times into the forefront of the fighting, Pat (as he chooses to be known) came closer to death than many men do and more than most care to. Most of his war zone experience came in the Mediterranean when the Germans and Italians ruled that sea with heavy air power at their command. The ships he sailed spent many a day and night dodging about on the sea like corks, retracing their wakes and following new courses in an attempt to lessen the danger from bombs and strafing.

"We ran convoys to the Mediterranean," he said, "hitting Casablanca, Oran, Alexandria and the Persian Gulf. We carried ammo, airplanes and other general wartime cargo, so the Germans and Italians weren't too happy about having us about the place. They showed it to us, too, in the form of reception committees whenever we came within range of their guns or planes. They bombed the heck out of us. And when we weren't within range of their coastal batteries or aircraft, they would send out their pets, the subs."

Brush With Death

The 32-year-old carpenter, a member of the Union since 1950, is steeped in the tradition of his calling, down to the lacerated and iodined hands suggestive of a man

of the wood and chips. It was early in 1944 that the stockily-built carpenter had a brush with the old man and the scythe while a crewmember of one of 50 ships plying the Atlantic in a convoy headed for Oran, Algeria. As luck would have it, a tin fish missed his ship by the width of a boom and struck a nearby vessel in the convoy. The scow went down like a stricken warrior, carrying most of the crew with it, as only 10 survivors were picked out of the icy waters by other ships of the convoy.

In the war convoys to the Mediterranean war zone, Marinelli sailed on the Jim Bridger, the James Maguire and the Daulton Mann, among other vessels, making two runs on the Maguire to the "sea in the middle of the land." Prior to those hazardous trips, he sailed aboard the US Army Hospital ship, Thistle. On one mercy run it picked up about 600 wounded servicemen in Marseilles, France. Later, it exchanged 700 nurses for as many sick members of the armed forces in Honolulu, Hawaii, on a Pacific run.

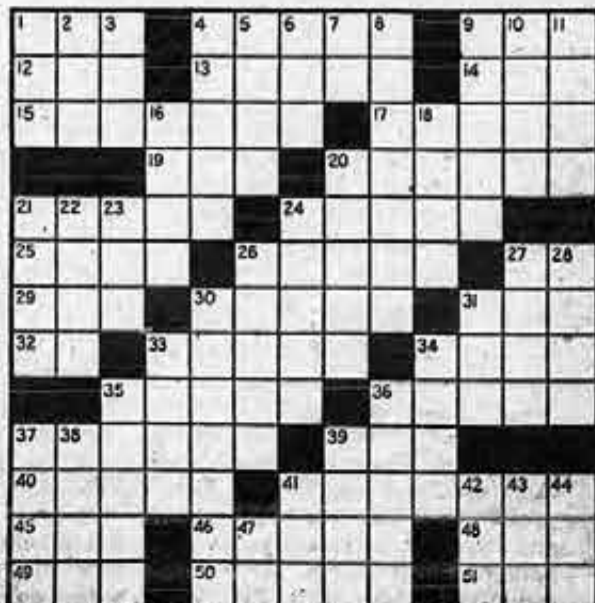
Prefers Far East

Marinelli prefers runs to the Far East more than anywhere else in his Seafarer life. "The people of Yokohama, Japan," he said, "are the most friendly, hospitable people of any country in the world. That's why I like to ship there. I'm never bored. There is always something new turning up to interest a sailor, tourist and a camera enthusiast." Marinelli employs some of his spare time in the Japanese port by snapping the people off guard, the buildings as they stand and the outward signs of native customs as they present themselves to his camera. Other runs he likes to make are to California and the African towns of Durban, Capetown and Mombasa.

He likes the new Mariners, he said, although he'll sail anywhere, anything, anytime, as long as it's SIU.

The Seafarers Puzzle

- | | | | |
|---------------------------------------|-------------------------|--|-------------------------------|
| ACROSS | 50. Cape off Norway | 16. What an oil drill seeks | 31. Third man in ring |
| 1. Bearing of Haiti from Great Inagua | 51. Animal on Gibraltar | 18. Clips edge of coin | 33. Office message |
| 4. Bay off St. Pete | DOWN | 20. Ohio or Iowa | 34. Top of house |
| 9. Chow up | 1. Soak up | 21. Port near Osaka | 35. River in France |
| 12. Cargo from Aruba | 2. Taps for mariners | 22. Port W. of Algiers | 36. Biblical word |
| 13. Figure of speech | 3. Kind of tree | 23. Black substance | 37. Sharp and biting |
| 14. King beater | 4. Sea N. of Australia | 24. Miss Henie, skater | 38. Steam route |
| 15. Member of crew | 5. Man's name | 26. Sea | 39. Allowed use of |
| 17. Seaport in Azores | 6. Bill's friend | 27. One of Columbus' ships | 41. It's "hot" or "cold" |
| 19. — Paul, of Africa | 7. River in Italy | 28. Rude person | 42. Where Dauphin I, is Abbr. |
| 20. Piles | 8. Port in Honduras | 30. Only square-rigger calling at US ports | 43. Kind of tide |
| 21. Yugoslav port | 9. \$10 gold piece | | 44. Compass reading |
| 24. Place for actors | 10. Israel port | | 47. Set sail |
| 25. Spoken | 11. Social affairs | | |
| 26. Baby horses | | | |
| 27. Where St. John is: Abbr. | | | |
| 29. Feature of "Port O' Call" | | | |
| 30. Ecuador port | | | |
| 31. Brazil port | | | |
| 32. Printer's measure | | | |
| 33. — Hamill (Bull) | | | |
| 34. Nevada city | | | |
| 35. Jason's girl friend | | | |
| 36. New way to send sound in water | | | |
| 37. Calmar ship | | | |
| 39. Name for a lion | | | |
| 40. Yule song | | | |
| 41. Benefit paid by SIU | | | |
| 45. Forerunner of the motel | | | |
| 46. Capital of Guam | | | |
| 48. The linden | | | |
| 49. Fondy of the Cubs | | | |



(Answers on Page 25)

TEN YEARS AGO

An Allied bulletin said that US and British planes on patrol off Tunisia encountered a "very large formation" of Axis transport aircraft and shot down 58 of them, plus 16 of the escorting planes. A US bulletin said 30 escorting planes were destroyed, counting those attacked on April 19 in a continuation of the air battle. . . . The SIU first battled for, then hailed the Supreme Court's decision on compensation for seamen injured ashore while in the ship's service. . . . The Venezuelan link in the Pan-American Highway was opened to traffic. About 180 miles were paved with concrete and the remaining 600 miles were hardened with natural materials. The road connects La Guaira, Venezuela's chief port, with Tariba and the Colombian border.

The Senate passed a joint resolution to transfer to the Republic of Panama lands and utilities worth millions of dollars owned by the US Government in the Panama Canal Zone. . . . The US War Department in a communique disclosed that the US aircraft carrier, Hornet, since sunk by the Japanese, was the ship from which 80 American fliers in 16 B-25 bombers raided Tokyo, April 18, 1942, under Gen. Doolittle. . . . SIU's war record stole the show in

the AFL State Federation Convention in Shreveport, La.

The Truman committee, reporting to the US Senate, said that this country had failed to build sufficient escort vessels and that U-boats were sinking one million tons of shipping a month. . . . John L. Lewis announced that in the absence of new contracts with the operators the soft coal mines employing 450,000 men would close at midnight, April 30. . . . The SIU, protecting the rights of Seafarers, supported the AFL's fight against President Roosevelt's wage and job freeze. . . . The Japanese radio issued a warning that any American fliers who attempted another raid on Japan would be certain to have a "one-way ticket to hell."

The US Government notified the head of its diplomatic staff in Finland to come home. . . . A Selective Service directive, instigated by the SIU and SUP, asked for the deferment of all seamen no matter where they sailed, but especially for offshore men, which service it was felt was "tantamount to military service". . . . In Kansas a law went into effect which required labor unions and business agents to be licensed by the Secretary of State.

SEAFARERS LOG

May 1, 1953

Vol. XV. No. 9

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4670.

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Below The Belt

The recent proposal by the Weyerhaeuser Steamship Company to limit the wages of seamen on subsidized vessels by Government edict smacks of just one thing—a below-the-belt attack on maritime unions and their bargaining rights. In their anxiety to limit seamen's wages the shipowners are ready to throw overboard the rights of unions and employers to bargain collectively and submit seamen's wages to the dictatorial rule of a Government official.

The SIU seriously doubts that any such proposal could possibly be justified under the US constitution. In other countries where laws are made and unmade at one man's whim, it is commonplace for edicts to be handed down fixing payments to this and that group of workers. Here in the US we don't do business that way.

If any such proposal were to be adopted, then it would be equally logical for the Government to fix wages on airlines (subsidized by mail payments), farms (subsidized through parity legislation), newspapers and magazines (subsidized through special mailing rates) and so on. Or to carry it to its ridiculous extreme, the Government should fix wages in all plants from which it purchases goods because the Government is paying the bill.

Obviously nobody in this country wants that kind of Government control. We don't think the shipowners, on second thought, will really want it either.

Impressive Victory

The successful outcome of the Cities Service contract dispute is another impressive victory for the SIU. Despite the tremendous wealth and strength at its command, this company signed for the full agreement when the showdown came. As soon as it saw that the SIU meant business, CS quickly changed its tune.

An important factor in the SIU success at Cities Service was the assistance that was offered by shoreside unions in Cities Service refineries and terminals. In the past, the SIU has maintained a consistent policy of helping shoreside unions in their beefs. That policy paid off with interest at Cities Service.

It's likely that Cities Service was being prodded in its stand by a sister oil outfit, Atlantic Refining, which had a great deal at stake in seeing the SIU thwarted. But as the strike deadline neared, Cities Service felt less and less like picking Atlantic's coals out of the fire.

A word of praise should go to the crews of Cities Service ships. During all of the company's balking and delay, they continued to sail their vessels, even though Seafarers on other SIU-contracted tankers were already enjoying the benefits of the new contract. Their steadfastness has paid off for all SIU men.

The Fateful Strikes

Looking around at the strength of the SIU today and the kind of contracts and conditions prevailing, it's a little hard to recall the bitter struggles of previous years. That's why it's appropriate now to take a long look at the 1921 and 1934 maritime strikes, both of which began in the month of May.

In those days the shoe was on the other foot. All the power was in the hands of the shipowners, backed up by the authority and resources of government. The seamen and maritime workers fought it out alone without money and without help. And many of them took a severe beating in the process.

It was the men who manned the picketlines in '21, '34 and later in '36 who laid the groundwork for the rise of American maritime unions. It's well to remember them and to recall that many of today's conditions were made on the picketlines—not just born that way.

Job Well Done

Seafarer Anthony Skillman acted in true SIU fashion recently, when without regard to personal danger he rescued the chief mate of the Beatrice from certain drowning.

His quick thinking and quicker action in the emergency deserve the plaudits of all Seafarers. The SEAFARERS LOG adds its congratulations to Brother Skillman for a job well done.

LETTER of the WEEK

SIU Scholarship Big Opportunity

To the Editor:

As a retired bookmember who is now attending Montclair State Teachers College in New Jersey, I want to say that the members of the Union have a wonderful opportunity under the SIU's scholarship plan. Having been in the Army I am now going to school under the GI Bill, but I know that seamen received no benefits of this type after World War II. The Union, by making the scholarships available, is giving Seafarers a great opportunity that they should take advantage of.

This opportunity for Seafarers to go to college, and for their sons and daughters to go to college is the sort of thing that seamen have needed for a long time. It will give many of the men who have been sailing a chance to get back to school and complete the education that they have always wanted. These are the type of men, who have been sailing, and have been active in the Union and its beefs, who will make the leaders of tomorrow.

I remember after World War II, seamen were considered outcasts and found it tough going shore-side. Now these attitudes are changing fast, thanks to the Union's forward-looking program of benefits and to the beautiful headquarters building in Brooklyn which has won a great deal of praise and respect for Seafarers. This program is truly a monument to the SIU.

Seafarers will find that the \$1,500 a year will provide room, board and tuition in practically every first-class college in the country. I've found from my own experience that my travels and my work as a seaman and an organizer proved very valuable. They are an education of their own and a helpful experience which most college students lack. Seafarers will find that they have an advantage over other students in that respect.

The man who has been sailing for a while, and has visited the various parts of the world, knows something about life. He has had a chance to see something of the world in which he lives, and has been matured through experience. He has the advantage in college over the youngster who has just come from high school, and has not had the same experience. In fact, the man who has been sailing for a while need not worry about having been away from school and studies for a period. He will find the maturity and experience he has had will be of great advantage to him.

Perhaps some of the scholarship winners will decide to attend Montclair in which case I'd be very happy to welcome them and help them get acquainted.

I hope to reactivate my book and do some sailing this summer. My best regards to my old shipmates including Red Campbell, George Boney, Blackie Colucci and Marty Briethoff.

Louis (Stacy) Cirignano

'We'll See That You Get A Raise For This One!'



LABOR ROUND-UP

A two-day strike by AFL Stereotypers after lengthy negotiations with the morning Syracuse Post-Standard and afternoon Herald-Journal won a pay increase of \$3, bringing the scale to \$96 a week dating from March 1, plus \$2 a week retroactive for a year previous to that date. The newspapers, with separate publishers, both are owned by S. I. Newhouse, of New York City, who has a long record of fighting unions on his big string of papers throughout the country.

In wage reopening negotiations with the Clay Sewer Pipe Manufacturers Association of Akron, O., the AFL United Brick and Clay Workers won pay increases of five cents an hour in the scale now ranging from \$1.44 to \$1.65 and three percent on piecework rates. The agreement covers more than 2,600 members of 25 locals, 13 of them in Ohio.

A forge plant in Erie, Pa., has come up with an electrical watchdog which will even measure the time a worker takes to wipe the sweat off his brow. The gadget has been installed on welding machines, and measures exactly the amount of time each man works on his job.

The Virginia Electric and Power Co. of Richmond and the AFL Electrical Workers agreed on a new pact for 2,700 workers including an eight percent wage boost, fringe benefits and correction of inequities. Agreement came after a day and night of bargaining. Previously there had been five meetings without result since Feb. 24, rejection by VEPCO of an arbitration offer, and a strike authorization by the union.

The new Rockford, Ill., mayor, city clerk and three aldermen are union members. The mayor is Milton Lundstrom of the AFL International Typographical Union. William E. White, president of the Rockford local of the CIO Newspaper Guild, was elected city clerk, and the three aldermen elected are Samuel A. Guzardo, staff representative of the state CIO Community Services committee; Gene

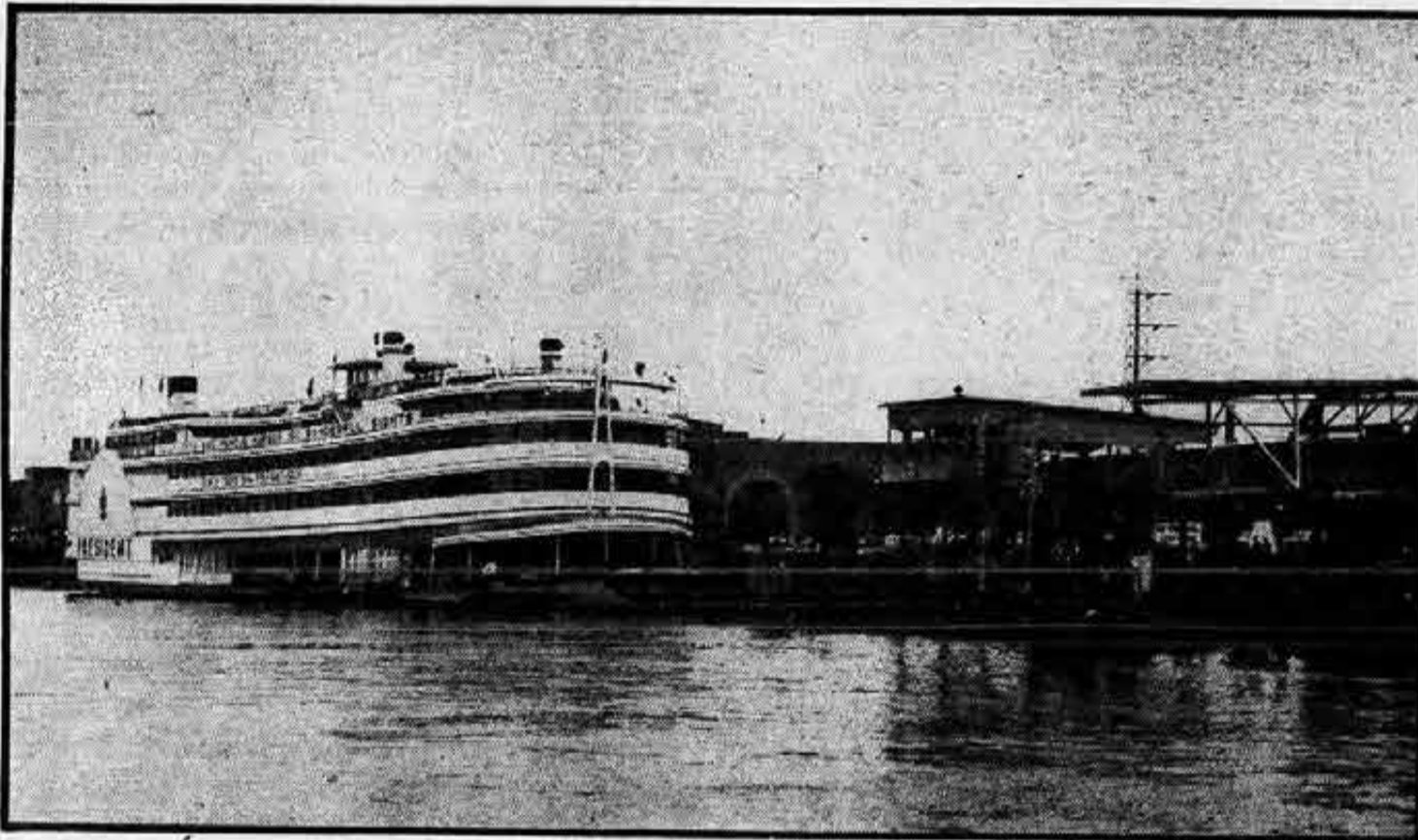
Vestal, chief steward of CIO United Auto Workers Local 39, and John Valerius, member of UAW Local 449.

A record-breaking 37 million workers now are covered by state unemployment insurance programs, reported Secretary of Labor Martin P. Durkin. This is an increase of 11 million workers since 1941 and in the same period the reserve fund for unemployment benefits rose from \$2.5 billion to \$8.3 billion. A total of 1,800 offices distribute these benefits which are collected from employers whose workers are covered under the programs. In the 40 years since the Labor Department was founded, the US labor force has increased from 36 million to 67 million workers.

The AFL United Auto Workers lost out by 100 votes last October at the American Lava Corp. in Chattanooga, Tenn., but got the election set aside because of flagrant company support for the anti-union group. Now, in a second election, it has won, getting 710 votes out of 1,030 cast. The union's Atlanta office also announced NLRB victories at the Aleo Manufacturing Co., Rockingham, NC, and at the new twine plant of the International Harvester Co. at New Orleans.

When 17 operators of machine shops in Portland, Ore., reneged on the contract negotiated by their committee and approved by the union, AFL Machinists didn't strike. Instead, they reported for work—but without tools. The agreement, which included pay raises and other improvements, provided for replacement by employers of lost or stolen tools, which cost each man from \$200-\$600. The larger machine shops, known as "plate shops," accepted the agreement, but the others refused to ratify it. The machinists called a meeting and took their kits home to remain there until employers either supplied costly equipment or guaranteed to protect workers against loss. After a few days the employers saw the light.

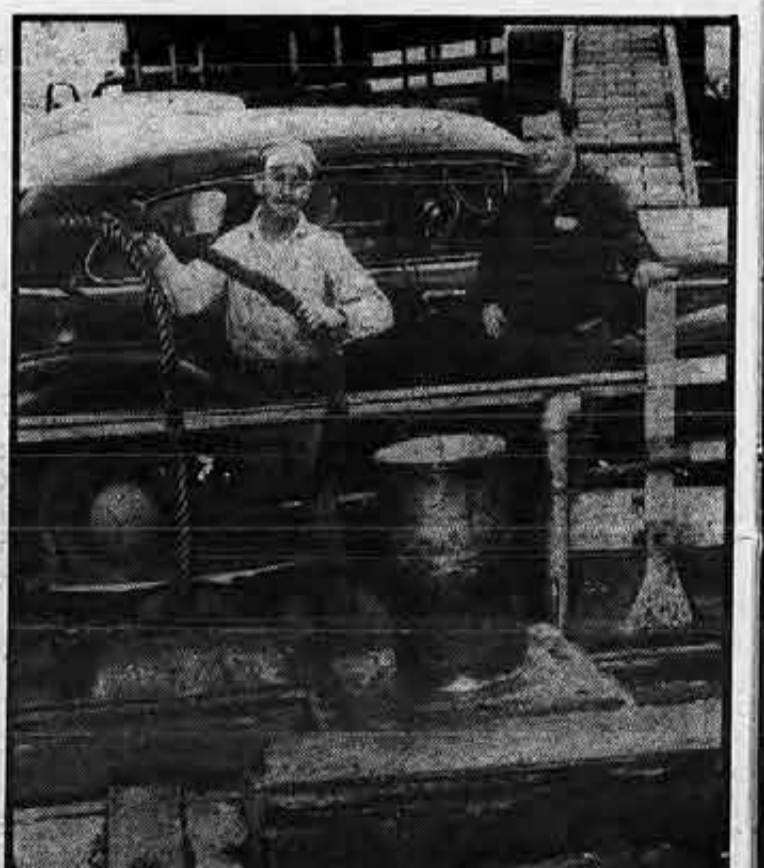
THE NEW ORLEANS



This is how the well-known Canal Street, New Orleans, ferry terminal looks from the deck of the SIU-MAW-manned ferryboat Crescent as she steams with another load of passengers into her berth after crossing the Mississippi River from Algiers, Louisiana, on the west bank. The popular river excursion boat President is tied up at her berth, just above the ferry slip.



Deck officer E. Landry (above) throws open terminal gates to let passengers aboard. Below, crew member Bill Bairnsfather collects a fare from Mrs. G. Tompkins of Algiers.

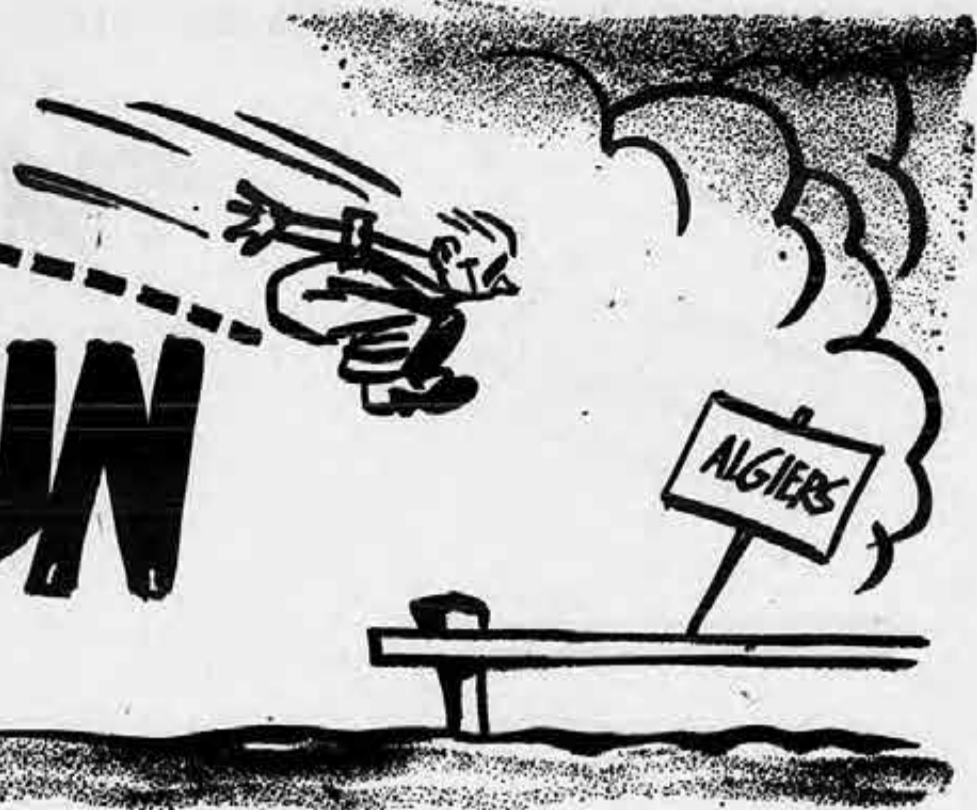


Captain Walter E. Blakeman talks over old times with Tommy Doyle (above). Below he keeps a watchful eye on treacherous Ole Miss whose currents are unpredictable.

Chief engineer Dathan Gilbert (above) took up ferries after 14 years on the Seatrain Havana. Landry (below) prepares to lower ramps for pedestrians at the terminal.

With the ferry coming alongside the Canal street pier Walter Bairnsfather, oiler, heaves a line under the approving eye of MAW representative Tommy Doyle.

S-ALGIERS RUN



NEW ORLEANS—An all-important link in this city's public transportation system is kept operating around the clock by a hard-working collection of SIU-affiliated "ferry boat seamen."

They man the ferries that bridge the Mississippi between New Orleans and Algiers, La., on the river's populous West Bank.

With the exception of office personnel, every phase of the ferry operation, from fare collections to the captains who call the signals from their lofty wheel house perches, is manned by union members, most of them members of the SIU-affiliated Marine Allied Workers.

Only recently, 100 percent union representation of employees of Algiers Public Service, Inc., operator of the four river-spanning craft, was achieved when shore gang workers voted unanimously in an

NLRB-conducted election to be taken into the fold.

While the scope of their travel is about as limited as that of an elevator operator, who most closely represents their shoreside counterpart, their work is nonetheless exacting. As often as every 12 minutes during the peak periods of rush hour traffic, they buck the turbulent and treacherous currents of the Mississippi in ungainly-appearing craft loaded with pedestrians and vehicles of every description ranging from bicycles to heavy trucks.

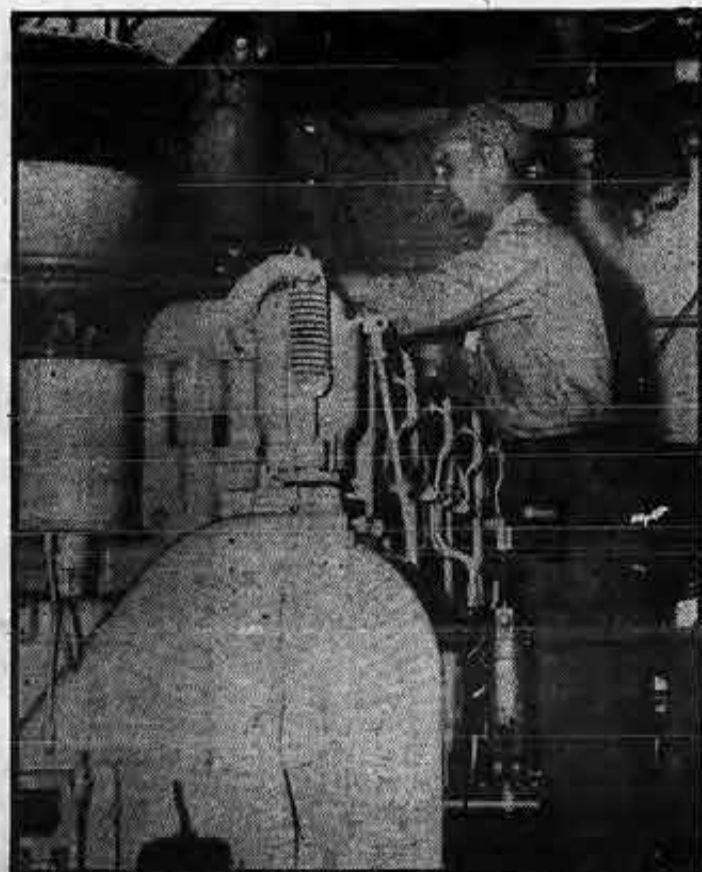
From 6 AM until midnight, two diesel-driven ferries shuttle on a 12-minute schedule across 1,700 feet of swift-moving water between the foot of Canal St. in New Orleans to the foot of Morgan St. in Algiers.

The Third District Ferry, served by two steam-propelled craft, operates from

6 AM until 10 PM between terminals at Barracks St. in New Orleans and Olivier St. in Algiers. This line also operates on a 12-minute schedule during rush hours and on a 24-minute basis during slack periods.

Although the volume of traffic on the two systems is classified by General Manager M. H. Serpas as a company secret, the ferries are the only means of transportation for thousands who daily must cross the river for work, trade or pleasure, paying for the privilege at the rate of five cents for pedestrians and 26 cents for automobiles.

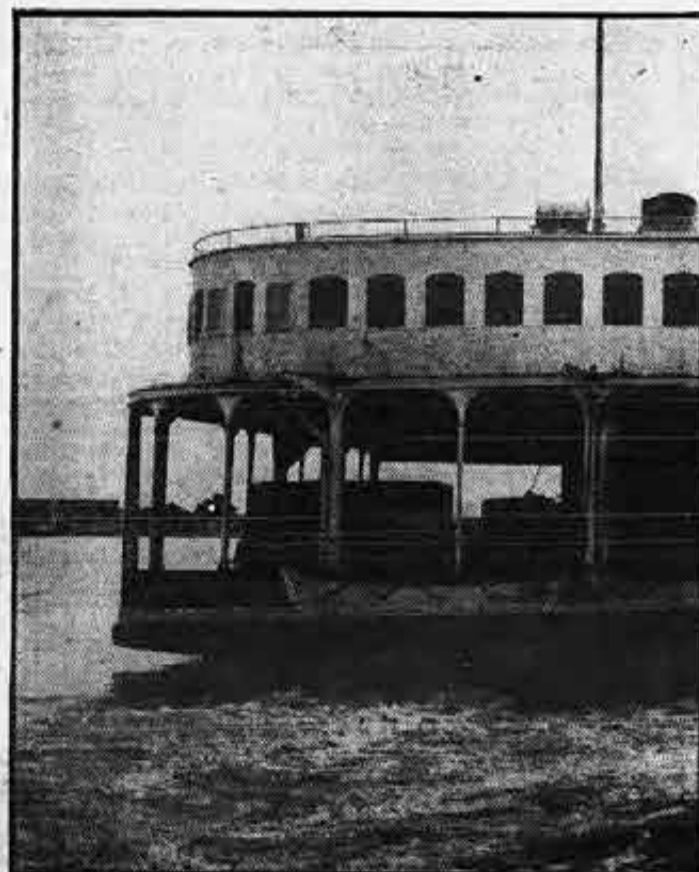
With business and civic interests on both banks plugging hard for construction of a Mississippi River Bridge, to be financed out of toll revenues, the future of the ferry lines is uncertain. The existing system won't be upset any time soon, however.



The ship's powerful diesel engines are kept in tip-top shape as they get their regular oiling from Walter Bairnsfather in the course of the crossing.



Above, Elge Domingue makes the ferry fast to the dock, at the Canal Street pier. Below, Bob Sims and Wallace Pollard, raise the steel vehicle ramp.



On her way back to Algiers, the Crescent pulls away from the pier giving the photographer one last look at her square and comfortable-looking stern.

MARITIME

The adoption of 23 "ground rules" for motor carriers and steamship lines was jointly announced by the Philadelphia Marine Trade Association and the Pennsylvania Motor Truck Association. The new rules are designed to cut down waste of time and expense in the interchange of freight between motor carriers and steamship lines, enabling Philly to handle a larger volume of port traffic. The rules cover inward, outward and warehoused waterborne cargo.

The rising threat to US shipping is borne out by the announcement that trade between the Great Lakes and ports in Western and Mediterranean Europe via the St. Lawrence River route will be served this year by 51 foreign-flag, shallow-draft ships, 11 more than in 1952. Services will be maintained by nine Dutch, German, French, Swedish, and British shipping companies. Six new foreign-built motor ships and three other vessels including two freighters being operated by a newcomer to the trade will be in the enlarged fleet.

New York State barge canal shipments for the first week of the 1953 navigation season were 30 percent greater than the first week of last year. The State Public Works Department announced that almost 99,000 tons had been shipped by April 10, more than 32,465 tons over 1952 figures. . . . The city of Boston went out of the ferry business by selling its last two vessels at auction to a New York ship broker. Hughes Brothers paid \$32,000 for vessels built in 1926 at a cost of \$57,000 each. No immediate plans have been made for the ferries, which were put up for auction because Boston recently abandoned ferry service to East Boston. . . . The 1,898-ton Panamanian freighter Taboga sprang a leak and sank off the French coast between Brest and Ushant.

The Maritime Administration ordered four more Liberty ships out of the Hudson River lay-up fleet yesterday to act as floating storage bins in the Department of Agriculture's program to store 13,000,000 bushels of hard spring wheat. The ships will be joined by 46 others by June 30. The vessels are towed to New York from the reserve fleet at Jones Point. They are then fumigated, cleaned, loaded and returned to Jones Point. The Government was unable to find adequate shoreside facilities for the wheat.

Customs collections at the Port of New York for March rose 25 percent above March, 1952, with the increase due principally to a sharp jump in duties on imported goods. Over-all collections from shipping activities were \$27,818,241, a gain of \$5,119,273 over the same month of last year, with the duty increase totaling more than \$5,600,000. . . . A record 678 commercial vessels using the Panama Canal in March paid \$2,883,000 in tolls, some \$25,000 less than paid by 674 ships in October, 1952. The difference resulted from the smaller average size of ships in March. Authorities expect all Canal records for tolls and cargo to be exceeded in the present fiscal year.

The first all-gas turbine commercial vessel in the world, an 18,000-deadweight-ton British tanker, was ordered recently by operators of the British Shell tanker fleet. She is scheduled to be ready for service in 1956. Foreign shipping experts say this new form of propulsion will be found in the near future in all classes of vessels.

West Germany's merchant fleet will have almost double its present tonnage by 1955, according to Transport Minister Hans Christoph Seebohm. The size would be between 2 1/2-3 million tons in 1955, compared with the present 1.5 million tons. Before the war Germany's merchant fleet totaled more than 5 million tons. . . . Under Secretary of Commerce Walter Williams, in speaking at a launching ceremony, said 35 Mariner ships have been or are being built for the Maritime Administration and are the fastest and largest dry-cargo vessels afloat. The Mariners are all 561 feet long with a deadweight tonnage of 13,300 and a speed of more than 20 knots.

An echo whale-finder, using ultrasonic sound impulses, which has proved successful on a recent Antarctic whaling expedition, has been installed in 11 British catcher boats. The gadget sends out high-pitched sound impulses whose echoes bounce off the huge body of the whale, revealing its position. The method enabled the expedition to catch more of the mammals in the first ten days than in the entire previous season.

First of the big whale factory ships to reach home from the Antarctic this season, the Abraham Larsen, berthed at Liverpool with 9,000 tons of whale oil, making her contribution to the Liverpool ships' \$9,800,000 share of the recent whaling season. . . . The Dutch motorship Prins Frederick Henrik docked in Chicago April 21, the earliest spring arrival of a trans-Atlantic freighter on record. Early thawing of the St. Lawrence River enabled the 238-foot vessel to reach Chicago a week earlier than any seagoing ship in the past. She carried a cargo of hams, cheese, beer, steel, film, machinery and puree of strawberry.

SEAFARERS in ACTION

The importance of every man on the ship knowing the SIU contract was stressed at a recent shipboard meeting aboard the Seanan (Stratford) by Brother George King, bosun. He pointed out that there are always a number of new men coming in to the industry, and the best way for them to learn what the score is on SIU ships is to familiarize themselves with the contract provisions.

King has quite a bit of experience sailing SIU ships, having joined the Union back on February, 1943, in the Port of New York. The 35-year-old bosun is a native of Tennessee, but he and his wife now make their home in the port of New Orleans.

Crewmembers of the Evelyn (Bull) had a few fond words for Brother Charles Schrunck who handled the ship delegate's job on the last trip. The crew pointed out that Brother Schrunck, one of the earliest Union members, is calling it quits after going to sea for the last 26 years. They gave him a vote of thanks for the heads up job he did as delegate the last time out.



Schrunck

Schrunck is entitled to a rest since he passed his 66th birthday last August. He was born out where the tall corn grows, in Iowa, and started going to sea with the SIU in January, 1939, out of the port of Baltimore.

The way cooperation on board ship works both ways was illustrated by the crew of the Fairisle (Waterman) recently. During the course of the shipboard meeting George Dunn, steward, came in for a good deal of praise for the all around good job being done by his department.

Dunn pointed out that the steward department was really going to town because of the kind of crew they were sailing with. It was one of the best crews he had ever known, he said, and as a consequence he and his men were doing all they could to show their appreciation.

Dunn is a Massachusetts native who makes his home in West Roxbury in that State. He's 47 years old and has been sailing as a Seafarer for eight years, joining up in the Port of New York.



Dunn

On the Job

Causes Of Firetube Boiler Accidents

A Hartford, Connecticut, insurance company which was involved in the business of inspecting and insuring steam boilers once made a survey of accidents involving firetube boilers in steam laundries. Although these were shoreside operations, the results of the survey apply equally, if not more so, to firetube boilers used on ocean-going ships.

The company found that the great majority of boiler accidents and failures, 62 percent, were the result of overheating or burning. This included instances of boiler explosions, bulged firebox sheets, burned tubes, and similar accidents.

Next they started running down the causes of overheating or burning on the theory that operators of firetube boilers can reduce the chances of accidents most effectively by eliminating these causes. They discovered five major reasons for overheating accidents: low water due to failure of fuel cut-out, low water due to failure of feeder controls, low water due to failure of pump or injector, lowwater due to miscellaneous causes, burning due to scale, mud or oil in the boiler, and a variety of other uncommon causes. It's obvious then that in the overwhelming majority of cases low water is responsible for damage, despite the fact that the elementary rule for operating a boiler is to watch the water level carefully at all times.

Automatic Controls Fail

Evidently what happens in many cases is that the automatic controls on which the engine room depends go out of whack from time to time because they are not properly maintained. If the engineers and the black gang depend on such controls, that are not functioning, there is going to be an accident.

The most numerous low water damage cause came from failure of low water fuel cut-out devices. In turn it was found that the usual cause for such failure in a float-operated cut-out was an accumulation of mud or sediment in the float chamber. The dirt holds up the float and prevents the cut-out switch from tripping.

If the cut-out is tested at regular intervals, say once a week, the chances of an accident resulting from this cause can be greatly reduced if not eliminated entirely. This is done by opening the drain valve on the float chamber until the cut-out switch trips. If the float "hangs up" it is likely that hard scale has formed in the chamber which simple flushing will not clean. In such instances the bowl has to be opened for cleaning.

Parts Stick If Not Used

Sometimes the cut-out will fail because moving parts will stick from lack of use over a long period of time. Regular tests will also turn up this kind of failure. Or there are occasions where a faulty cut-out has been by-passed and the repairs were neglected for a long time.

The purpose of the cut-out is to act as a safety valve in an emergency, when the regular method of controlling the water level goes wrong. It should be treated purely as a safety device and not as a substitute for checking the water level. If the water level isn't checked and the cut-out is used as an indicator to tell the operator when to start up the feed pump, sooner or later the cut-out will fail and major boiler damage will result.

The other causes of low-water accidents listed above were usually due to neglect or misuse of apparatus that could have been avoided by regular maintenance.

Scale And Mud Problems

Scale, mud or oil in the boiler was the second largest single cause of overheating in the survey. This is a persistent boiler condition which has always been a headache. The best way of handling it where ordinary feedwater treatment is used is to clean out the insides of the boilers at regular intervals.

An unusual accident took place on one ship recently because the chief electrician decided to by-pass limit switches. The ship involved was getting ready to go to sea and the lifeboats had been put out to test their operation.

One of the ABs asked the electrician to give him a hand in cranking up the lifeboat. The electrician had the bright idea that by by-passing the limit switches he could save a lot of effort. He closed the circuit with the end of a screwdriver, causing the electrical contacts to fuse.

The lifeboat was two-blocked, but the strain on the lines was too great, with the result that the falls parted and the lifeboat dropped 25 feet into the water. Needless to say the electrician and the ship parted company and it's unlikely that he'll by-pass any switches in the future.

Burly

Pays to Advertise

By Bernard Seaman



GOP May End Controls On Bldg Trades Hiring

Top GOP Congressional leaders including Senator Robert Taft of Ohio are proposing an amendment to the Taft-Hartley law that would free all AFL building trades unions from the law's jurisdiction.

The amendment, formally put forth by Senator H. Alexander Smith, New Jersey Republican, would permit the building trades to make their own hiring ar-

rangements with contractors, including a closed shop in those states that permit it. Actually it would put all building trades regulation outside the scope of Federal law. It would mean that neither unions or employers could make use of the National Labor Relations Board, Taft-Hartley injunctions, unfair labor practices charges and the like.

First Change

If the amendment is adopted, which seems likely in view of the support it is receiving from Republican leaders, it would be the first change in the Taft-Hartley law since it was adopted in 1947. Further, it might have important repercussions in the shipping industry.

Hiring in the building trades unions is similar to hiring in maritime, since men are employed through the union from job to job. They may work for several different contractors in several different places in the course of the year, just as seamen do.

Strong Case

Should the building trades be exempt from the Taft-Hartley law, maritime unions would have a strong case for legalizing the hiring halls.

Aside from the building trades question, Senator Smith offered several other changes to lighten the case load on the NLRB. He would exempt small plants employing less than ten persons, and public utilities from the operations of the Federal law.

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.

SIU Strike Machinery Set As CS Bows To Full Pact

(Continued from page 3)

wholehearted aid to the SIU. Similar assurances were received from CIO Oil Workers manning the company's installations at Linden, New Jersey.

These pledges were seen as the direct result of the SIU's standing policy of aiding other unions on their beefs, thus winning numerous shoreside allies for the SIU.

Expressing the SIU's appreciation for the staunch support offered by the Lake Charles Council and the Louisiana State Fed, SIU Secretary-Treasurer Paul Hall declared:

"This is the sort of trade union cooperation in action that wins real benefits for the members involved. Now that our beef with Cities Service is over, the shoreside workers in Lake Charles can rest assured the SIU will be in there pitching for them in their current negotiations with the company."

The entire dispute with Cities Service grew out of the company's failure to approve an agreement that was negotiated and okayed by the company's own labor relations representative. The CS negotiator had served as chairman of the tanker employer negotiating committee and was in large part responsible for the contract as it stood.

Balked At Contract

However, while the other SIU-contracted tanker companies put the agreement into effect as of January 1, Cities Service higher-ups overruled their negotiator and balked at signing. They raised several objections to relatively minor points of the contract, including those dealing with fresh

milk, portions of the tank cleaning clause, the repatriation clause and a few other items.

Apparently the company's strategy was based on the idea that the SIU would be willing to discard a few points in order to get the company's signature. What they failed to realize was that the membership was on record to standardize all agreements and the negotiating committee was pledged to carry

out this membership ruling.

Crewmembers of several Cities Service ships expressed their full satisfaction with the settlement in congratulatory messages to headquarters. A radiogram from the Cantigny read, "Congratulations and thanks to all for finest agreement in maritime," while the Lone Jack sent, "A vote of thanks for the new contract and a job well done."

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- BLUE WORK SHIRTS
- FRISKO JEANS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
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Showing Off Seafarers' Art Creations



Mrs. Oko of the New York City Library, shows some of the Seafarers' works to two members of the New York Photo Engravers Union at the exhibit being held at the Architectural League of New York. The Public Library is sponsoring the exhibition of works from 12 unions. Story on page 4.

The Rolling, Rollicking Alexandra Is Just A Big Floating Salad Bowl

Some guys get thrills from riding a barrel over Niagara Falls. Others figure that riding a roller coaster is fun. But the crew of the Alexandra figures it has both methods beat.

"This trip has been anything but pleasant," says H. A. Manchester, stewards department delegate, "due to the fact that the rolling chocks on this tub were taken off to offset the weight of the extra safety straps."

The good ship Alexandra, says Manchester, has done everything but roll all the way over. After leaving Baltimore, the vessel hit a storm, and the spare screw on the forward deck broke loose, as well as the four lifeboats.



Manchester

"The screw," he says, "cleaned the house as it went by, taking part of the rail and cracking a plate in the hull. A freshwater tank broke in the shelter deck, and flooded the linen lockers and storerooms."

"This was all happening about 11:20 AM, and we were busy getting lunch ready in the galley, while the rest of the crew was doing a heads-up job of keeping the vessel afloat. However, due to the fact that we did not have the proper racks, and the ship was rolling so bad, we had a tough time in the galley."

"The soup on the range, potatoes and vegetables, as well as some serving plates, soup bowls and side dishes, all ended up in a heap under the baker's oven. This mess was promptly scooped up and thrown over the side."

Messy 'Salad'

"It was hard-boiled eggs and cold cuts for supper that day. Down below in the storerooms, things were even worse, however. The rolling of the ship broke open two five-gallon cans of salad oil, and this promptly blended in with sugar, split peas, peanut butter pickles, spaghetti, macaroni, and an assortment of cookies and crackers to make one big, messy salad."

The vegetable box came in for its share of the rolling too, according to Manchester. "It ended up with a well-mixed combination of eggs, onions, potatoes, oranges, and various fruits, all well-seasoned with some prune juice that had broken open. This lovely mixture was well mashed and mixed by some sliding racks that kept

pounding it every time the ship rolled."

'Salad Bowl'

The good ship Alexandra, which was almost a floating salad bowl by now, got out of the storm okay, and stopped at Colon, Panama, where two of the lifeboats were repaired. She took on bunkers, and then proceeded to San Francisco, where she went right into the shipyard. Repairs were made in the hull. The rail was fixed, and four new lifeboats were put aboard.

The ship also got some new stores to replace the "salad ala storm" that was in the storerooms. The vessel then loaded and started for Kawasaki. However, it wasn't

long before she hit another storm, and everybody held their breaths. "The racks held better this time," Manchester says, "and it wasn't too bad, except that the roll kept everybody from getting any rest. It lasted for about three days, and the roll was so bad that the scuppers in the passageway below were like geysers. They spouted water about three feet high with every roll."

Manchester says that when the ship hit Japan, everybody aboard, including topside, was just about ready to pay off, but decided to stay aboard. At last reports, the Alexandra was rolling toward Singapore, still afloat and still rolling.

The Cecil Bean 'Hooks' A Duck



The crew and officers of the Cecil N. Bean got a surprise in Inchon, Korea, when they tried to weigh anchor and found a sunken Army amphibious truck, a Duck, caught in the anchor chain. This, shot by George O'Rourke, DM, shows the Duck coming up with the anchor chain.

Here's One Marine Who Wants To Resume His Seafarer's Life

After three campaigns in Korea with the Marine Corps, Charles "Chuck" MacDonald is just counting the days until he can get back aboard an SIU ship.

Chuck started sailing back in 1941 aboard Canadian ships. "I was born in Halifax," he says, "and so it was just natural for me to catch a Canadian ship as soon as I was ready to go to sea."

"Things were pretty tough aboard the ships then," he says, "and when the SIU Canadian District began to organize, I switched right over to them." The SIU Canadian District waged a long and successful campaign against the Communists, he recalls, and he's been sailing aboard SIU vessels ever since.

"I knew then that I had picked the right side," he said, "and I've never been sorry for my decision."

Shortly after joining the SIU,

Chuck decided that he liked the US better than Canada, and began shipping out of San Francisco. "I liked the runs to Japan and to Korea," he said, "and I liked the States."

So, in August of 1951, Chuck was drafted and ended up in the Marine Corps.

"I didn't do much in Korea," he says modestly, "just went along with the rest of the guys and carried a rifle."

In spite of "not doing much," he now wears the Letter of Commendation Ribbon for valor, the Presidential Unit Citation ribbon, the South Korean Presidential Unit Citation from President Syngman Rhee, the Far East Occupation Forces ribbon, the Korean Campaign ribbon with three battle stars, and the United Nations Campaign ribbon.



MacDonald

Did You Know . . .

That a person standing at a height of one mile could see objects nearly 100 miles away with the naked eye? The higher up we are, the farther we can see, for the earth is a globe and the land and the sea curve away from us. But, given good visibility, a viewer with perfect vision could see about 96 miles out on the sea or land.

That Cleopatra used to use what was known as "alcohol" as a form of eyeshadow? Alcohol for drinking is a relatively modern idea that began in the 19th century. The ancients, including Queen Cleopatra of Egypt, used a powdered substance called alcohol as a beauty-aid. The word came into English as a name for any fine powder or flavoring.

That the name for a hand grenade comes from a tropical fruit, the pomegranate? The Roman, and later the French form of the word was pome grenade, meaning "apple with seeds." The French, using the second part of their term for the fruit, developed the name grenade to describe the new shell with explosive seeds.

That one variety of bird sometimes travels more than 22,000 miles in a year? It is believed that the Arctic tern often travels that distance, based on the bird's usual habit of commuting each year be-

tween the Arctic in the north and the Antarctic in the south. In spring it flies far north to nest in the Arctic, and then a few months later flies all the way back.

That the Union's shipping rules can only be changed by a majority vote of the membership? The SIU constitution specifically provides for this protection of the rights of the membership.

That marriage apparently was a gamble even in the old days? Centuries back, the word "wed" meant "to wager," and only later on came to mean "to marry." When our forefathers put something "in wed" they hocked it, and when they took it "out of wed" they redeemed it.

That Seafarers' many questions and beefs on days gained and lost by passing the International Date Line led to the inclusion of a special clause to handle this issue in SIU contracts? Standard SIU agreements now carry a clause on the International Date Line giving a full explanation on this question.

That the newest SIU hall is in the port of Miami, Florida? Ships calling at this port are being serviced by shoreside Union representation located in the city itself. Temporary offices are in the Dolphin Hotel.

Sailing The Atlantic Fleet Is Always Good For Laughs

If you don't count the working conditions, living conditions, bucko mates and skippers, and the other faults that Atlantic Refining has, it's really a lot of laughs to sail on one of the Atlantic wagons, Ray Kroupa reports.

Ray, who's aboard the Atlantic Engineer, and is a proud possessor of an SIU book, says that he's been getting some real laughs out of the outfit and especially from the AMEU delegates on the ship.

'Did It Again'

"These AMEU delegates," says Ray, "come skipping back to the ship every time we hit port singing that 'The AMEU did it again.' I've been sailing these wagons for some time, but these guys never get around to telling just what it is that the AMEU did again."

"In fact, the AMEU delegates that I've seen lately are acting just

like a bunch of ostriches. Every time that they hear somebody say something good about what the SIU is doing, these characters stick their heads under one of the new innerspring mattresses, and hide behind them.

Mattress-Happy

"Now I'm not saying that the innerspring mattresses aren't nice, but they can get awfully lumpy after they've been pushed down your throat a few times."

"And the mates in Atlantic are in a class all by themselves. I had just finished carrying coffee up to the mate on the bridge when he started talking to me, while stirring the coffee. It seems he was complaining because the officers don't get any coffee time, like the common working slobs on the ship. 'This,' said the mate, 'just isn't right. It's not fair to us.' Then, he finished his cup of coffee and handed me the dirty cup."

LOG-A-RHYTHM:

Gone Are . . .

By John R. Taurin

Gone are iron men and wooden ships, Barques and full-rigged ships, Brigs and three skysail yarders.

Gone are belaying pin mates, and grey-beard bosuns, Hard case skippers and Cape Horn sailors.

Gone are cracker hash stewards and two-pot cooks, And center-cut porkchops for the skipper's dish.

Gone are hardtack, salt horse, weevils and maggots, Donkey's breakfast, chinchies and bugs.

Gone are boardinghouse masters and the month's advance, Shanghai artists and the shipowner's crimps.

Gone are four on and four off, and Saturday field days, And splicing the mainsheet Saturday nights.

Gone are shellbacks and flying fish, And sailors—old shipmates of mine.

Now, like the things that they knew and saw depart, They wait St. Elmo's green light to put to sea On the trip to the port of Eternity.

Buffing On Deck



Seafarer Stranton takes five while doing some buffing out on deck aboard the good ship Albion. Paugh and Reasco contributed the shot.

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

The makers of the Rolleiflex have really come up with something this time. To their own store of ideas, they've actually added suggestions for improvement from Rollei users and turned out a new Rolleiflex model, the 2.8C. At first glance the greatly enlarged diameter of the f-2.8 taking lens is all that distinguishes this model from other Rolleis, but a closer look reveals that a lot more has been added.

1. **New Lens.** The camera's most important feature is its new 80 mm, airspaced five-element f-2.8 Schneider Xenotar lens. The f-2.8 lens on a previous model was a four element objective which gave trouble when used wide open. This trouble has been eliminated in the Xenotar lens. Optical and practical tests have shown it to be a superior lens.

2. **Double Exposure Device.** Up till now Automatic Rolleis have been built with double exposure prevention devices. On the new Rollei the prevention device can be bypassed when double exposures are desired.

3. **Enlarged Focusing Knob.** A large, new focusing knob, deeply grooved, is easy to grasp and helps in accurate focusing. The knob has a film speed and film type indicator built into the side to remind the photographer which type of film is loaded in the camera.

4. **Safety Locks.** There is a series of locks on the shutter release button, flash outlet, and the speed and diaphragm control wheels. The shutter release button is collared with a two position fan-shaped lever. When "up," the release is locked against accidental exposure. An identical lock secures the flash connecting cord to the camera outlet. The connecting cord supplied with the new Rollei has a special shoulder on it which is firmly held by the lock.

Rollei users have often complained that shutter or diaphragm settings were easily brushed out of adjustment when the setting wheels were touched by mistake. The designers have eliminated this problem by placing locks on both wheels which keep them from moving. When you apply moderate pressure, the lock is depressed and the wheel is released. The enlarged shutter requires more pressure to set.

5. **Baffled Interior.** The inside of the camera is now baffled (ribbed) with metal strips to protect film from internal reflections. All previous models had smooth dull black interiors.

6. **Rolleikin counter.** In recent years more and more of the Rolleikin adaptors, which allow the use of 35 mm film in the camera, have been built into the Rolleiflex. The latest addition is the film counter which will make 35 mm adaptation cheaper and quicker. The vertical format and the new 80 mm lens is ideal for portraits on 35 mm film. Horizontals can be taken by holding the camera on its side, although this technique is rather clumsy.

7. **Focusing Magnifiers.** To aid those who have had trouble using the fixed magnifiers, adjustable magnifiers over the ground glass and in the eye level finders have been added to the new hood. The new magnifiers, swing free on two pins. The ground glass magnifier covers the entire picture format.

8. **Safety Film Knob.** Loading is exactly the same as with previous models. On the new model the knobs lock when the back is closed, making it impossible to accidentally disengage the film spool while the camera is in use.

A new field lens, the Rolleigrind, will soon be available to increase the brilliancy of the Rollei ground glass. This lens will simply drop over the present ground glass, and may be used on all models. This should materially aid illumination at the edges of the ground glass.

The makers of the new Rollei must be congratulated on their new camera. Very often manufacturers of high priced instruments, suffering no competition, feel no desire to improve their products. The new Rollei proves that some manufacturers have no intention of being counted in this company.

The Designer's Good, But Crew Would Rather Walk

"She's a feeder, there's lots of overtime, the mate and bosun are swell, the ship is clean—but, well, when it comes to this trip through the Red Sea, we'd rather walk."

That's the way the Seafarers aboard the Steel Designer look at their whole problem, according to Charlie Bortz.

Charlie says that, "When Moses led the Israelites out of Egypt, he took the shortest way, right across the Red Sea. As the story goes, Pharaoh's army was right behind him, and feeling very mean about being routed out of bed to chase a bunch of construction workers. Of course, that was a long time ago, but personally, I think that Moses had made a few trips up and down the Red Sea a few times before, and just couldn't face that prospect of another stifling, sweaty voyage over this miserable stretch of water. That's why he chose to walk right through it."

Ready to Walk

"And," says Charlie, "anytime that the waters open up for us, this crew is ready to walk off. The ship is fine, but this is just one big steam bath."

"I know it gets hot in the Persian Gulf. We spent a month there before going to Bombay,

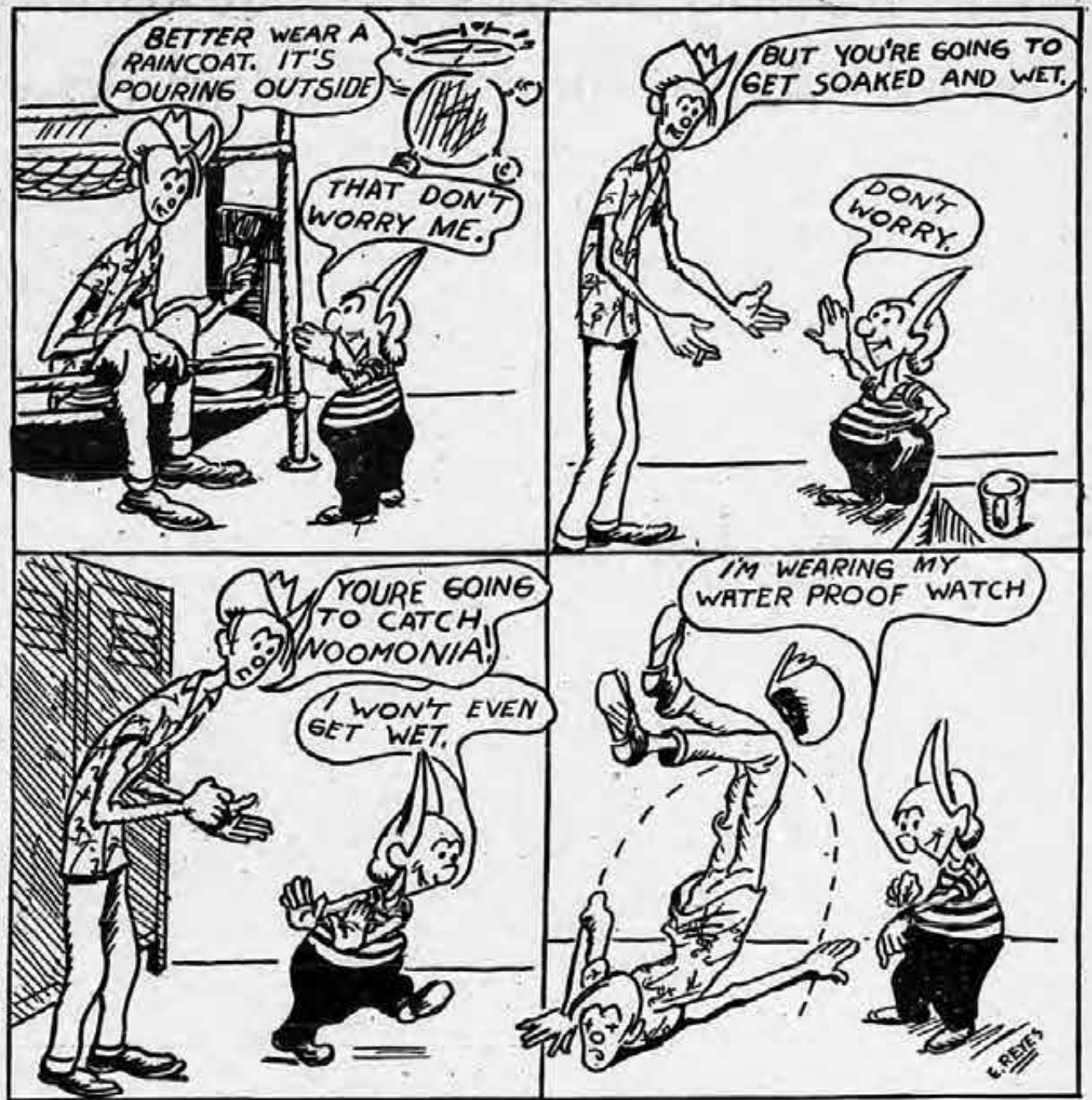
Bahrien, Damman, Khorramshahr—all the popular tourist spots. It was March then, and not so bad. The temperature rarely went over 100, and there was only one feeble sand storm. A little dull maybe, but we saved money.

"Damman was interesting. You can tell it by the American atmosphere, the easy way the workers go about their jobs, and the good relationship between the workers and the men who give the orders. The American supervisors and the workers get along real well. The Europeans say you can't treat the 'natives' that way, but I notice in Damman that nobody heckles you for 'baksheesh,' and if you leave a pair of coveralls on deck, they're there when you come back.

"Bombay's also very interesting. I could say a lot about the women in Bombay, but I'm saving that for a pocket book. However, there are women there just like those pictures of Indian goddesses. First, though, you have to go through the Red Sea."

Sailor Rags Knows The Time

By E. Reyes



Surprise Party Brightens Up Trip

Everybody likes big birthday cakes and surprise parties, and they're even more welcome when they come along at a time when the trip is getting a little bit boring.

Joe Nigro reports that a surprise birthday party held aboard the Steel Director (Isthmian) while on the Far East

run was just what the doctor ordered. He says that David Dennehy, MM, was having a birthday coming up, so Stokes Harrison, baker, and Martin Sierra, third cook, decided to get to work and have a surprise party for Dennehy.

"The two of them," says Nigro, "hid themselves in the galley and got to work. When they were fin-

ishing, they came up with a huge birthday cake, with fancy icing and 'Happy Birthday, Dave' written across the top of the cake."



David Dennehy holds his surprise birthday cake aboard the Steel Surveyor. Joe Nigro took the shot.

ished, they came up with a huge birthday cake, with fancy icing and 'Happy Birthday, Dave' written across the top of the cake."

Well-Kept Secret

The preparations for the party took some time, and Nigro says that about half of the crew knew about the surprise party that was

coming up. "They all did a wonderful job of keeping the thing a secret," says Nigro, "and Dave never knew a thing about it."

"The cake took two nights of baking and decorating. It even had 19 candles on top, one for each year since Dave was just 19 years old."

"On the morning of his birthday, Dave got up for his daily eight hours of work, and never suspected that anything unusually was going to happen. However,

when he finally walked into the messroom to go to work, he got the surprise of his life. There, he was suddenly confronted with the huge birthday cake, and a large

number of his shipmates, all wishing him well.

"He just stood there speechless, for a while. Then, he looked over the cake and the men gathered there, and thanked them for thinking of his birthday and taking such trouble to make it a pleasant day. He expressed extra thanks to Harrison, the baker, and Sierra, the third cook, for the trouble they took in preparing the beautiful cake.

"Then, we all sat around and enjoyed the cake with him, making a sort of party of the whole thing. Dave later said that the surprise was one of the nicest things that has ever happened to him."

Quiz Corner

- What is the English name for these cities: (a) Wien, (b) Firenze, (c) Muenchen?
- The unit called a "hand" is used to measure the height of horses. What would be the height of a horse which was 15 hands high?
- A man left Mobile at 7:30 AM and drove headed west for 350 miles, with a 90-minute stopover in between. He got to his destination at 4 PM the same day. What was his average speed?
- Which animal is said to have caused more deaths than any other: (a) lion, (b) elephant, (c) rat?
- Which of the following have the same relation as heart and blood: water, canal, river, pump?
- What is the common name of the group of stars known as Ursa Major, or Great Bear? Is it (a) Big Dipper, (b) Little Dipper, (c) Milky Way?
- If A is always five-lengths of B, and A is 20 when B is 32, what is A when B is 56?
- At what time of day or night is normal body temperature usually the lowest: (a) during sleep, in the early morning, (b) before a person goes to bed, (c) after meals, (d) before meals?
- Does orange pekoe refer to: (a) a specific flavor of tea leaf, (b) a specific size of tea leaf?
- If it is 10 o'clock Eastern Daylight Saving Time, what time will it be two hours later Eastern Standard Time?

(Quiz Answers on Page 25)

The Omega's Lord High Protector Makes Up For The Good Cooking

There's an old saying about taking the good with the bad, and, according to the crew of the Omega (Omega Waterways), the vessel's last trip to Korea sure proved the truth in that proverb.

G. "Tex" Suit and M. L. Olvera reported that the stewards did a real heads-up job during the trip. "The food was great, the menus exceptional, and the cooking excellent," they said. "The baking," they added, "has been out of this world."

However, just to balance the picture, the chief engineer, accounted for the bad side.



"Aboard," they said, "we have one Amos P. Woods, chief engineer, lord protector, conqueror of all conquerors, lord high priest, etc."

"He is all over, like the plague," say Suit and Olvera, "in everybody's business, and showers his wrath on us poor earthlings every-time there's a beef in the deck, engine or stewards department."

"He tells the mate how to navigate, tells the old man how to dock, tells sparks how to operate the radio, and is chief counsel to the old man on how the ship should be run."

Just before the Omega left San Pedro, Suit and Olvera report, the chief engineer was out on deck yelling orders to the men on deck and the men on the dock. "Then," they said, "he got in a tussle with the deck delegate and one of the ABs."

The crew, said they, decided they didn't want to sail with him, and asked the captain to take action. "Then," said Suit and Olvera, "the lord protector (chief engineer) called his knights of the realm (Coast Guard). The Coast guard boarded our fair tub in their shining armor and had a conference with the captain. The conqueror of conquerors (chief engineer) was there looking as inno-



Suit

cent as Mary's little lamb. Then the knights of the realm (Coast Guard) told the crew to sail the ship.

"Well, the ship sailed for the land of morning calm (Korea) with the conqueror of conquerors (chief engineer) protesting all OT. At Incheon, the lord high priest (chief engineer) hired a group of Koreans

to do the black gang's overtime work and then protested the overtime.

"In fact, said Suit and Olvera, "this would have been a pleasant trip if the lord high priest (chief engineer) would have stuck to his plumbing and left the running of the ship to those people who are supposed to run it."

On The Yugoslavia Run



Some crewmembers of the Albion relax while sailing to Yugoslavia. Left to right are: Driscoll, AB; Kozlowiski, MM; Archie, fireman; Bencic, OS; Ching, baker; Ferrra, OS, and Reasko, ch. cook. Paugh took the picture.

When A Little Smoking Dog Saved A Seafarer's Neck

You may think that you've had some strange things happen to you, says "Spider" Korolia, but the strangest thing that ever happened to him was when a smoking dog saved his neck.

According to Spider, who had a slight smile on his face when he told the story, he got on a bus in New Orleans heading for New York a while back, and everything was rosy with the world.

After riding a while, he says, he lit his pipe and began to puff contentedly when the woman in

the seat in front of him turned around and asked him to stop smoking the "smelly" pipe. Well, Spider got a little insulted, but stopped smoking anyway.

When the bus was almost to Atlanta, however, Spider started smoking his "smelly pipe" again. This time, the woman in front turned around, and before Spider could move, she grabbed the pipe from his mouth and tossed it out of an open window.

"Well," says Spider, "I was so mad I couldn't say anything for a while. We stopped in Atlanta, and then I decided to really tell the old so-and-so off. After we left Atlanta, I leaned forward to tell her a thing or two, when I saw that she had a dog on her lap.

Tossed Out Dog
"Before she could move, I picked up the dog and tossed it out of the same window. She started to yell, but the bus driver didn't get what had happened, and so I just told her that we were even, a dog for a pipe."

Spider says he could see her boiling all the way to New York, and when the bus got to New York, she got right off and came back with her husband before Spider had gotten his luggage off the bus.

"He was a huge guy," Spider says, "and I think he was a professional wrestler. It seems he liked the dog, and said he was going to wring my neck. I was just preparing to beat a hasty exit, when I looked at the entrance to the bus terminal, and there was the dog. He was running up to us—and he had my pipe in his mouth."



Korolia

The SPORTS LINE

By Spike Marlin

The baseball season of 1953 got off to its usual start in an unusual setting. The only excitement of the first week was provided by the snow, wind and freezing temperatures that greeted the athletes fresh from the Florida sun. Maybe old man winter was sore at them for heading south in mid-February, and saved up a little of his left-over ammunition.

As was expected the Detroit Tigers rapidly plummeted to the cellar of the American League, while the Pirates gamely fought off their eventual descent by actually winning a couple of games the first week. The St. Louis Browns provided a mild surprise by bobbing to the top the first few days, but only because they happened to fatten on Detroit. The Cleveland Indians proved they hadn't changed by making stacks of errors and the Dodgers rolled over and died for Sal Maglie again.

Gene Woodling of the Yankees had the distinction of being the first ballplayer thrown out of the game for disputing a strike call under the new umpiring rules. Manager Stengel sat in the dug-out through it all not daring to show his face.

Vote-Getting Act

President Eisenhower endeared himself to the fans by hitting an umpire in the back when he threw out the first ball a second time for benefit of photographers. The Senators then showed that the

change of administration in Washington made no difference. They lost just the same.

The local beer dynasty that now owns the St. Louis Cardinals bought Sportsman's Park from the penniless Browns and renamed it Budweiser Park for a day. That brought a prompt protest from baseball's High Commissioner Ford Frick, who disliked the nasty idea of the Cardinal's good name and home being exploited to sell beer. Somehow Frick had conveniently forgotten about the old Newark franchise which used to operate out of Ruppert Stadium, named after a New York beer of doubtful distinction.

Beer, Beer Everywhere

In any case, the Cardinals bowed to the edict and changed the name to Busch (not Bush) Stadium, which leaves them open to all sorts of slurs on their ball-playing ability. What makes it doubly ironic is that the Cardinal's home games are being broadcast under the sponsorship of another suds manufacturer.

If anything was learned from the frigid and snowy opening week, the owners won't schedule any more night games in April. There may be some excuse for playing a solid night game slate in August when the heat's on, but in the dewy days of spring they only drive the folks to the nearest steam-heated movie.

Chess On The Cecil N. Bean



E. Blaha, utilityman (left), and A. Frissora, BR, use some of their spare time aboard the Cecil N. Bean to enjoy a game of chess out in the sunshine and fresh air on deck.

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 night cook and baker J. V. Smith's recipe for bread.

Good fresh bread, says night cook and baker J. V. Smith, is always popular with the crew, especially when served a little hot. It always adds just the extra touch that a good meal needs.

Smith has been sailing in the stewards department on SIU ships since 1943. He says he hails from down Mobile way—Butterbend, Alabama, to be exact, and especially likes ships that have their stewards department from Mobile. Those boys can really cook, he says.

For real tasty bread, Smith says that the following ingredients are needed to make enough for the crew of an average freighter: eight ounces of sugar, five ounces of salt, two quarts of water, two quarts of milk, six ounces of yeast, eight ounces of shortening and twelve pounds of flour.

Take the sugar, salt and shortening, and mix them well, he says.

Then mix in the water and mix well. Dissolve the yeast into this mixture, and then add the milk. Mix well, and add the flour.

Let the dough rise for about an hour and 20 minutes. Then push it down and let it rise for another 20 minutes. Pound it out, and let it rise again for 15 minutes.

Separate it into loaves, with about three pounds of wet dough to a loaf. Let it rise for another 20 to 30 minutes. Then, put it into pans, and bake it for about 45 minutes in a 375-degree oven. Then, the bread is ready to serve, either hot or after it has cooled.

Here are some corrections to chief cook Bror Borelius' recipe for rice that appeared in Galley Cleanings in the last issue of the LOG:

First, wash the rice thoroughly four or five times before putting into the pot. Second, when adding the boiling water, add only enough to come up about half as high as the rice, and third, put the towel over the pot and then put the cover over that when first putting the pot on the stove.

Seafarer Sam Says



RUNNIN' SHORT?

IF YOU'RE OUT ON A LONG TRIP AND AND YOU RUN SHORT OF O.T. SHEETS, AGREEMENTS, OR UNION LITERATURE, WRITE UNION HEADQUARTERS, AND WE'LL MAIL 'EM TO YOUR NEXT PORT O'CALL.

Steward's Son Avid LOG Reader

To the Editor:
My thirteen-year-old son, who lives in California, is a seventh grader who reads the LOG avidly whenever I send him a copy. Like all kids of his age, he wants to follow in his father's footsteps. My wife has long been an interested reader of the paper, but I believe the boy is more enthusiastic than she is.

Would you please put his name on your mailing list. I don't see the lad very often, and since he wants to know everything about the merchant marine, one copy of the LOG tells him more than 20 letters from me.

John H. McElroy

(Ed. note: We have added your son's name to the mailing list; he will get a copy of the LOG every two weeks.)

Marine Hospital Doctors Are Tops

To the Editor:
I would like to express my appreciation to Dr. Ferguson, Dr. Hemingway, Dr. Herman and Dr. Gehrig over at the Staten Island Marine Hospital for the excellent care that they gave me.



Gardner

This was my second visit to the hospital there, and I've gotten fine service every time. These doctors gave me wonderful care, good operative work, and great all-around assistance. Any Seafarers who come under their care need have no fears. They are wonderful doctors.

I entered the hospital there in October after getting off the SS Mae, where I had been steward. I had a skin condition, and things were pretty bad, but these doctors really went to work, and now I'm out and ready to sail again.

Frank Gardner

Atlantic Men Are Wasting Time

To the Editor:
The AMEU is what I call mighty poor representation. This is readily apparent to anyone who has read the contract, which was not written by anyone who had the seaman's interest in mind. It contradicts itself many times and has so many "at the company's discretion," "if possible," "if practicable," clauses that there would be no contract left if they were all removed.

It seems that the Atlantic Refining Company has a way of twisting things around so that they gain instead of giving. For example, it is plain to see why they gave their men a raise. SIU set the pace and then Atlantic followed through, since they think they can hold AMEU men in the company by giving them a few lousy dollars more than the SIU.

Oilers and FTWs on Atlantic ships still make more than the second pumpman. For example, on Sunday, March 15th, the chief pumpman on the Atlantic Importer was called on deck to work in No. 2 and No. 9 center tanks repairing leaks in the suction lines.

He asked the chief mate if he could have the second pumpman to help him. The chief mate said, "No, I will go down in the tanks and help you."

How can a second pumpman, like me, make any money in Atlantic that way? It would pay me to sail oiler or FWT as they make more money than me under these conditions. If we few AMEU men who are left have any sense, we can sail SIU and make more

LETTERS

Many Beefs From Holystar Crew

To the Editor:
Here are the latest developments aboard the happy scow Holystar, refugee from the tied-up fleet in Baltimore.

We all shipped out of the hall in proper SIU fashion. The ship got a brand-new electric chipping hammer and every day except OT days the rope chockers raised heck with it. There was plenty of work for the hammer and little sleep for the crew. However, there were no complaints, as an SIU ship is a clean ship and rust blisters look good on no ship.

Speaking of the captain—he always comes out with something humorous when he is drinking, which happens on numerous occasions. Once I got caught two degrees off my course and got a short lesson in navigation. Another time he told the messman not to wear white mess jackets except during meal hours. The first and only time we got ashore as of this letter (March 15) he said the banks did not have enough money to give us a full draw and cut everyone down.

Man Sick

But the best was when the deck maniac, Joe Carroll, complained of a pain in his stomach and finally got to see a doctor in Korea. Since the doctor said he didn't see anything wrong with Joe, the captain had him put in the nut ward aboard the USHS Constitution. Carroll was under observation for about a week. After leaving Inchon we went to Japan, where another doctor found that Joe had acute appendicitis. Joe was not put ashore there but was taken to the hospital in Pusan. We still don't know how to contact him. Incidentally, when I packed his gear I noticed that one-third of his OT was disputed. As far as I know, there has been no attempt made to replace him.

The captain said he would tell the company to break the agreement as the gang will not work hard and fast enough. He also said that any man caught drunk or drinking would be put in irons—quite a chuckle, coming from him. (I understand that even the Navy does not shackle a man in a war zone, and we are about 14 miles from the front line in Sokcho-re.)

He also has the idea that the articles were signed with him, personally, and not the company. He ended by telling me I did not even look like a seaman! He refused to open the sloopchest for cigarettes, and expected two cartons to last for two weeks for crewmembers,

although the officers get four cartons.

Another wacky deal—the weather got a little choppy and we had to go out and run up and down the coast. Sea watches were set for everyone and the black gang maintained port watches all the time. This happened several times since Sokcho-re. We were anchored with the engine on stop. There was no oiler on watch but the engineers turned over the engine every half hour. The crew is all confused.

Bob Schlager

Will Read LOG In The US Now

To the Editor:
This is the day I've been waiting for for a long time—the day I could write you to stop sending me the LOG, as I'm leaving the Army for home next month.

I think the LOG and the SIU are the best in the world. By receiving the LOG regularly I was able to keep up with the progress of the Union and my former shipmates.

I'll sign off by giving my congratulations to the entire staff for a job well done.

Cecil Futch

(Ed. note: We have stopped sending the LOG to you overseas.)

Stewards Dept. Can't Be Beat

To the Editor:
All of the passengers, as well as the crewmembers aboard the Fairisle, a Waterman ship, were greatly impressed by the high quality of the food and the tip-top service provided by all members of the stewards department.

At a meeting of the unlicensed personnel in Yokohama on April 12th, all hands gave a vote of thanks to the steward and the stewards department not only for their work, which was good on all counts, but for the consideration they showed for the crew's welfare. After the vote was given, the steward—George Dunn—answered for his department. He thanked the crew, stating that they were one of the best crews he had ever shipped with, and promised that the members of the stewards department would do all they could to show their appreciation to all hands.

In addition, several passengers wrote to the company, on their own initiative, praising the crew and saying the trip was one of the best they had ever taken. All three departments of unlicensed personnel, as well as the officers, cooperated splendidly and helped make the passengers' voyage an extremely pleasant one.

Mike Michalik, Ship's delegate

Welfare Plan Helped Couple

To the Editor:
I want to let you know what a great thing I think the new Welfare Plan is. I think it is one of the greatest things any union has ever had. It came to our rescue when my husband and I had no one else to turn to, so I want to thank all of you for everything you did.

Keep up the good work, and I know the SIU will grow bigger and stronger in the days to come.

Mrs. H. L. Lanier

SS Chiwawa Has Anti-SIU Skipper

To the Editor:
Having sailed on one Cities Service ship in 1950, I thought I'd take a few short trips and make some money. I got on the Chiwawa and found that they were not yet paying the new raise. But that's as good as money in the bank.



Throp

Our skipper, Captain Levey, is a very good union lover (what a laugh) who hasn't quite got used to the idea that the Union is a little bigger than he is, and still believes that the company'll never sign.

He always harps on the Union, just trying to get a spark out of the man at the wheel. As yet, though, no one has given him the pleasure. He was a wonder boy during the '40's, as one of the youngest skippers in maritime and it's still going to his head.

Meet Anti-Union Crew
We were in La Cruz, with the SS Imperial Quebec, and we naturally ran into some of their crew in the Seamen's Club, while indulging in a rum and coke. We talked, as seamen do, when they get together, and found out that they are on the same deal as Atlantic. I hear company pay is \$245, with \$1.25 OT for ABS, just a little more than the SIU Canadian District. It occurred to me that the SIU in Canada should do the same as we are doing to Atlantic.

The men on the Imperial Quebec don't seem to care about unions as long as the company is paying as much as they are. These men should be given a few pointers, and told about all the benefits SIU men are getting, along with job security and no bull.

Frank Throp
(Ed. note: Cities Service recently signed the SIU Standard Tanker Agreement, and is now paying the new wage scale. You'll get the money when you pay off, or if you have already paid off, you'll get the difference in retroactive wages before very long.)

Prefers Sea Life To Army Routine

To the Editor:
I received the LOG and was very glad to get it and read about that old sea life. It sure is a better life than Army life.

I have been showing the LOG to many of the fellows in my company, and they really enjoy reading it. They think it is a swell paper, too. Thank you very much for sending it to me.

Pvt. John Forbes

More SIU Cooks Win Crew's Praise

To the Editor:
No doubt you get many letters from SIU ships praising the cooking, serving and handling of food, but we crewmembers aboard the Western Trader would like to have a few facts known about our stewards department.

We would like to praise the fine, clean, courteous and efficient way they carry on their work, from the top to the bottom man. We cannot say enough for them, so please do it for us.

We have a night cook and baker who is out of this world, as we would like everyone to know. His name is Clyde Kreiss. Other members of our swell stewards department include O. P. Oakley, chief steward; G. Athanasourellis, chief cook; C. Harvy, third cook; E. K. Eriksen, crew messman; P. Siem, saloon messman; A. Morales, crew pantryman and E. Rivera, BR.

Crew of Western Trader

Sends Apology To Ex-Shipmate

To the Editor:
I wish to apologize publicly to Sal (Blackie) Mancino, as he deserves an apology.

I served as deck delegate aboard the Hurricane and on April 16th I accused Blackie of being the troublemaker in an incident which involved him and the bosun. Two days after we left I found out from a reliable man that the fault was not his. I heard that the bosun was picking on Blackie and was asking for trouble.

I want the membership to know that Sal (Blackie) Mancino was not at fault in this case and I want him to accept this apology.

Frank J. Shandl

Wants Increase In Launch Service

To the Editor:
Recently I was on the Burbank Victory on a trip back from Korea. The first port we hit was San Pedro, California, where most of the ships stop for bunkers.

When we took shore leave we found that the launches make only five trips a day, at 10 AM, 1 PM, 3 PM, 6 PM and 10 PM. If a man doesn't make the 10 PM trip back, it's impossible for him to turn to at 8 AM the next morning.

The launches are also used to bring supplies aboard the ship. By the time they unload, there is hardly any time left for a man to go ashore, and no time to go to the Union hall.

Some arrangement should be made to have launch service more often, and also at later hours at night so a man can get back to his ship in time for the next day's work.

Frank Gaspar

Thanks Brothers For Thoughts

To the Editor:
I wish to extend my sincere thanks and appreciation to my shipmates on the Northwestern Victory for their many kind expressions of sympathy on the death of my mother, Mrs. Hattie C. Breeden, at Baton Rouge, La. on April 13th.

Their kindness and understanding at this time was a source of great comfort to me.

Rufus Breeden

Seafarer And His Family



Seafarer James DeVito (at left), who makes his home in South Africa, wears a white dinner jacket in this picture with his wife, Caroline. At right, are his three children, Allen, Donald and Ernest (left to right).



Hospitalized, He Wants Mail

To the Editor:
To all the seamen who have known Blackie Carroll and have sailed the sea with him in years gone by, and to all who have sailed with him in the last years that he went to sea—please drop him a line, as he is confined to the hospital, very ill, and it would make him feel much better to hear from you boys.

Another thing, stick by your Union and keep up the good work. This is the only real thing that was ever given to seafaring men that really helped them, as a good many of you know. He went to sea the same as some of the oldtimers, when there wasn't a union to look after their welfare.

I wish to express my thanks to all the officials, for the wonderful job they are doing, and for the Welfare Plan, which sure came in mighty handy.

Mrs. James (Blackie) Carroll

3 Great Swimmers Aboard Amersea

To the Editor:
The championship swimming team of the Amersea, Richard Funk, third cook, Billy Utash, wiper and Buck Rowli, engaged in quite a bit of practice in Singapore where we docked for a few hours. The launch had left the dock when someone told the captain that some of the crew had been left behind, and the old man made them turn around and go back for them. In climbing the pilot ladder, Bill Utash slipped, but being a very affectionate guy, grabbed Dick Funk around the neck and took him into the water with him. Not to be outdone, Buck Rowli went to sleep on the launch and fell overboard but was hoisted back on. We are now trying to collect



Gallo

enough to send the swim team to Australia for the 1956 Olympic Games.

Jimmy (Gosh, I Worry) Davis, the chief food dispenser takes care of all mail and sees that the groceries are cooked right.

We had to leave Luigi (Push 'em up) Gallo in Karachi, Pakistan, because he was injured. A speedy recovery, Luigi, and we hope to see you soon eating ravioli.

Two hundred and thirty seven pound Duke Creasy from Georgia has decided that he will ride a new Oldsmobile back to Seattle. Jerry (Poker Chip) Smitty, the new bosun, has decided to put all his cash in war bonds. Victor (Speedy) Lopez, the night cook and baker, has made enough cabbage to open up a hot dog stand in San Antonio. Walter (Yo Yo) Welden, the crew messman, has been studying night navigation, since he is heading for the webfoot country where a compass is no good, due to rain, snow and fog.

Willie (Tarzan) King, who is on his maiden trip, has gained 27 pounds and now he wants to train as a wrestler. Mike McLeod, one of our most talkative brothers (he said hello three times in one day and four guys needed oxygen), will probably drop in and see all his old friends in New York before heading for the Coast. Calvin Lake, Man Mountain Vargin, Bob La Mere, Ralph Anderson, John Boje, Carl Risberg and the other members of the black gang, really like this cool weather—122 degrees in the fireroom.

Swede (Suitcase) Karlson, the wreck or deck engineer, has four beautiful ladies in Pakistan who greatly desire that he return to Karachi and aid them in choosing their luggage.

Bill Lariden, Ernie Ardill, Pasquale Bosco, Nick Panagore and

LETTERS

Andre Melin say howdy to all their friends.

We didn't receive any LOGs in Singapore or Karachi, but we are hoping to get some tomorrow when we reach the other side of the Canal.

One of our brothers, Elmer J. Blane, died on March 6th while enroute to Singapore. His family granted permission for him to be buried at sea, in traditional SIU manner. His wife was wired by the crew and at the last meeting we voted to have the skipper send her \$233 from the unlicensed personnel. Blane was making his first trip on an SIU vessel. He was a little over fifty years old and a good shipmate.

D. Casey Jones

Visits SIU Ships Docked In Korea

To the Editor:
I'm a former SIU man now back in the Army. Although I'm not sailing now I still like to keep up with the best Union going.

In the past week, I've been aboard five ships. On the Seacraft, I attended a meeting of the crew in Pusan. The Stonewall Jackson's crew donated almost their whole ship's library to the Army, and on the George A. Lawson, the crew gave us as many as eight cartons of cigarettes, since we haven't been paid since moving north. These were things which made the guys in my section have a lot more respect for merchant seamen.

On the Ocean Star, I met Brother Carney, the ship's delegate, who offered to help me in any way he can. The ship's delegate of the Anne Butler was also very cooperative.

This afternoon I'm going to visit another ship, about which I will write to you. By the way, I'd like to help the brothers by taking them the back issues of the LOG. Is this possible?

Sgt. Charles (Chuck) James, Jr.
(Ed. note: Your name has been added to the LOG mailing list.)

Thanks SIU For Chance At Book

To the Editor:
I would like to take this opportunity to thank the SIU membership for the opportunity they have given me to earn a full book in the SIU before my 20th birthday.

I have worked in Atlantic for the past six months and during that time I read all of the SIU literature available and have talked to both shipboard and shoreside organizers. I have reached the conclusion that a full book in the SIU is job security and job security is a wonderful thing for a young man just out of school.

A few weeks ago I looked around the Philadelphia hall and rotary shipping was explained to me. When I saw that it is the finest possible set-up, I signed my pledge card.

Plenty of Jobs

I would like to remark in passing that I wish any doubters in the Atlantic Fleet would take a half hour and visit an SIU hall. There are rumors around about SIU men waiting for weeks on the beach for a job. Well, I sail as an OS now aboard the Atlantic Engineer, and in Philadelphia when I inspected the hall there was only one bookman registered on deck, a bosun, which meant that I could have registered as an OS and then had my pick of jobs within the hour.

Rea Holmes

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of April 29, 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: 50 francs to the dollar.
- Denmark: 14.45 cents per krona.
- France: 350 francs to the dollar.
- Germany: 4.2 Marks to the dollar.
- Holland: 3.60 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krona.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

SIU Couple Wed In New Orleans

To the Editor:
Wedding bells rang for one of the oldtimers down here in romantic New Orleans on April 4th. It was a happy Easter for Bosun Bernard "Whitey" Moye and Irma "Rusty" Draper, who celebrated their wedding at Sergeant Hand's



Seafarer Bernard "Whitey" Moye and his bride, Irma "Rusty" Draper, pose in their new home.

famous Austin Inn—the third such celebration to take place there for SIU members in less than a year. The other two couples were Mr. and Mrs. Gus Bartlett and Mr. and Mrs. Tannerhill. Nice going, Sarge, who's next? ?

Fred Shala

Thanks Brothers Who Gave Blood

To the Editor:
I want to convey my heartfelt thanks to each brother who contributed blood during my stay in the Brighton Marine Hospital in Massachusetts.

My stay has been a lengthy one, since I needed three operations. I am very appreciative of everything being done for me here.

Soon I hope to be well enough to thank these brothers personally.

Jim McCarthy

Protests SIU Is Unfair To Wives

To the Editor:
My husband is a small cog in the tremendous machinery of the SIU. Receiving the LOG, reading of what's being done, hearing about it, I can only say the whole thing is terrific.

All the little cogs that go into something to make it a big, smooth

and efficient piece of machinery are members of the SIU. You all regard each other as "Brothers." What of the wives? Do you regard us as "Sisters?" Do you better conditions for your "Brothers" only? Are you interested only in seeing that they have better wages, working conditions, facilities, etc.? Are we, the wives, orphans? I'm impressed with the benefits now at hand, such as maternity, but was this made for the wives or so some "Brother" can pat himself on the back and declare what a swell outfit he's tied into?

No Benefits for "Sister"

You're probably wondering what this is all about and what I'm trying to say. My husband left me. Just like that. The plain, unvarnished truth. I am what you call a "deserted wife." No, the beef isn't about that.

I am just wondering that with all that is gained for the men, who really gains? The guys who go nuts when they get a big payoff in their fist? The wives who wonder if they will ever see part of the payoff?

I know that you can't ask a guy who joins the Union to sign a pledge—a sort of "be good to the wife and kids" kind of thing. But I'm dumb enough to ask why not. You may say, "Look at all the benefits you wives get." So what are we supposed to do? Have a baby so we can collect or wait until our husbands die so we can collect some more? What's done in the meantime?

Name Withheld

Seafarer Backs Housing Project

To the Editor:
My wife and I read the article on the proposed housing project in the LOG, and wish to add our names to the many others who have written in praising such a step by the SIU.

It would certainly be a relief to me to know I could sail out and know that my wife would not be lonely, that when I am gone she can spend some time visiting some other family in the project.

It is worth a substantial assessment to put up such a project; every member with a family should back such an idea 100 percent.

Steve Carr

Fort Bridger Men Hit Italy

To the Editor:
The crewmembers of the Fort Bridger are expecting the ship to go to the shipyard in Palermo, Italy, sometime in May.

Of the original crewmembers, four men are left in the deck department. We have Little Caesar,

better known as John Herbert Donelan, or Kangaroo. There is also Fred S. Shuler, Esquire, who is one of the few people who claims to be related to J. P. Shuler. Then there is Delbert Shields, with his new typewriter, and John A. Buzelowski, who goes on a sightseeing tour every time he hits Naples, Italy. He has been up to see Mt. Vesuvius and reports that the crater is a mile in circumference and 1,700 feet deep. He also went to see the ruins of Pompeii. We also have on here Ollie Ivasen, who ships from Baltimore and who cannot wait to see Monkey Wrench Corner. Also aboard is Bob Davis, who is Mayor of Monkey Wrench Corner and running for fly catcher on the Fort Bridger.

Buzelowski



Crew of Fort Bridger

SIU Housing Plan Has Advantages

To the Editor:
The sea would hardly seem like a haven for the happily married, but it is a great place for those who have lost their home and love life to convalesce. Yet, many Seafarers, in spite of the difficulties of establishing and maintaining a happy home, have become good husbands, and have families and homes of which they are justly proud.

A great step for the good and welfare of the Seafarer's family was made when the baby bonus was established. It was an unheard-of thing. No doubt many people raised their eyebrows

and asked, "What are those Seafarers going to think of next?"

And now comes a proposal for a housing unit owned and operated by Seafarers. This latest proposal is one of the best. Our Secretary-Treasurer pointed out the boost in morale such a housing unit with family protection would bring about. Not only would this make it possible for our married brothers to become better husbands and better Seafarers, it would benefit all members by improving the relations between the Seafarer and his fellow citizens.

Inducement To Wed

If the baby bonus did not quite do it, the housing unit idea might encourage some of us bachelor brothers to consider matrimony.

Only a married Seafarer can truly appreciate the problems arising in the home, but such a community of Seafaring families could surely solve many of them.

Through the years, the SIU has made itself felt more and more in politics and in the government of our various communities, as well as on a national scale. More and more we are becoming responsible citizens, and those who live ashore are realizing this to a greater degree than ever before. This housing project would lead to increased civic responsibility and greater influence in legislation which affects our own economy in the maritime field.

Must Be Far-Sighted

Far-fetched, of course, but many of the greater gains we have now were considered far-fetched a decade ago. Our SIU leaders had courage enough to aim far and high and our membership had courage enough to follow through. Our Union, as always, is moving ahead. We have no time to sit back complacently, idly savoring our gains and increased prestige, for if we did we would lose these gains we already have made.

Every SIU member should consider this move seriously and when we find that a housing unit is what we want, we shall find a way to get it.

Thurston Lewis

Admires Leaders And SIU Members

To the Editor:
I have been a subscriber of the LOG for over a year, and as a "foreign-flag" seaman, I must say in all my years of going to sea I have always been a good union man. I have been following up the way that the American seamen built up the Seafarers International Union—one of the best in the world. I admire these leaders and their staff.

Will you please take my name off the LOG mailing list for a time, as I am changing my address.

Bruno Schube MS Kolomius

Dry Tortugas— US Devil's Island

SIU ships coming through the Florida Straits from the Caribbean into the Gulf of Mexico pass a few miles from a nondescript group of islands just 60 miles west of the resort city of Key West. These islands, now a national monument and bird refuge, once housed one of America's most notorious federal penitentiaries, Fort Jefferson on "Shark Island."

Today, the Dry Tortugas have lost the notoriety that was once theirs and has since been transferred to the grim Alcatraz rock in San Francisco Bay. They are an off-the-track haven for curious tourists who come over from Key West. On their one day visit they can see the deep moat around Fort Jefferson that was once patrolled by hungry sharks, and the thick crumbling masonry walls which housed many a federal prisoner. Seafarer Bobby R. Lynn of Shreveport, Louisiana, was such a visitor to these uninhabited keys some years back and shot the pictures which appear on these pages.

"All Hope Abandon, Ye Who Enter Here!" the prison's most famous inmate, Dr. Samuel A. Mudd, inscribed above his cell door. It was the rallying cry for the many prisoners who languished in the cells of Fort Jefferson, striking the keynote of despair which all the captives felt. Begun in 1846 by a Captain Wright of the United States Engineer Corps, under President James Polk, the largest masonry fortification in the Western Hemisphere was designed to establish a general Naval supply station, and a fort that should command the Gulf of Mexico and the Straits of Florida.

Set Booth's Leg

Mudd, the celebrated Maryland physician who set John Wilkes Booth's leg after the latter had assassinated President Abraham Lincoln, was only one of a host of prisoners kept captive in the fort in the years it existed as a federal prison. Later evidence proved Mudd to be innocent of any crime and he was released after undue hardships.

Situated on Garden Key in the Tortugas group, Fort Jefferson and the surrounding island was known as "Shark Island," for good cause. The old fort itself, covering 16 acres, was a six-sided torture

chamber for its numerous inhabitants from the time it was converted into a federal prison in 1863. Walls 60 feet high ran along the outer reaches of the prison. A wet moat 70 feet across and 10 feet deep, whose outer walls were 10 feet high and five feet thick, ran around the entire circumference of the prison.

Sharks In Moat

However, it was not the walls, or the moat itself, which persuaded many a prisoner to give up his attempts at escape. It was something else again. The major convincer was the sharks, alertly patrolling the moat and the escape route to freedom not out of any sense of devotion to duty but rather out of a predatory instinct. Chief warden among the finny guardians was one known as the Provost Marshal.

Fort Jefferson was the third largest fortification under the US flag at the height of its infamy. Only Fort Monroe in Virginia and Rhode Island's Fort Adams superceded it in size. Unsightly as it was to the naked eye, it was set off in a wreath of turquoise sea by a crown of coconut palms. Rainbow fish, coral, lapis lazuli, conchs, men o' war, barracuda and other forms of marine life abounded in the sea around it. Birds were plentiful on the key and on the surrounding islands, the most evident being herons, pelicans, thrushes, noddies, gulls and banana-birds.

Ominous Fort

Hovering over this southern paradise of eternal afternoon was the ominous fort. In its heyday, under Major Lewis G. Arnold, the fort mounted 500 guns in three tiers along its battlements, bristling threateningly over the Gulf of Mexico. It had a sally-port defended only by a drawbridge and heavy gates, the only entrance to the fort. Over this sally-port were located the cells of the most dangerous prisoners.



This photo clearly shows the 70-foot wide moat that completely encircles the now-crumbling walls at Fort Jefferson. When it was used as a Federal prison a school of underfed sharks in the moat effectively discouraged most escape attempts.

Their proximity to the lone entrance and exit to the prison availed them little, however, for they were kept under almost constant surveillance by armed guards. Nor were the sharks to be regarded lightly.

Frequent Escape

Escapes from the fort were not infrequent, however, with the prisoners driven to ingenious devices by their privations. Second, third and fourth attempts were made by the most diligent would-be escapees. One man escaped only to get caught later when he attempted to sell his cohort on the slave market. On another attempt he floated over to nearby Loggerhead Key on a piece of driftwood, all the while hampered by a 30-pound ball and chain. Mudd tried to escape two months after he was imprisoned, but was caught and chained hand and foot in a dungeon over the sally-port. During the excitement caused by his flight, six other prisoners made good their escape. At times, Fort Jefferson appeared to be a veritable sieve.

The only other means of escape open to the prisoners was of a more permanent type. In 1867, a devastating yellow fever epidemic swept the fort and the island, killing scores of prisoners and garrison personnel and weakening many more. The niceties of civilian or military burial were not observed, the bodies being committed to the torch to prevent further contamination. Scurvy, too, took a heavy toll during the epidemic as well as at other times. Perhaps the finishing touch to the fortress came in 1873 when a cyclone ripped through the battlements, demolishing bastions, buildings and ordnance. Another cyclone in 1919 did even more damage to the deteriorating fortress. In 1935 the US Government rebuilt the surrounding island, turning the once-battered prison-fortress into a national monument.

Fort Jefferson had a long and undistinguished career as a military establishment, federal penitentiary and supply depot, among other things. At the time of the Spanish-American War, a coaling station was built there and the fort was manned for the last time by a regular detachment of marines. The cable station once there was discontinued, as was the quarantine station. In 1901 three wireless men were the last remnants of a once heavy garrison. After the lighthouse building burned atop the fort, the light was abandoned. Its last use before being converted into a national monument in 1935 was as a lead mine in World War I.

In addition to a US bird refuge on Garden Key, another noted as-

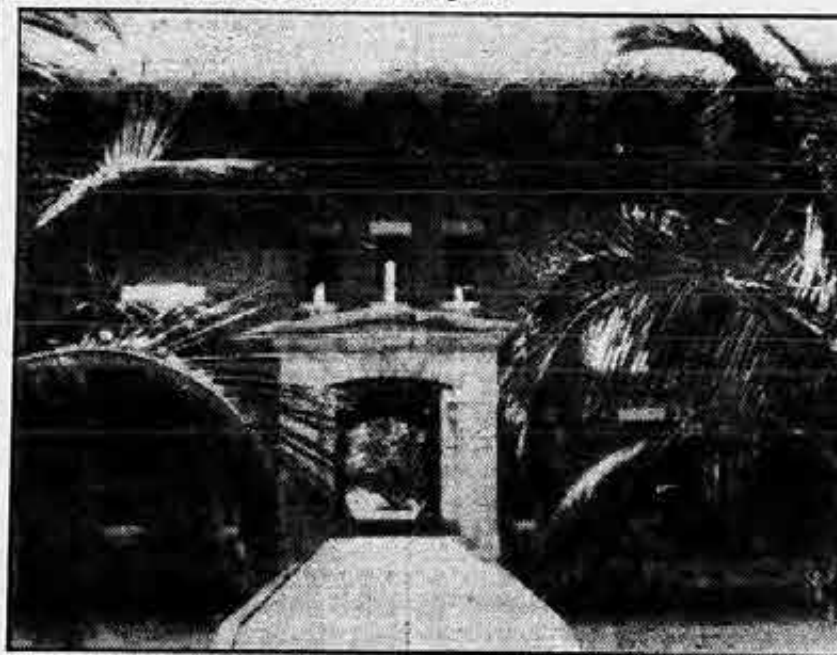
set of the islands is the Carnegie Marine Biological Laboratory on Loggerhead. US scientists concerned with the care, feeding and education of marine life have made it an important testing lab of warm-water undersea flora and fauna.

Dry Tortugas lies at the extreme western end of the great Florida reef. The most important of the 10 keys are Garden, Loggerhead, East, Middle, Sand, Long and Bird. Loggerhead is noted, along with the marine laboratory, for the immense turtles of the same name which lay their eggs there. The entire archipelago extends ten miles from east to west.

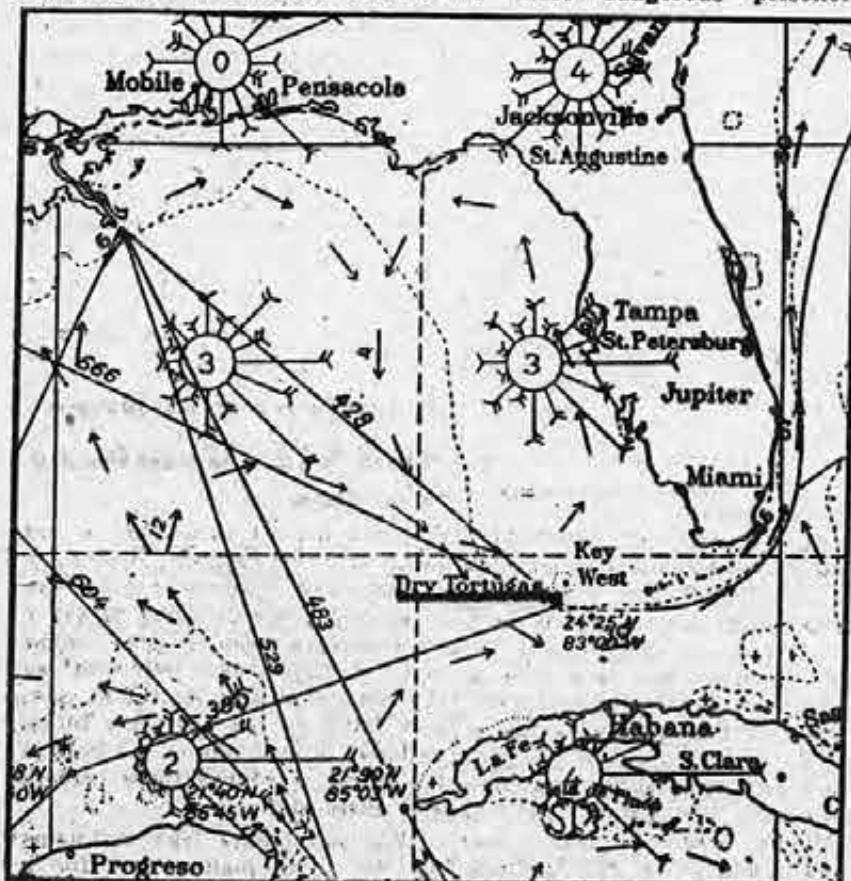
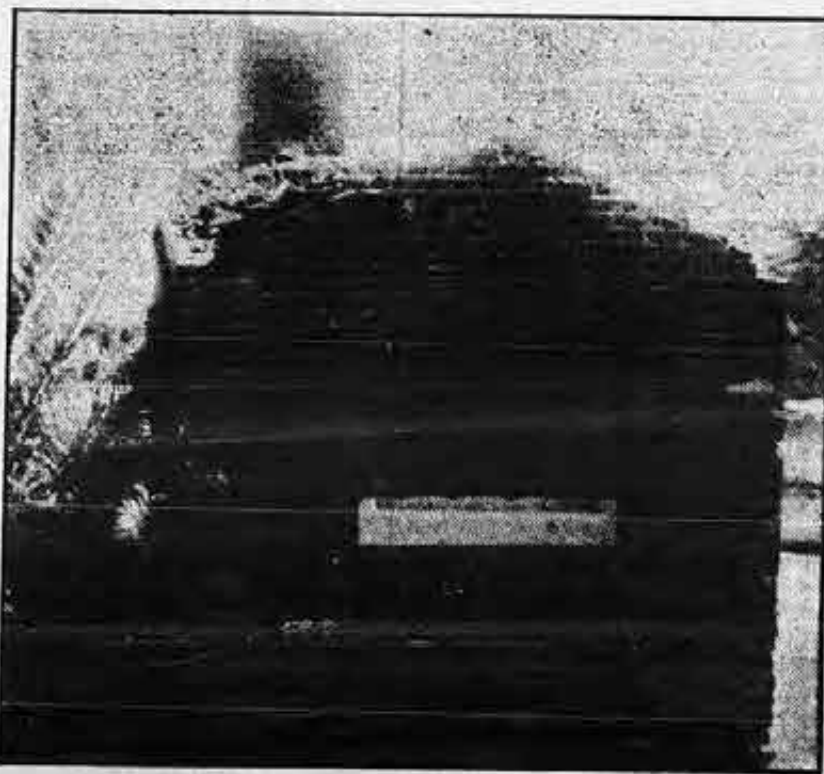
Loggerhead Light, part of the US Lighthouse system, lies 120 miles from Cape Sable on the

mainland out in the Gulf of Mexico. A nearby cottage, built in the mood of a Swiss chalet, was the scene of James Fenimore Cooper's "Jack Tier." The tower is solid brick and stands 150 feet high, looking over the Gulf for wayward vessels. It has been known to bend as much as five feet in violent cyclones.

Dry Tortugas was very nearly the scene of a Civil War battle, but a Confederate naval commander backed down when confronted by the guns of Fort Jefferson. It remained in Northern hands throughout the conflict. It has stood inviolate since that time, affected only by the wind and weather of the Gulf of Mexico. Its serenity today belies its turbulent past.



Only way to cross the shark-infested moat was by way of the footbridge (above) leading into the interior parade ground. Those prisoners considered most dangerous were quartered directly above the entrance. Below is an outdoor oven in which cannonballs were heated before being fired.



Coastwise shipping lanes through Florida Straits to and from major Gulf ports like New Orleans, Mobile, Port Arthur and Galveston, all pass within a few miles of the Dry Tortugas group, 60 miles to the west of the Florida Keys.

Giving The Gift A Thorough Onceover



Lourdes Cornier, newly arrived daughter of Seafarer Francesco Cornier, casts a skeptical eye on the \$25 defense bond presented to her by SIU Welfare Services representative Al Thompson, in the family's Brooklyn home. Bond came along with the \$200 maternity benefit.

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.

David Wayne Ramirez, born March 22, 1953. Parents, Mr. and Mrs. David B. Ramirez, 164 Saint Emanuel Street, Mobile, Ala.

Fred Milton Hazard, Jr., born March 19, 1953. Parents, Mr. and Mrs. Fred M. Hazard, 260 South Conception Street, Mobile, Ala.

James W. Beresford, Jr., born March 27, 1953. Parents, Mr. and Mrs. James W. Beresford, 38 Derby Road, Revere, Mass.

Lourdes Cornier, born March 21, 1953. Parents, Mr. and Mrs. Francisco Cornier, 511 Bushwick Avenue, Brooklyn, N.Y.

Douglas Martin Johnsen, born March 31, 1953. Parents, Mr. and Mrs. Charles Arnold Johnsen, 375 Fifth Avenue, Brooklyn, N.Y.

Nidya Denis Torres, born February 24, 1953. Parents, Mr. and Mrs. Wilson Torres, 42 Varet Street, Brooklyn, N.Y.

Rose Marie O'Neill, born December 30, 1952. Parents, Mr. and Mrs. Francis J. O'Neill, 3305 North Howard Street, Philadelphia 40, Pa.

Ronald Rankin, born February 3, 1953. Parents, Mr. and Mrs. Aubrey A. Rankin, 1336 Congress Street, Mobile, Ala.

Franklin Evert Richardson, born March 25, 1953. Parents, Mr. and Mrs. Hubert E. Richardson, Route 1, Bay Minette, Ala.

Kathryn Evelyn Wadsworth, born May 12, 1952. Parents, Mr. and Mrs. Kenneth P. Wadsworth, Thomaston, Me.

Benny Ray Manuel, born March 30, 1953. Parents, Mr. and Mrs. Newitt Manuel, Oberlin, La.

Deborah Ann Martin, born February 14, 1953. Parents, Mr. and Mrs. Cecil H. Martin, Castleberry, Ala.

Donald T. Johns, Jr., born March 23, 1953. Parents, Mr. and Mrs. Donald T. Johns, Route 3, Box 545, Lakeland, Fla.

Miriam Cecilia Valencia, born November 25, 1952. Parents, Mr. and Mrs. Victor R. Valencia, 41 Rondell Place, San Francisco, Cal.

Evelyn Rita Riguelme, born April 7, 1953. Parents, Mr. and Mrs. Dagoberto L. Riguelme, 1323 Greenmount Avenue, Baltimore 2, Md.

Cynthia Bartlett, born February 24, 1953. Parents, Mr. and Mrs. Frank L. Bartlett, 111 Second Avenue, Chickasaw, Ala.

William Michael Brantley, born March 14, 1953. Parents, Mr. and Mrs. William S. Brantley, 600 Johnson Avenue, Fairhope, Ala.

Alice Eugenia Bell, born March 29, 1953. Parents, Mr. and Mrs. Robert H. Bell, Route 1, Flomaton, Ala.

Richard Allen Williams, born March 23, 1953. Parents, Mr. and Mrs. Jasper Williams, Route 1,

and Mrs. Victor R. Valencia, 41 Rondell Place, San Francisco, Cal.

Karen Ann O'Rourke, born March 22, 1953. Parents, Mr. and Mrs. Robert O'Rourke, 4205 New Utrecht Avenue, Brooklyn, N.Y.

Denise Martus, born March 24, 1953. Parents, Mr. and Mrs. Joseph L. Martus, 168-41 89 Avenue, Jamaica, N.Y.

Suzie DePoo, born March 9, 1953. Parents, Mr. and Mrs. John Joseph DePoo, 307 West 11th Street, New York, N.Y.

Charles E. Perdue, Jr., born April 9, 1953. Parents, Mr. and Mrs. Charles E. Perdue, P. O. Box 624, Miami International Airport, Miami, Fla.

Johnny Derrickson Vetra, born July 30, 1952. Parents, Mr. and Mrs. James D. Vetra, 520 Hollywood Street, Tampa, Fla.

Thomas Kustas, Victor N. Lizardi, John Markopolo, Herman Meijer, Robert J. Menser, Harry Morton, Alfred Mueller, Leonard Murphy, Frank Nering, Abe Partner, William Pepper, Bart J. Power, Angel L. Romero, Kalle Rankonen, William Ryan, Frederick Russo, Virgil Sandberg, Ewen Steele, T. Stevenson, Aduis Thevik, Bertram Tomlin, Dudley Whittaker, Edward Budney.

Alfredo Cedeno, ST. VINCENTS HOSPITAL, NEW YORK, N.Y.

Joseph Pilutis, GREENPOINT HOSPITAL, BROOKLYN, N.Y.

August Valentina, USPHS HOSPITAL, SAN FRANCISCO, CAL.

Robert Alderton, William Rogers, Richard Allen, John Rolling, Marcello Belan, Patrick Scanlan, James Dodson, Peter Smith, David Edwards, T. Sandstrom, S. Helducki, William J. Small, Carl Johnson, D. K. T. Sorenson, Clarence Murray.

USPHS HOSPITAL, STATEN ISLAND, NY

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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, STATEN ISLAND, NY: Harvey Alexander, Harold Arlinghaus, William Atchason, Justo Beaula, Bibencio Bellarosa, James Blake, Anthony Budvics, M. Burastine, Joseph Callahan, Beresford Edwards, Jose Espinoza, C. Fachenthal, Charles Gallagher, Simon Goldstein, Joe Carl Griggs, James Hamilton, Hans R. Hanassen, Adrian W. Jones, John W. Keenan, Richard Koch, Nicholas Katoul, L. Kristiansen.
- USPHS HOSPITAL, STATEN ISLAND, NY: Thomas Kustas, Victor N. Lizardi, John Markopolo, Herman Meijer, Robert J. Menser, Harry Morton, Alfred Mueller, Leonard Murphy, Frank Nering, Abe Partner, William Pepper, Bart J. Power, Angel L. Romero, Kalle Rankonen, William Ryan, Frederick Russo, Virgil Sandberg, Ewen Steele, T. Stevenson, Aduis Thevik, Bertram Tomlin, Dudley Whittaker, Edward Budney.
- CUMBERLAND HOSPITAL, BROOKLYN, NY: Alfredo Cedeno.
- ST. VINCENTS HOSPITAL, NEW YORK, N.Y.: Joseph Pilutis.
- GREENPOINT HOSPITAL, BROOKLYN, N.Y.: August Valentina.
- USPHS HOSPITAL, SAN FRANCISCO, CAL.: Robert Alderton, Richard Allen, Marcello Belan, James Dodson, David Edwards, S. Helducki, Carl Johnson, Clarence Murray, William Rogers, John Rolling, Patrick Scanlan, Peter Smith, William Strike, T. Sandstrom, William J. Small, D. K. T. Sorenson.
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY: Victor Arevalo, Robert Atmore, Edmund Blosser, Wilson O. Cara, Walter J. Chalk, Charles Davison, Emilio Delgado, Antonio Diaz, John Driscoll, E. Ferrer, Robert Gilbert, Bart Gurinich, Peter Gvozdoch, John B. Hass, Frederick Landry, Francis Lynch, Harry McDonald, David McIlreath, Claude Markell, Vic Milazzo, John Murdoch, Eugene Nelson, Pedro Peraito, G. E. Shumaker, Robert Sizemore, Henry Smith, Herbert Totten.
- FIRLAND SANITORIUM, SEATTLE, WASH.: Emil Austed.
- POTTENGER SANITORIUM, MONROVIA, CAL.: E. L. Pritchard.
- USPHS HOSPITAL, FORT WORTH, TEX.: Joseph P. Wiss.
- USPHS HOSPITAL, SAVANNAH, GA.: W. W. Allred, Ignancio D'Amico, B. H. McLendon, W. Middendorf, Lonzie W. Morgan, Jack D. Morrison, M. Newman, Russell C. Sypher, Norman D. Tober, B. B. Wolfman, Henry S. Chemel, James B. Dyess.
- USPHS HOSPITAL, SEATTLE, WASH.: Alfred Johansen, William Meehan, R. E. Mulholland, George Rourke, William W. Wells, R. Armstrong, Roy L. McCannon, Stephen Burskey, Harry C. Peejer, J. E. Townsend.
- USPHS HOSPITAL, DETROIT, MICH.: Tim Burke.
- VA HOSPITAL, BALTIMORE, MD.: Harry J. Cronin, Leonard Franks.
- SAILORS SNUG HARBOR, STATEN ISLAND, NY: Joseph Koslusk.
- USPHS HOSPITAL, FORT STANTON, NM: Charles Burton, Adion Cox, John G. Dooley, Otto J. Ernst, F. Frennette, Francis I. Gibbons, Jack H. Gleason, Thomas Isaksen, Donald McDonald, A. McGuigan, J. F. Thornburg, Renato A. Willata, Virgil E. Wilmoth, Bruno Barthel.
- RIKERS ISLAND HOSPITAL, NEW YORK, NY: James R. Lewis.
- USPHS HOSPITAL, SAN JUAN, PUERTO RICO: Albert Morse.
- USPHS HOSPITAL, MOBILE, ALA.: G. H. Robinson.
- VA HOSPITAL, HOUSTON, TEX.: Johnnie Hancock.
- KINGS COUNTY HOSPITAL, BROOKLYN, NY: Earl R. Gilman.
- USPHS HOSPITAL, BALTIMORE, MD.: C. Allison, John Clatchey, Jeff Davis, A. DeFilippis, Lewis C. Glanville, W. G. Hartmann, Charles Hauger, Arie A. Hoornweg, Stephen B. Kutzer, Joseph F. Lewis, W. R. McIlveen, Earl McKendree, William Mitchell, Thomas Mungo, Thomas F. Oliver, G. W. Pritchett, Edwin B. Rhoades, Robert Rogers, Nathan Rubin, Alfred Seeburger, A. Geegmiller, Robert D. Settle, Adolf Swenson, David Sykes, Adolf Anderson, Carl Chandler, Albert W. Claude, Frank J. Galvin, Gorman Glass, Robert A. Hamlett, Waldon C. King, John Pedrosa, Paul C. Turner, John Wisloff.
- USPHS HOSPITAL, BOSTON, MASS.: Braxton Conway, John A. Duffy, John J. Fisherty, Joseph Garelo, Tim McCarthy, Donald S. White.
- USPHS HOSPITAL, NORFOLK, VA.: James Akers, Eugene W. Hayden, L. M. Jackson, Wylie G. Jarvis, Luis Lopez, C. W. Phelps, H. L. Pruitt, David G. Proctor, S. E. Roundtree, T. N. Scott, H. C. Willis.
- USPHS HOSPITAL, GALVESTON, TEX.: K. Abarons, L. I. Floyd, Stanley Gully, E. C. Hill, E. Jeanfreau, A. W. Keane, Carl F. Kumrow, C. S. Lavelock, O. W. Orr, Robert L. Shaw, Alphan Fruge, Charles Kogler.
- USPHS HOSPITAL, NEW ORLEANS, LA.: Emile Badon, William Bargon, P. M. Blackwell, S. Cope, R. Crur, Claude L. Davis, George W. Duncan, A. E. Ezell, B. D. Foster, Patrick J. Green, K. Gunderson, C. Hawkins, C. Hinkson, Eaden E. King, Leo Lang, P. C. LeBlanc, Rene LeBlanc, Jesse J. Lockler, Cyril Lowrey, C. R. Nicholson, Charles Perez, Raymond Perry, Albert Rakocy, Joseph A. Rockko, Harold P. Scott, L. C. Seldie, Walter S. Smith, H. S. Sosa, Ralph Subat, T. Terrington, D. Williams.
- PHILADELPHIA GENERAL HOSPITAL, PHILADELPHIA, PA.: William Costello.
- VA HOSPITAL, NEW ORLEANS, LA.: Frank J. Grilletta.

Grandpa Smith, 41, Proud Of His First Grandchild

Probably the youngest grandfather in the SIU is Seafarer V. C. "Bert" Smith of Tampa, Florida, who just recently celebrated his 41st birthday. Moreover, he is one of the very few who has yet to see his first grandchild.

Smith is very happy about the whole thing, even though the SIU doesn't have any maternity benefits for grandchildren yet. He considers it a point of pride that his shipmates and friends jokingly call him "Grandpa Smitty."

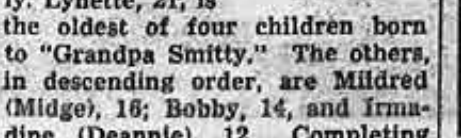
Right now, Smith is sailing coastwise on Waterman's Iberville as an AB. He won't get down to



Here's old photo of Smith's daughter Lynette who has presented him with grandson.

Orlando, Florida, until May 10, at which time he will feast his eyes upon his first-born grandchild, Steven Nagle. Born on April 12, nine days less than 41 years after his grandfather, the youngest Nagle of them all weighed in at seven pounds 13 ounces. Steven came into this world with the red hair of his clan and the traditional blue eyes of most newborn babies.

"I haven't had the chance to see the boy yet," said Smith, "but my wife and daughter tell me all he wants to do is eat." Smith's wife, Irma, and daughter Lynette, mother of the child, are justly proud of the latest addition to the family. Lynette, 21, is the oldest of four children born to "Grandpa Smitty." The others, in descending order, are Mildred (Midge), 16; Bobby, 14, and Irma-dine (Deannie), 12. Completing the family group is Caldwell Nagle, father of the child, a 28-year-old mechanic in Orlando.



Smith

Proud Of His Kid Brother



Michael Robinson, six years old, shows off his newborn brother, Phillip, outside their home in Mobile. Parents are Mr. and Mrs. Milton Robinson of the Alabama port city.

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.)

We've been receiving a number of complaints lately from the boys in the hospital concerning the lack of mail they get from their seafaring buddies. We don't think the brothers on the beach want to forget old friends. Sometimes it just slips your mind. If you can't get up to the hospitals for personal visits, which are the best tonic of all to the patients, remember that a card or a letter is just as welcome to a Seafarer who has prospects of looking at nothing but four walls for a couple of weeks.

There is another place, too, where you can drop a line if you want results. Send us a note on any or all of your problems and we'll see what we can do to clear them up. Better still, if you don't care to write, drop around and see us at the office. We are available to all the men on any problems which may arise, and we're only too glad to help.

Hugh (Cherokee) Hallman sauntered into the office after being repatriated from Germany aboard the Claiborne. He didn't give the dust a chance to settle under his feet before he took off for Mobile, Ala. Hugh said he hadn't shipped out of New York since 1946 and he had good reason.



Hallman

"The women in Mobile are so much better looking down there," he said. "Besides, the climate is much more beneficial." He probably had 100 more reasons to add, but he didn't think any of them topped the first. There may be some Seafarers who will dispute his claim, however.

Received a letter from Harry Knight recently. He is in the Gorgas Hospital in Ancon, Canal Zone, and expects to be there for some time. He hopes to hear from his friends back home who are shipping out with the SIU from stateside ports. Any communication is sure to be received with open arms.

An oldtimer off the Robin Trent (Seas Shipping) is Dudley Whittaker, who has spent several weeks in the USPHS hospital on the island. Whittaker has prospects of spending some more time in the wards, so a line dropped to him every once in a while will add greatly to his peace of mind and probably help him get better that much sooner. The more mail he gets, the sooner he is liable to get well and be out shipping with his friends once more.

John Byrd has flown the coop in New York and headed back for Galveston, Tex., after passing through the biggest port in the world. He signed off the Northwestern Victory (Victory Carriers) recently and hightailed it back down to the sunny south. He didn't waste any time in getting back to the hominy grits, and is down there on the beach now with the rest of the boys who like that southern cooking and shipping. That's one of the advantages of the Union. A member can ship from any port on any run he desires. Byrd is making the most of that privilege.

Another Seafarer who passed through here like a runaway train was Bill Oswinkle. Bill stopped long enough to pick up his wages and transportation. He got off the Barbara Fritchie (Liberty Navigation) in the Philippines. Bill shipped back to the West Coast and then on to New York before heading for his favorite port of Baltimore. He's on the beach down there right now and rarin' to ship out with the SIU.

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.

Joe Ray Bryan, 26: One mile north of Demerara Light Vessel, Brother Bryan was lost overboard the Alcoa Planter on March 6, 1953. He had been a messman in the stewards department since 1951, when he joined the SIU in Mobile. Next of kin is Sarah Mae Bryan.

Fred Hohenberger, 53: On April 19, 1953, Brother Hohenberger, an engine department member for eight years, died at the USPHS Hospital on Staten Island, NY. He was buried at National Cemetery, Cypress Hills, Brooklyn, NY. Surviving is his brother Arthur Hohenberger, 71-73 70th Street, Glendale, Long Island, NY.

Kossuth Fontenot, 61: A respiratory ailment proved fatal to Brother Fontenot, a patient at the USPHS Hospital in Galveston, Tex., on November 12, 1952. A messman in the stewards department, he was buried at the Old

City Cemetery, Galveston, Tex. He is survived by Shelby Fontenot.

Charles T. Sheridan, 49: A member of the stewards department, Brother Sheridan died at his home in Norfolk, Va., last October 15th. Burial took place at the Riverside Memorial Park, Norfolk, Va. Brother Sheridan was a member of the SIU since September 22, 1952, when he joined in New York.

Raymond W. Saunders, 38: A heart ailment caused Brother Saunders' death on January 2, 1953, in New Orku, Okinawa. A second cook in the steward's department, he joined the SIU in New Orleans, May, 1951. He leaves his mother, Mrs. J. L. Saunders, of Earleton, Fla.

William T. Atchason, 46: Brother Atchason died on March 3, 1953, at the USPHS Hospital on Staten Island, NY, a member of the engine department since 1947. Burial took place at Cedar Grove Cemetery, Middlebrish, NY. Next of kin is Mrs. Harriete Atchason, 202 Somerset Street, New Brunswick, NJ.

Alien Problems Squared Away

Alien seamen who feared that they would lose all opportunities to ship under Government regulations, are now sailing with regularity as a result of SIU action defending their shipping rights. Those aliens who have legal problems are finding that SIU Welfare Services is often in a position to give them valuable advice and assistance.

It had always been a little difficult for aliens to ship on American vessels even before the McCarran Act, because of legal limits on the number of aliens that could be carried on offshore voyages. Aliens were ruled out altogether on coastwise and intercoastal runs so that jobs for aliens were strictly limited.

Afraid to Pay Off

As a result, when the McCarran Act went into effect last December 24, it caused a panic among the non-resident alien seamen, and to a degree, among the shipowners. The aliens were afraid to get off their ships even when Immigration permitted it, because they thought they would not be able to get another ship. The shipping companies tried to knock off their alien seamen because they feared they would be subject to heavy fines and penalties under the law for the actions of alien crewmembers on their ships.

The SIU, however, took a firm stand that as long as a Seafarer was dispatched through the Union hiring hall, he was entitled to equal treatment with all other seamen, as far as the law allows. Since the Union went to work on the problem, the aliens have been able to ship regularly, and all SIU companies have been accepting the alien seamen. In marked contrast, alien seamen have been knocked off NMU ships and are finding it impossible to ship out.

Voluntary Departures

The Union has been advising alien seamen to pay off when Immigration permits them, and good shipping has made it possible for them to get out within the 29 day limit. Under the law, there is no provision for extensions of shore leave beyond 29 days. Where an alien hasn't been able to ship in that time, because of the limited number of jobs open to him, Welfare Services has given assurances to Immigration that the man would leave the country voluntarily within a short time.

This voluntary departure is no stigma on a man's record. When he comes back to the US, he can get his regular shore leave, provided, of course, his papers are in order. Without this assurance from the Union, Immigration would have no alternative but to pick a man up and commit him to Ellis Island for overstaying his leave.

On the other side of the problem,

NAME		SOCIAL SECURITY NO.	
First	Middle	Last	BORN
DATE OF BIRTH		Month	Day Year
SAILING TIME ON AMERICAN SHIPS		Name of Country RATING	
U.S. COAST GUARD SERIAL NUMBER		Years	Months
HAS BEEN SCREENED & CLEARED BY U. S. COAST GUARD AS GOOD SECURITY RISK			
COUNTRY WHICH ISSUED PASSPORT		PASSPORT VALID TO	
IF NO PASSPORT, STATE REASON WHY			
ARE YOU MARRIED? IF YES, IS YOUR WIFE A CITIZEN?			
DO YOU INTEND TO BECOME AN AMERICAN CITIZEN?			
HAVE YOU FILED FOR A VISA WITH ANY OF THE AMERICAN CONSULS ABROAD?			
IF YES, WHERE?			

Part of a form that is used by SIU Welfare Services to assist non-resident alien seamen with their shipping problems.

Welfare Services has been assisting aliens all along on getting entry visas for legal residence in the US. Those aliens who are married to American citizens have a good chance of getting visas. Welfare Services has been giving the wives the necessary information on how to apply for their husbands. It can also check the itinerary of the alien's ship so as to arrange for a visa application in a port that the ship touches.

Other aliens can apply under the five year seetime clauses, or under the regular immigration quotas of

their native lands. In any case, Welfare Services is prepared to provide the necessary advice and assistance.

In any situation, alien seamen should follow a few simple rules. They should always make sure that their passports are up to date and that all papers are in order. And they should never, in any circumstances, pay off without the approval of the Immigration inspector. By following this procedure, alien seamen can avoid difficulties and keep on shipping in most instances.

SIU Vacation, Welfare Totals Soar Past \$3 Million Figure

Payment of benefits by the SIU Welfare and Vacation Plans passed another milestone this week as the total cash outlay hit \$3 million. The total payments break down neatly

to just over \$2 million in vacation benefits and \$1 million in the various welfare payments, including hospital, disability and death benefits as well as maternity payments.

The two SIU plans shelled out the last million dollars of this total in slightly under seven months, or an average of about \$150,000 in cash every month. And more benefits for Seafarers are in the offing, as a result of the last contract negotiations which provided for greater cash contributions by the operators to the Seafarers Welfare and Vacation Plans.

Practically all of this money has been paid out in a little over a year. The Vacation Plan just began functioning in February, 1952, and the present death and hospital benefits

were not paid until November, 1951, while maternity and disability went into effect a year ago last spring.

Under the SIU's pace-setting welfare and vacation system, the Union pays out all benefits direct to Seafarers. There's no need to go hustling around to insurance companies, lawyers, or ship operators to collect money that's due with all the red tape involved. Everything is designed to make collection of benefits as speedy and as simple as possible.

Superior Gains

Besides, Union administration of these funds has cut out insurance company charges and other overhead that might make for considerable expense. The result is that SIU benefits are far superior to those provided under other plans.

To make collection even smoother, the SIU Department of Welfare Services was established. This department oversees the benefits system and handles the payment of welfare benefits, in addition to assisting Seafarers and families with personal problems.

The combination of superior benefits, Union administration and Union Welfare Services has proven very popular with Seafarers and their families, who are finding the assorted SIU benefits very handy in times of need.

His Dad's A Seafarer



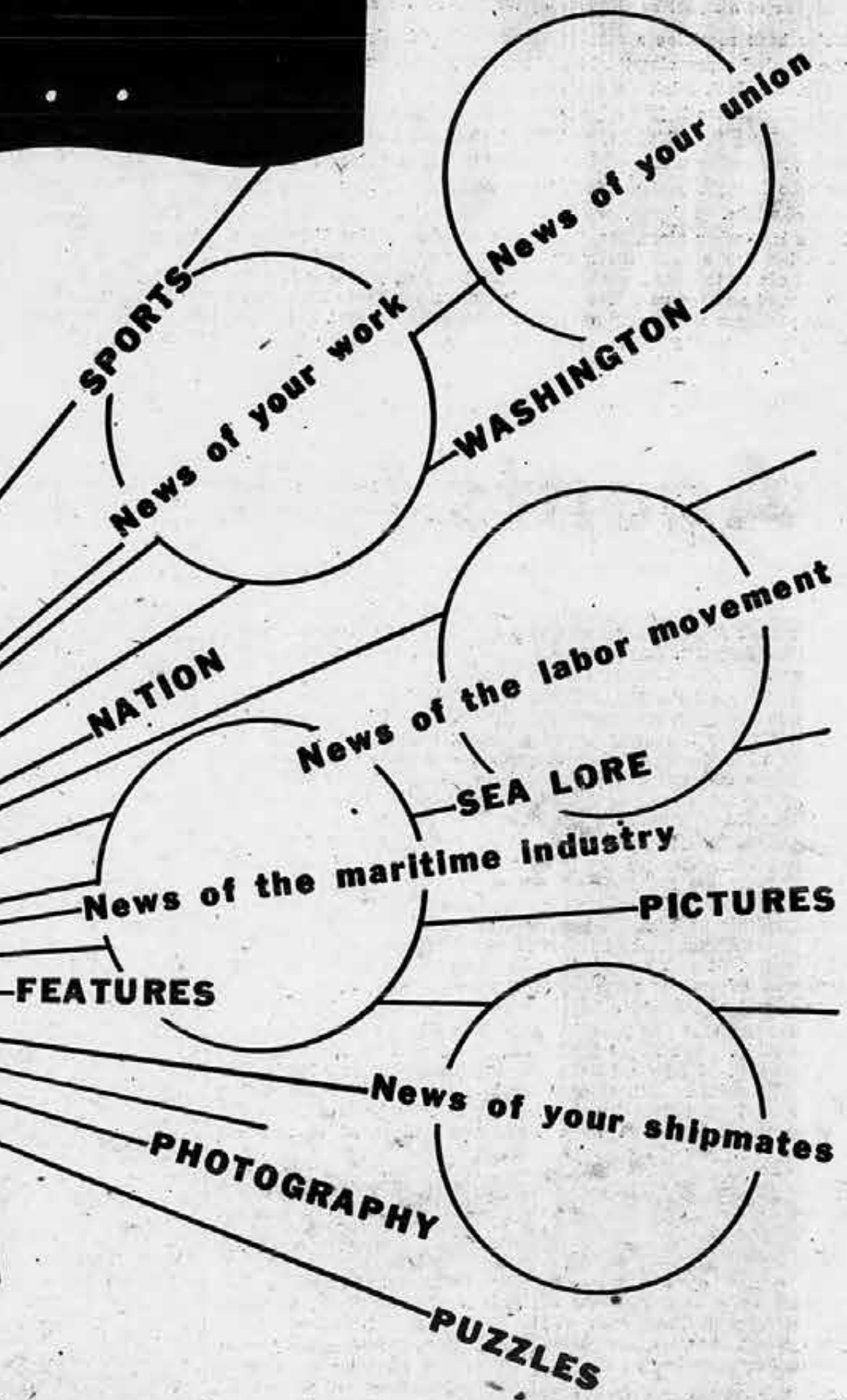
Raymond Kammerer Jr. looks quite pleased as he sits for the photog with parents and sister after receiving the usual SIU maternity benefit plus \$25 defense bond.

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: May 6, May 20, June 3, June 17.

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

It's all here . . .



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