

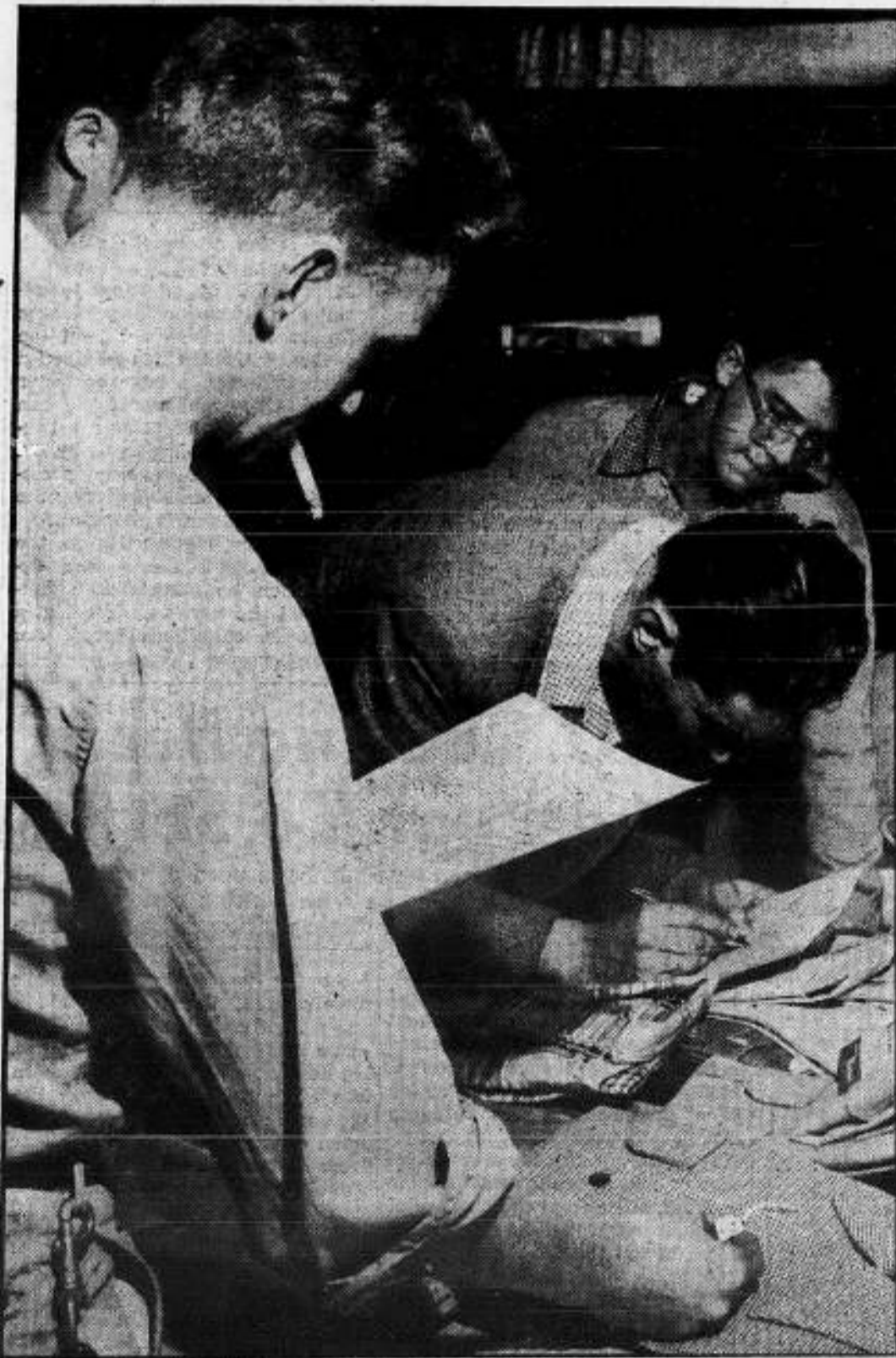


# SIU BEGINS STUDY OF '52 PACT IDEAS

Story on Page 3

## Ports Still Wide Open To Spies

Story on Page 2



**Wise Shopper.** A crewmember on the Robin Goodfellow carefully checks tags on gear from SIU-operated Sea Chest against ship's slopchest prices as Union representative takes orders for the Union-run store, inaugurating service of meeting ships as they come in and filling orders the same day. (Story on Page 3.)



**Big Job Begins.** Sorting out crew suggestions for SIU contract talks coming up in July, headquarters clerks ready them for study by Union's Negotiating Committee. (Story on Page 3.)



**Battle Plans.** Meeting at Mobile branch SIU hall, Port Agent Cal Tanner (right) huddles with Urban Bosarge, Seafood Workers president and SIU Int'l Representative for the Gulf, to discuss ways to get Alabama ban threatening life of area's \$3.5 million oystering industry lifted. (Story on Page 2.)



### Port Rules So Lax, Subversives Could Easily Enter, Union Asserts

America's waterfront is so lacking in security that an enemy could easily enter, the Seafarers Union asserts. The union, distributed to all members of the SIU in Mobile. The article revealed that after two years of operation, the U. S. port security program has screened 620,000 American seamen and longshoremen, but that as yet no...

### 'Spy' Proves Reds Could Roam NY Docks

U. S. PORT SECURITY HELD INEFFECTIVE. Subversives Could Arrive Unscreened Foreign Seafarers Union. Spies Sneak Into U.S. Easily. Union Charges Harbor Is Open To Subversives. S. I. U. Says Alien Crews Have Been Spotted In Areas...

# All LOG Charges On Security Lack Go Unchallenged

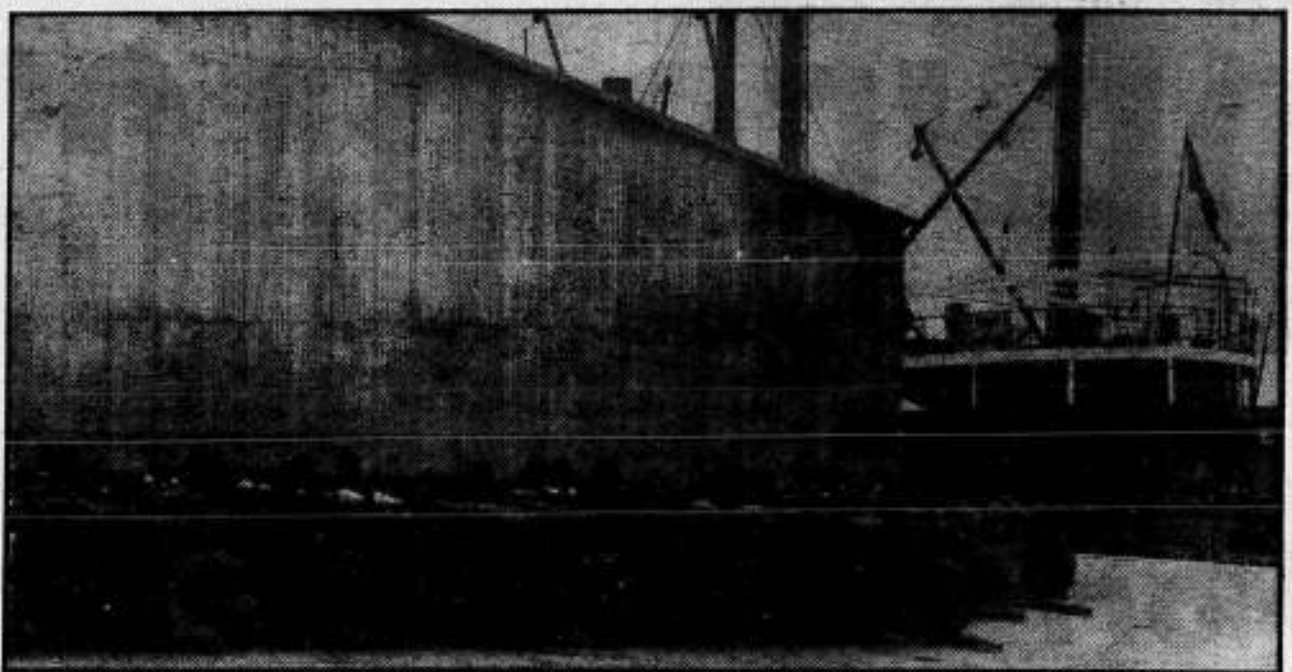
Serious weaknesses in the nation's port security setup, detailed in a copyrighted story in the last issue of the LOG, were pointed up sharply last week through an incident involving a Panamanian ship stopping at Tampa. Only the vigilance of the unions involved made it possible to block one man, reputed to be a Communist agitator, from coming ashore in this country.

Meanwhile, no further official action has been forthcoming to tighten CG security regulations on foreign seamen at US ports of entry, in the wake of the LOG article pointing up the ease with which possible subversives could enter and leave the country. Foreign flag ships are continuing to tie up at restricted piers, marine terminals and other sensitive spots.

However, indications are that Congressional reaction is forthcoming in Washington in the form of possible queries into the security set-up. One Congressman, Representative Ernest Greenwood of Long Island, declared "We are opening our gates to all sorts of people who might well prove to be dangerous to our security. Those more than 100 foreign seamen who had jumped ship and were returned only recently show how easy it is for an enemy alien to get in and stay in."

The LOG story pointed out that while American seamen and dock workers have been rigidly screened and subversives weeded out, there is no such check on alien seamen who come and go in our major ports virtually without restriction other than check by the immigration authorities. It emphasized that subversives signing on as crewmen on Panamanian ships, which are notoriously lax in their manning requirements, could easily enter restricted port areas and other vital installations. Further, these ships could serve as an outlet for subversives fleeing the country.

The recent incident in Tampa illustrating the LOG statements, involved crewmembers of a Panamanian Liberty ship, the North Princess. The ship crewed up in England (Continued on page 17)



Easy come, easy go is the practice on the Galveston waterfront, emphasizing lack of adequate port security in US. Foreign flag ships like this one tie up daily midst heavy military storage.

## SIU Oystermen Fight Crop Ban

Mobile—Joined by Cal Tanner, SIU port agent, officials of the SIU-affiliated Mobile Bay Seafood Workers Union are feverishly moving to get the state to lift a ban against oystering in an area which represents almost 95 percent of the commercial fishing grounds. Alabama, with a \$3.5 million annual yield, is the only state in the U.S. with a sizeable crop this year, and the season is fast running out.

The Mobile Bay Seafood Workers, affiliated with the SIU Fishery and Allied Workers for the past six years, are in the midst of a life and death battle to keep their industry going before its operations dwindle further than today's 20 percent peak. Only 40 boats of 200 usually working are in the oystering area now. This situation has developed from a state order declaring the prime oyster beds in Mobile Bay polluted, leaving open only two small beds able to produce a fraction of the customary yield. Six thousand fishermen and cannery workers operating out of the union headquarters at Bayou La Batre, Ala., are seriously affected by the action of the State Health Department. Meanwhile, in addition to attempted court action to enjoin the state from clamping a lid on the industry, the union has retained a marine biologist to test the water for impurities and see if the ban can really stick. Tests over a two-week period are being made by Dr. James N. Gowanlock, who is employed as a marine biologist by the State Conservation Department. One of the big puzzles in the whole picture is the sudden determination by state health officials that the bay is polluted, at a time when conditions for it are (Continued on page 10)

## Magnuson Sees Hope For Ship Bill Okay

(The following statement was written expressly for the SEAFARERS LOG by Senator Warren G. Magnuson (Democrat-Washington). Senator Magnuson has for some years been Chairman of the Senate Subcommittee on Maritime Affairs and has sponsored a great deal of maritime legislation. Senator Magnuson addressed the SIU Convention in San Francisco in 1951.)

The long range shipping bill, offering a guarantee of a continuing strong American Merchant Marine, got over one big hurdle when it passed the Senate in 1951. Still remaining are two hurdles—the House of Representatives and the White House.

I firmly believe that the legislation, if approved by the House, will be signed by President Truman.

Those of us who steered the bill through the Senate are hopeful that the House of Representatives will see fit to act on it without undue delay.

I was informed a few days ago that early hearings are scheduled by the House Merchant Marine Subcommittee but that no definite date has been set.

### 'Risk Obsolescence'

I feel certain that the able members of the House of Representatives will recognize the vital importance of the long range bill. Without legislation of this type, our Merchant Marine stands the risk of becoming obsolescent in a block. We need a provision in our law that will encourage the building of new ships—passenger vessels, freighters and tankers—to keep our shipping industry strong and enable it to remain as the fourth arm of our defense.

I know the interest of all segments of the vast maritime industry, including labor, in this legislation and that the industry will be very active in continuing to support its passage.



Senator Warren Magnuson

## NMU Routine Beefs Take Year To Settle

Patience is a virtue most people have need of quite a bit of the time, but NMU seamen with routine contract beefs need an unlimited supply of it while waiting out settlements.

Typical of the old "hurry up and wait" Army situation ex-GIs remember is a nine-month-old beef needling NMUer Joseph F. Bednar, book no. 84389, as he described it in that union's paper (March 6, 1952), and which drew attention from several Seafarers formerly sailing with that organization.

The grievance, an apparent violation of the manning scale in the contract, arose from the absence of a junior on watch in the engine department and the necessity for Bednar, an oiler, to do the junior's work on watch. It also required a fireman to work without a junior to help out in the fireroom of the ship, an 8500-HP Victory, calling for three watch juniors.

The junior in question, it seems, had been taken off the ship in Japan for hospitalization and after about two months until the payoff there was still no junior on watch.

At the payoff in Mobile, the oiler related, "a patrolman said it was a legitimate beef and took my name, address and book number. He advised me I would hear from him when the CED (Contract Enforcement Department) committee acted on it. When I did not hear from him, I wrote to him, and Agent Leslie Mixon who answered stated that the beef was no good."

### Anniversary Near

The payoff, he noted, was in July, 1951, and to this date he still doesn't know where he stands and why he's not entitled to extra money. On this issue, the NMU contract plainly reads: "For any reason there is a man short, his wages shall be split between the other members of his watch."

The entire exchange, pinpoint (Continued on page 17)

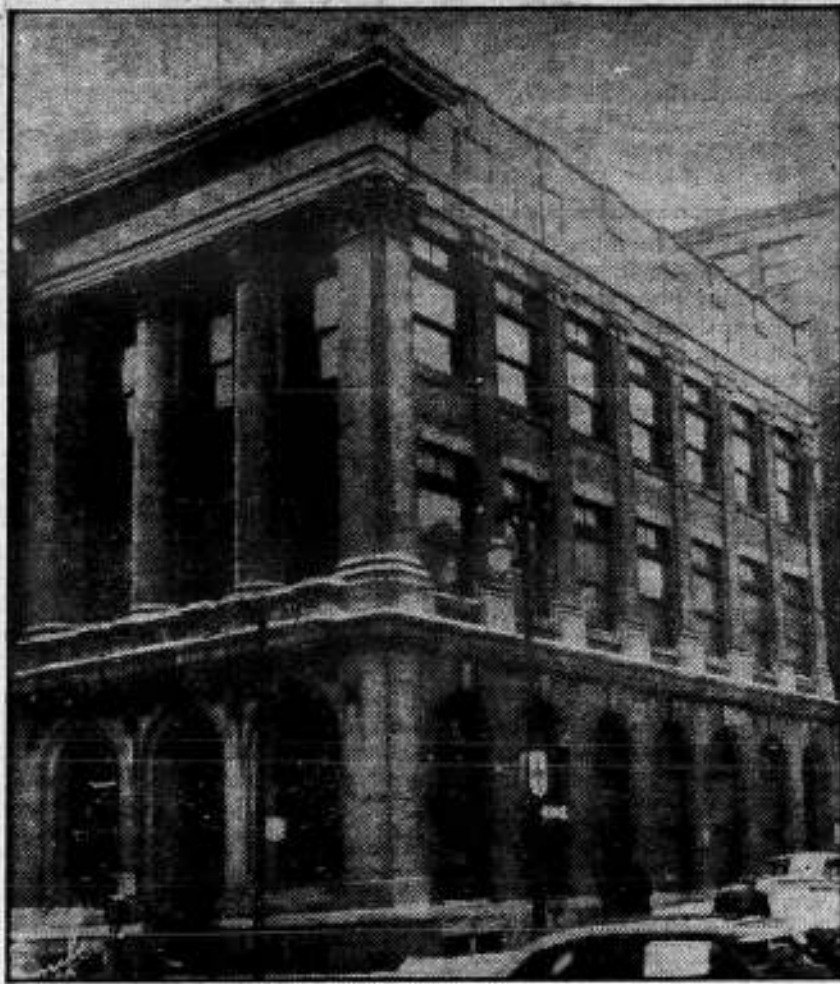
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Future headquarters of the SIU Canadian District will be located in this building in the heart of Montreal's business section.

## A&G Votes Bldg Loan To Canadian District

Helping to assure the permanence of the SIU Canadian District and to maintain its bargaining position while 1952 contract talks are in progress, Seafarers at the headquarters branch meeting March 12

## SIU Passes \$300G Mark In Vac. Pay

Just five weeks old last Saturday, the SIU Vacation Plan is rolling strong. Payments have already gone well past the \$300,000 mark with nearly 5,000 Seafarers already receiving vacation pay checks for time earned. In the two weeks up to Saturday March 15 \$123,092.42 was paid out making a grand total of \$325,060.99.

Far from dropping off after the early rush, the vacation payments have been going out steadily to men in New York, and all the outports. If anything, the total number of payments has been increasing as men coming off the ships make it their business to hit the hall first thing for their vacation money.

The size of the average check has been increasing steadily as the days pass by. Since credit for vacation payments went into effect as of June 1, 1951 the later claimants have had more time and more money coming to them than those who filed early.

### Working Smoothly

Despite the very heavy load of claims that have been coming in to the vacation plan office at the rate of nearly 1,000 a week, the work has been proceeding with remarkable smoothness. A large staff in the Vacation Plan office and an efficiently functioning system has made it possible to pay Seafarers within 15 or 20 minutes of their completion of the application. Payment in the outports has been as speedy as the mailing system permits.

While the rate of payments is expected to drop off somewhat after the first claims are in, the Vacation Plan expects to pay out \$2½ millions a year to Seafarers

(Continued on page 17)

voted a \$25,000 loan to their dominion brothers to help pay the cost of a new Canadian District headquarters in Montreal.

Beset by a housing problem like most everyone else these days, the Canadian SIU sought out the aid of Seafarers in the A&G District to meet dilemma. Housed in an inadequate structure for its generally expanding operations and faced with the possibility of not being

(Continued on page 17)

# Crew Response In; SIU Opens Study Of Contract Ideas

Headquarters employees this week began the task of sorting out crews' suggestions as to changes to be made in the SIU contract in coming negotiations with the operators.

A large number of crews have mailed their contract suggestion forms back to headquarters, giving the Union a virtually-complete cross-section of the crews' feelings on the question.

Once the suggestions covering deck, engine and stewards' department personnel have been put into order, the Union negotiating committee will review and discuss them, prior to drafting formal demands to be presented to the operators when negotiations for the new contract get underway on July 30.

### Airmailed To Ships

The crews' role in shaping SIU contract demands began back on January 11 when the SIU airmailed copies of the 1951 agreement plus three suggestion forms to every SIU ship around the world. A covering letter with the mailing asked each department to hold meetings to study the existing contract and then mail back reasonable and practical ideas to headquarters as to what the Union should ask for in its 1952 negotiations.

The purpose of the survey was to obtain a good cross-section of membership opinion and formulate demands for the shipowners accordingly.

An examination of a random group of returns shows that a great many crewmembers expressed their satisfaction with the present agreement. Most suggestions that were submitted involved clearer wording of certain clauses so as to clear up conflicting interpretations on some of the working rules. By

and large the suggestions show that the Seafarers approached the task in a serious and responsible manner.

Commenting on this aspect of the survey SIU Secretary-Treasurer Paul Hall declared: "The response from ship's crews all over the world is typical of the Seafarer's keen interest in and understanding of the problems confront-

ing the Union. Judging from the suggestion forms that I have seen, the SIU negotiating committee is going to find much that is useful and valuable in these replies when it comes to drafting the Union's 1952 contract demands. The committee will then be sure that its demands rest on firm ground, representing as they will the wishes of the Seafarer sailing the ships."

## Hq. Sea Chest's Services Expanded To Cover Ships

The SIU Sea Chest is going aboard ship. Beginning last week, Union representatives in New York started hitting ships in port with samples of merchandise carried by the SIU's own furnishings store.

Orders are being taken on shipboard with merchandise ordered delivered to the men on the ships.

By offering merchandise well below prices charged in the ship's own slop chest, the Sea Chest is tolling the beginning of the end for the ship chandler, who has long victimized seamen with high prices for second-grade items. The Sea Chest, being a Union-owned and operated service, eliminates the middleman and the middleman's profits. Union representatives go-

ing to the ships it was stressed, are not salesmen, but Seafarers, and they do not receive any commission.

Thus far the Sea Chest service direct to the ships is being conducted on an experimental basis. The early response of men on board ships visited was enthusiastic, promising a wide demand for this newest SIU venture.

### Other Ports Too

If the procedure proves workable, it is planned to extend the service of the Sea Chest to ships hitting at other ports in the vicinity such as Philadelphia and Baltimore. Eventually the Union will open similar stores in the Gulf ports of Mobile and New Orleans so that Seafarers in that area too can have the benefit of this money-saving facility.

### Prices Are Right

The first ship to be visited by Sea Chest representatives was the Robin Goodfellow. Crewmembers aboard immediately compared prices posted for the ship's slop chest with those offered by the Sea Chest on name brand items. In every instance the price quoted by the Union-operated store was below the slop chest listing. As a

(Continued on page 17)

## News Guild Honors LOG Artist

A well-deserved accolade has been conferred on Bernard Seaman, LOG art editor who has been awarded the Newspaper Guild of New York Page One Award for cartooning, the first time honors have been voted in this field, and significantly, to a specialist in labor newspaper cartooning.

Seaman, an SIU member, has been with the LOG seven years. His vigorous style, studded with labor savvy learned in many years of active participation with the union movement in beefs all over the country, was first introduced to LOG readers on March 23, 1945.

Since then, his energies have been utilized for all of the cartoon work and illustrations appearing in the LOG and in educational and membership material published by the SIU.

The Page One awards made annually by the New York branch of the union comprising newsmen, editors, artists and other professionals in the newspaper field are presented to outstanding personalities in all areas of public life.

### Labor's Viewpoint

The Guild Page One Award in public affairs this year went to the US Secretary of State Dean Acheson; to Jose Ferrer, Jimmie Durante and Vivian Leigh in entertainment; to the late Harold L. Ickes and the late Robert P. Patterson for lifetimes of distinguished service to their country, and many other personalities in public life.

The signal honor given to Seaman, the first time an award in cartooning is being made, is tribute to his outstanding efforts to pin-

point pictorially the workingman's viewpoint and beefs on many issues. Well-known in his field, Seaman has also contributed cartoons to Fortune Magazine, the New York Times and many other nationally-famous periodicals. His

work also appears in Justice, publication of the International Ladies Garment Workers Union (AFL), and is syndicated by the Labor Press Association, a news organization serving labor papers throughout the country.



Sketching out an idea on the drawing board, Art Editor Bernard Seaman, begins preparation of an art layout for the LOG. Seaman has received the 1952 award of the NY Newspaper Guild.

## \$8 Maintenance, Cure in Effect

A \$2 increase in daily maintenance and cure benefits from \$6 to \$8 has been approved by the Wage Stabilization Board. The new scale was obtained in the course of negotiations during the recent reopening of the SIU's contract. It is part of a three point program of improvements which included raises for daymen, and determination of home port as the port of payoff in clarification on stewards department overtime.

All SIU-contracted operators have been notified by the Union of official approval of the new maintenance and cure rate.



# Barrage of Red Propaganda Aimed At American Ship Crews

A new Communist propaganda campaign, aimed at seamen, is now underway. Seafarers working for several SIU-contracted companies such as Bull, Waterman, Isthmian and Seatrain, have turned over to the LOG several pieces of literature aimed at enlisting support for the Communist program in the ranks of American seamen.

One piece of literature that has been widely distributed by the so-called "Maritime Committee For Peace" consists of a "Seamen's Ballot For Peace and World Trade" printed on a return-addressed and stamped postcard. The ballot contains two questions with boxes for "yes" and "no" answers, asking seamen if they favor an immediate end to the Korean war, as well as a disarmament meeting between the "USA, USSR, Great Britain, France and the People's Republic of China."

Included in the mailing is a mimeographed letter which declares that the merchant marine is being "militarized" and that trade union conditions are under attack everywhere. It declares that the Maritime Peace Committee is "conducting this poll to gauge the sentiment of seamen on these important questions."

### Attacks Policy

Still another propaganda mailing, this one from a source in Baltimore, attacks the war in Korea and the US arms budget, quoting left-wing unions as calling for an immediate end to the Korean war.

A somewhat slicker job comes from a self-styled "Provisional Trade Union Committee for Repeal of the Smith Act." This consists of a four-page printed pamphlet with an enclosed resolution asking the men to go on record for repeal of this law under which the Communist Party leadership is being brought to trial. The pamphlet complains of the arrest of such well-known CP unionists as Al Lannon of the CP waterfront section.

This material comes from the office of John D. Masso, business agent of Local 528, Glass Bevelers, in New York City. Other union officials listed among the sponsors of the committee are the Rev. Bernard Andrews, President of Int'l Longshoremen's Association Local 1303 in Gulfport, Mississippi. Andrews has repudiated sponsorship of the group saying that his name was used without authorization.

The mail barrage to the ships now initiated by the Party reflects its growing weakness. Formerly when the Communists were strong in certain maritime unions they went in for direct organizational action on the waterfront. Now they have been driven out of most unions with the exception of the Marine Cooks and Stewards and

Harry Bridges' Longshore Union on the West Coast.

Despite the change in the fortunes of the Communist Party, the basic purpose of their propaganda drive remains the same now as it was in their heyday on the waterfront—namely to divide and weaken the maritime unions and use them as a base for getting a foot-

hold in the nation's vital shipping industry.

Seafarers receiving such mail aboard their ships are urged to check the source carefully before signing any petitions or answering any "polls." Any ship's crews receiving these or other pamphlets of a similar nature should notify the Union.

## Ruskin Scholarships Open For Seafarers

Applications are available in the LOG office for the Ruskin College labor scholarships, three of which are awarded yearly to the American trade unionists. The scholarships provide for a year's study at Ruskin

College, Oxford, in industrial relations or workers education. They are for 250 pounds (\$710) each, covering tuition, room and board at Oxford and leaving 125 pounds for personal use.

A fourth scholarship available to Americans in the 1952-53 season is at Coleg Harlech, in Wales, some 350 miles from London. This covers tuition, room and board.

There is a possibility that additional scholarships for American trade unionists will be available at other colleges. If so, applications for Ruskin College will be considered for these posts.

In 1948, an SIU member, Irwin Suall, won one of the scholarships. Suall served as organizer during the Isthmian campaign and as a member of the publicity committee during the 1946 general strike. Suall is now an educational director for the International Ladies Garment Workers Union, AFL.

Scholarship winners are responsible for transportation to and from England unless successful in securing a Fulbright travel grant and will need additional pocket money for personal expenses.



Suall

## Airborne Boat Newest Device In Lifesaving

A 30-foot airborne lifeboat that can be dropped by parachute and guided by radio controls directly to survivors in the water is the newest wrinkle in life-saving gear for use at sea.

Final trial runs on an inland lake have shown the adaptability of the remote-control craft, which was developed for the Air Force by the Westinghouse Electric Corporation.

A rescue plane employing an intricate radio apparatus sets the boat in motion once it hits the water and can guide it from the air to survivors drifting in the water or on a damaged ship. The controls' operator in the plane overhead can then stop the boat from moving until the survivors climb aboard and then set it going again.

The instrument set-up is such that control can be switched from the plane to a manual or electrical control in the boat. If the condition of the passengers would enable them to handle it from that end.

## LOG Reports In Person to Members



SEAFARERS LOG Managing Editor Ray Denison speaks to Seafarers at March 12 membership meeting in New Orleans. Visit to New Orleans hall came during course of trip to Gulf SIU branches to gather stories of Seafarers and ships for LOG.

## SIU NEWSLETTER from WASHINGTON

The past 20 months have been a most critical period in world history in the conflict between two basic political philosophies. The threat of communism appears to have been allayed for the present because of the material assistance furnished by the US in the form of food, military supplies and fuel in enormous quantities.

Reporting on the matter to the Congress, Admiral E. L. Cochrane, Maritime Administrator, says that "this material assistance could not have been delivered to our associated Democratic nations had the US not had not only a reserve of ships, but the reserve of trained seafaring men to man them" and experienced shipping management.

Some 13 large American steamship lines receive operating subsidy aid under the 1936 Merchant Marine Act. Last year, for the first time, Congress put a limitation on the number of voyages that the Government could subsidize, meaning that some of these lines would not be able to perform the maximum number of voyages called for in their contracts with the Government.

In an opinion not yet made public, the Maritime Administration's general counsel has ruled that the Government is, in fact, liable for the number of approved voyages made up to the contract maxima.

While on the subject of Government subsidies, it can now be reported that a combination of factors, including principally the dormant stand of Representative Thomas, Texas, is slowly but surely resulting in the breaking of the monopoly on subsidies, held for so long a time by the 13 American subsidized lines. Putting it another way, from this point on, more and more American steamship lines will be granted Government operating subsidy.

The Federal Maritime Board is expected any day now to announce approval of subsidy applications for the Pacific Far East Line and the Pacific Transport Lines, two West Coast Lines formed back in 1946.

The operating differential subsidy program enables American ship operators to maintain high standards for seamen and still compete with foreign flag operators in a highly competitive field.

Although American shipyards did a magnificent job during World War II in the turnout of merchant vessels, they are not in shape today to handle any new large-scale construction program that would be brought on by a total mobilization of this country. It is not known by many persons, but plans are about ready calling for the redesign of these yards in any future war, because the shipyards are not suitable for the kind of ships that would have to be built. Government agencies have been at work, behind closed doors, turning out mobilization plans of a shipbuilding program to match the program of the armed services.

Foreign nations are not allowed under existing law to buy surplus US Government-owned vessels, but, even so, they are still pestering the State Department with inquiries as to the availability of war-built tonnage. It is not likely that State will ask Congress to approve legislation authorizing these sales, because all the sales would not be consummated and State would not want to be put in the position of taking action which might be interpreted as discriminatory as between friendly foreign maritime powers.

This column ran a story in the last issue relating to the Congressional investigation of the sale of US tankers to the Casey group and others, and predicted that Congress would find nothing illegal about the transactions. That prediction still stands, at least to the extent that the letter of the law was not violated. However, an important outcome of this investigation has been the revelation (although this has been suspected right along) that some American shipping corporations have "dummy" fronts, with American citizens allegedly in control, but, in reality, actually controlled by Chinese and other foreigners through substantial financial backing.

Thus Congress will be called upon to decide whether it is good or bad to have American shipping corporations financed largely by non-citizens.

An important decision that could affect many American steamship lines was handed down recently by the Federal Maritime Board in the case involving construction subsidies for the two big passenger ships of the American Export Lines—the Independence and Constitution. Under the 1936 Merchant Marine Act, the Government, through the FMB, can allow a subsidy covering the excess cost of building ships in this country as compared to what similar type ships could cost if built in a foreign yard, with the difference being the subsidy paid by the US Government.

The old Maritime Commission, now abolished, had awarded American Export a 45 percent construction subsidy on the two ships, meaning that Export's share would have been about \$12,000,000 for each. However, after a redetermination of the case, the present FMB reduced this subsidy to 27.07 percent, so that Export, if it takes the ships, will now have to pay around \$18,000,000 for each vessel.

While this is a very important decision for Export to face, a more important issue is the law itself. Undoubtedly the fault lies in the fact that the FMB's authority in the matter of constructions is much too wide—Congress has given this agency entirely too much discretionary authority. This authority should be tied down, pin-pointed, so that such squabbles, as surrounding the Export subsidy case, can be avoided in future transactions.

The FMB is now working on amendments to the law in this respect, these will be sent to the Budget Bureau and White House for approval, after which they will be transmitted by President Truman to Congress for action.

Your SIU Washington Reporter



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art contest**

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1952

## WSB Approves Boost Of \$30 For Daymen

Word has been received from Washington that the Wage Stabilization Board has approved recent increases negotiated by the Union for daymen in the deck and engine departments.

## SIU Canadian Chief Named Govt Advisor

Montreal—SIU Canadian District chief Hal C. Banks, a vice president of the International, has been appointed to an advisory post on the Canadian Maritime Commission, which has been in operation since the end of World War II.

Banks, as Canadian Trades and Labor Congress representative to the government body, will serve on the labor advisory committee which assists in the formulation of policies regulating the development of the Canadian maritime industry. The commission, with headquarters in Ottawa, oversees shipping and ship-building activities throughout the dominion.

The Canadian District director was one of the SIU officials instrumental in clearing the Communist-led Canadian Seamen's Union off the dominion's waterfront where it maintained a stranglehold on shipping and provided a constant source of trouble for waterfront and maritime labor generally.

Banks' appointment followed on the heels of approval of his designation to the commission by Lionel Chevrier, Minister of Transport, and J. C. Lessard, commission chairman.



Banks

The official letter of notification should arrive in headquarters within the next few days, formally putting these increases into effect as of March 1, 1952. The companies should begin paying the back money due within a short time.

The Union negotiated a \$30 monthly increase for all daymen with the exception of wipers, who will receive \$15 additional, in a recent reopener of the contract. The reopener was made possible by the exclusive SIU reopening clause which allows for renegotiation on money matters any time during the life of the contract.

Classifications covered by the latest increase include the following: wiper, engine utility, engine maintenance, deck engineer, electrician, bosun, deck maintenance and carpenter.

### No Overtime Change

It was emphasized that while the latest increases put some of the men involved, such as deck maintenance, over the dividing line on overtime scales, no changes in overtime are included in this latest contract adjustment. Existing overtime rates will continue to be paid to these men for the duration of the present contract.

Other changes that were negotiated during the contract reopener included a clarification on stewards department overtime in home ports. The agreement provides overtime for work in a home port before 8 AM and after 5 PM. For purposes of this clause it was decided that the home port would be the port of payoff except for Robin Line ships whose home port is New York and company-owned ships of the Delta Line whose home port is New Orleans.

# Coal, Grain Cargoes Drop; NSA Lays Up 122 Libertys

Washington.—Dwindling coal and grain requirements of friendly foreign nations under the Mutual Security Administration has forced the Maritime Administration to call in 122 Liberty ships being operated under general agency agreements.

Included among the total are at least 20 SIU-manned ships operated by eight companies under contract with the SIU. As they come into Atlantic and Gulf ports, most of the vessels will be returned to the lay-up fleet as if they had never come out.

Some 48 US-flag operators are involved in the giant shipping enterprise undertaken just a year ago when the privately-owned fleet was found too small to handle the mounting amounts of foreign aid cargo and sharply rising arms shipments by the Military Sea Transportation Service.

A new agency, the National Shipping Authority, was created within the Maritime Administration to oversee the giant operation which, at its peak, included 528 government-owned ships of all types.

### Ships Did Job

Statistics for the first full year of NSA activity revealed over 12,000,000 tons of economic and military aid cargo routed by the agency, according to Vice-Admiral E. L. Cochrane, Maritime Administrator.

Deactivation of the 122 vessels so far does not mean the end is in sight as far as cuts in the NSA fleet are concerned. Varying predictions by maritime observers hinge on figures running up to 250 or more of the vessels now sailing, or about half of the total pulled out of the reserve fleets up and down the Atlantic and Gulf coasts.

In any event, the expectation is that the foreign aid program will require many of these ships back into service once again when coal stockpiles abroad fall low and frost nips farm production. Changes in the Korean military situation, as elsewhere, also would dictate future policy on breakouts from the reserve fleet units.

Affected directly by the current list nominated for layup are the following SIU vessels and operators: Rudolph Kauffmann (Alcoa); James K. Walker (Bloomfield); Charles Carroll, Cornelius Ford (Bull); John S. Appleby, Jesse Applegate, Henry Baldwin, Casimir Pulaski (Eastern); John Lind (Isthmian); David S. Jordan, James B. Duke (Mississippi); Grenville M. Dodge, Nathaniel Silsbee, William H. Aspenwall, Cornelius Gilliam, Charles D. Paston (South Atlantic), and W. S. Jennings, William Har-

per, William T. Page and William A. Richardson (Waterman).

Current voyages of all these ships are expected to bring them into port by the end of March or

early in April. They will be deactivated in five different lay-up fleets: Tomkins Cove, NY; James River, Va.; Mobile, Ala.; Wilmington, NC.; and Beaumont, Texas.

## Wage Board Okays SUP's Doubled Welfare Fund

San Francisco.—Approval of a 100 percent rise in operator-paid contributions to the SUP Welfare Plan has been announced by President Harry Lundeborg of the Sailors Union of the Pacific.

Matthew Dushane, SIU international representative, signaled the Wage Stabilization Board okay of the SUP welfare boost in a wire to Lundeborg from Washington.



Lundeborg

The increase, doubling the shipowner contribution from 25 to 50 cents per day, followed by two months WSB approval of the wage aspects of the new SUP agreement, which was negotiated retroactive to October 1, 1951.

Technicalities in the welfare portion of the agreement held up full government approval of the pact, which was negotiated with the Pacific Maritime Association.

The additional 25 cents per day towards welfare will not affect already-existing operations of the SUP Plan, which has previously been paying out benefits.

Dushane, representing the International as Legislative Representative in the capital for over 10 years, noted in his message to Lundeborg that "we can now secure prompt approval of all identical welfare plans that are now before the board and/or will be submitted to the board for its approval."



Dushane

The backlog of pending welfare agreements before the WSB has held up approval of similar plans negotiated later on, such as the identical increase for the SIU Plan, retroactive to November 1, 1951, which still awaits final government okay.

## Anti-Lobbying Act Held Void

Washington.—A special three-judge federal court has held penalty provisions and other sections of the 1946 Lobbying Act unconstitutional.

The ruling, a victory for the National Association of Manufacturers, which was under the shadow of prosecution under the act, was expected to be appealed to the US Supreme Court by the Justice Department.

Sections of the act were tossed out as being too vague and depriving persons convicted under the law of Constitutional rights of free speech and to petition Congress.

In its decision, the court noted: "Congress is prohibited from making any law abridging these rights. The penalty provision of the Act manifestly deprives a person convicted of violating the statute of his constitutional right of freedom of speech and his constitutional right to petition the legislative branch of the government."

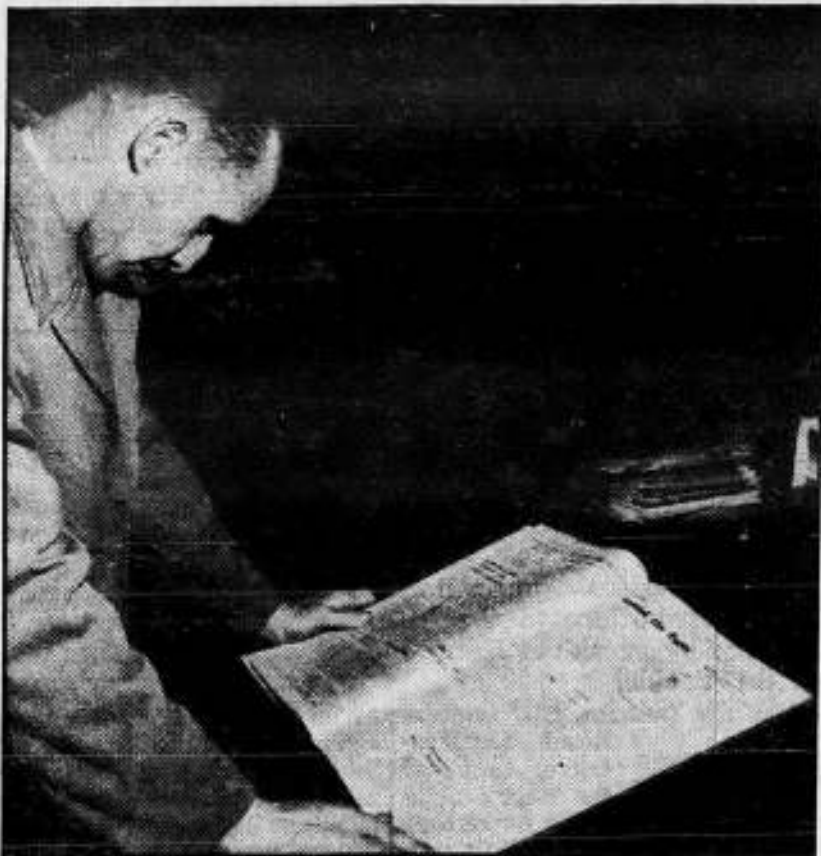
## New York Judges Tour SIU Headquarters



Latest in a long series of notables to visit headquarters in Brooklyn were Judges Bernardo Kozike, (second from left) and Emilio Nunez (second from right). Others in the group (L-R): Luis Elmudesi, of Browne Vintner's, SIU Secretary-Treasurer Paul Hall and Arthur Kennedy, Bull Lines freight manager.



# 'Long Dead' Seafarer Proves Obit Wrong



Randolph "Whitey" White, still very much alive, reads his obit.

Ten years ago, Randolph "Whitey" White was officially "buried" in the columns of the LOG. But the veteran Seafarer, as he put it, has "a harder head than they gave me credit for." He has recently returned to sea after several years on a shore job.

White, as the LOG obit indicated, was torpedoed on a Cuban Distillery ship in the Caribbean in April 1942. In the resultant explosion a rivet pierced one eye, rendering it sightless and doing considerable damage to the tissues of his brain.

However, the doctors managed to patch him up with a silver plate and other major surgery, so that he could make the LOG apologize for its obituary a few months later. Actually it took 17 months to repair the damage completely.

### 'Nothing Like It'

White left the seafaring trade in 1945 and worked ashore for the next several years. Last fall he decided that there was no life like the Seafarers and returned to his original vocation.

In the six years that he was out

## Pursers, MMP Win Increase In New Pacts

Two other maritime unions representing pursers and deck officers have won wage increases in negotiations with Atlantic and Gulf coast ship operators.

The Masters, Mates and Pilots, AFL, have obtained a \$46.80 wage increase bringing masters and first mates up to parity with chief engineers and first assistant engineers respectively, where the latter officers have received extra compensation for lack of overtime earnings.

On ships with four or more mates and engineers the first mate and first assistant do not stand the regular watches but work 8 AM to 5 PM five days a week, thus eliminating them from overtime consideration.

Pursers and purser-pharmacist mates, members of the Staff Officers Association, AFL, have received a 6.2 percentage increase on passenger vessels and on freight ships, increases of \$47 to \$58.50 monthly, retroactive to October 1. A new vacation plan has been negotiated providing for a three week vacation and 50 cents a day contribution into the union's welfare fund.

## Court Widens Salvage Rules For Crewmen

Crew members of vessels participating in salvage operations have had their rights to salvage awards broadened considerably by a recent admiralty court decision.

The decision derived from the case of the tugboat Farallon, which went to the rescue of a Panama-flag vessel, the Ionian Leader, in March, 1947, when the latter ship lost her propeller south of Bermuda. The owners of the Ionian Leader contracted with the Moran Towing Company to tow the disabled vessel into Norfolk. Moran got \$2,500 a day for the job, with the 26 crew members of the tug receiving only regular wages and overtime.

Crew members then filed suit against the Ionian Leader for salvage. The court held that the contract with the owner of the tug did not deprive the crew of its right to salvage claims because they rendered meritorious service under peril out of their regular line of duty as a towboat crew. The total award was \$2,982.25 in this particular case.

of circulation White finds that changes in conditions have been "amazing," as he puts it.

### SIU Better Life

"You just can't get anything ashore in the way of living condi-

tions and money as you can with the SIU," he said. He plans to ship out regularly from now on and will sail out of Baltimore which was always his home port in the SIU.

## Out of the Focs'l

by  
J. L.

As long as we knew Robert Randolph White, better known as Whitey, he was always bound to get scratched or bruised. On the HENMAR, the brothers would feel strange if they didn't see some mark on Whitey. If anything was to fall, Whitey just had to be hit.

After staying ashore for a few months, Whitey made another trip and ran into his last bit of hard luck. He was aboard one of the Cuban Distillery ships that was recently torpedoed. He was on the deck when the ship was hit and was struck with a rivet which pierced his right eye. When the brothers got ashore in San Juan, Whitey was rushed to the hospital. The doctors found that he lost the sight of both eyes and was suffering with a concussion of the brain. Little hope was held for his recovery. It is unfortunate to state that we have seen the last of Whitey, an able seaman and a right guy.

The President of the U. S. Lines when interviewed on the pro-

White is "mourned" in LOG of April 30, 1942.

## Out of the Focs'l

by  
J. L.

It's kind of tough to write an obituary about a brother and I can't honestly later see him walk into Headquarters and say Hello. After spending a short time in a hospital in San Juan, he was shipped to Baltimore, where one of the best doctors performed the same operation on him. With a silver plate in his head and a new eye, we didn't recognize Robert White (whose many friends know him as Whitey) as he walked into the office. Whitey surprised when he read his obituary. He intends to be home in New York in a few weeks and he settles with the insurance Company for his injuries. We don't have any way to thank him for the God-blessed life he gave us.

The "dead man" comes to life in November, 1942.

# Top of the News

**REVIVAL BY POPULAR DEMAND?**—Former Cuban dictator Fulgencio Batista has overturned the government for the second time in 20 years and seized control. Batista's first revolution took place in 1933 when he was only a sergeant in the Army. Now, as a general, he ousted President Prío Socarras and other government officials and indefinitely postponed elections scheduled for June 1. Batista has also seized the offices of the Cuban Confederation of Workers and several union leaders are reported to have "disappeared." Guarantees of press and radio freedom have also been suspended. One reason given by Batista for the latest upheaval was corruption and violence in the government, but the actual cause seems to have been that Batista didn't have much chance of winning the election in which he was a candidate for president.

**NO GRAND CANYON TOURS EITHER**—In retaliation for restrictions on travel by American diplomats in the Soviet Union the US is restricting the Russians here. From now on all employees and representatives of the Soviet Union and their families will have to limit their traveling to within a 25-mile radius of Washington or New York, depending on which city they are stationed in. The order includes representatives of Tass, the Soviet news agency, and Pravda, the official Soviet newspaper, as well as employees of the Amtorg trading corporation. Other countries, including Canada, Britain, France, Italy and the Netherlands have imposed similar restrictions. US and other foreign diplomats in Moscow have long been virtual house prisoners of the Soviet government.

**EVERYBODY LOVES A WINNER**—Despite a strong vote-getting drive by the Taft machine led by the Senator himself, General Eisenhower still came out on top in the New Hampshire presidential primary. The popular vote was fairly close, but the General led by a margin of a little less than three to two. He also took all 14 Republican delegates in that state. Meanwhile, Senator Kefauver gave President Truman an unexpected beating by winning the Democratic primary. While New Hampshire is one of the smallest states, with little voice in the Republican convention (the winner needs to have at least 603 delegates to get the nomination) the contest attracted national interest. Eisenhower was expected to win and a defeat there would have hurt his chances badly. With this victory under their belts, the general's supporters almost overnight set in motion a write-in campaign for this week's Minnesota primary since he was not on the official ballot. The results, with Eisenhower drawing more than 100,000 votes, drew gasps from the political pundits.

**IT CAN'T HAPPEN HERE**—A radical about-face in the trend toward increased taxation is offered in the new British budget. The government will exempt two million low-income workers from payment of income taxes, as well as reducing taxes on overtime earnings. The changes are accomplished by increasing personal and dependent exemptions and by reducing the rate of climb of the tax rate as income goes up. One slight fly in the ointment for British workers is that the government is going to reduce food price subsidies so that food prices will increase in most basic staples. It's basically a case of dishing it out with one hand and taking away with the other.

**THEY'LL HAVE TO ASK FOR IT**—The US Marine Corps is trying hard to get back on a volunteer basis effective July 1. The Marines have been taking draftees since last August, a total of over 73,000 men being drafted into the Corps to meet its needs. Traditionally the Marine Corps has been a volunteer unit with higher physical standards than the Army. The Corps feels that the volunteers it accepts will meet these standards and also have a better outlook than men taken in whether they like it or not.

**ALIEN DEPORTATION LAWS UPHELD**—The Supreme Court has ruled that it is constitutional for the government to deport an alien for having been a member of the Communist Party at any time. The Court also ruled that the Attorney General could hold such aliens without bail if he felt that they were a danger to the country. The first ruling upheld a section of the McCarran Act which provides that membership of an alien in the Communist Party at the time of his entrance into the US or any time afterwards is sufficient grounds for deportation. The court decision on bail was by a five to four vote with dissenting judges holding that denial of right to bail was depriving a person of liberty without due process of law.

**NO STEAKS FROM CANADA**—An outbreak of hoof and mouth disease among cattle in the Canadian province of Saskatchewan has caused the US government to place an embargo on imports of meat from Canada. The ban cuts off a thriving trade which had been growing in recent years due to high meat prices. At the same time the government lifted a ban on Mexican beef, effective September 1, after a five-year fight to stamp out the disease there. Almost a million cattle, sheep and pigs were slaughtered in the Mexican campaign to eradicate the disease, which spreads with drastic rapidity.

**COLD WAR ON MT. EVEREST**—The cold war is shifting to another theatre of operations this summer when Swiss and Russian mountain climbers will attempt to reach the 30,000-foot summit of the world's highest mountain. Eight previous expeditions by British mountain climbers have all failed to reach the top, although one party of climbers were last seen 200 feet from the summit in 1924, from which they never returned.

**HORSEMEAT AND POTATOES**—The Office of Price Stabilization has been having trouble with a black market in the lowly potato trade. Idaho potatoes are being widely black-marketed as much as five cents a pound more than the legal price ceiling, with Maine potatoes not far behind. Two years ago, there were so many potatoes on hand that the government had to burn the surplus. Now Federal price supports have been removed resulting in a decline in production and a price increase. At the same time, the OPS is putting the \$100 million horsemeat industry under price controls. Horsemeat is sold for human consumption in some states but most of it is sold as animal feed.



## Canada SIU Rates High In Security

The effective job done by the Canadian SIU in cleaning out left-wing elements is pointed up by the results of the Canadian government's screening. After checking the records of 16,000 Great Lakes seamen, the Royal Canadian Mounted Police reports that only 12 seamen have been refused security cards.

It was only three years ago that the Canadian Seamen's Union, a communist-dominated organization, was boss of the industry. Since the SIU took over in 1949 it started its own screening program designed to weed out subversives and make it impossible for a Communist to hold membership in the union.

As a result, when the Canadian government put its own screening program into effect, the SIU had already done the job and saved the Canadian shipping industry from possible disaster.

The screening of Lakes seamen covers the area of the Great Lakes and all connecting waters, plus the section of the St. Lawrence River west of Montreal. These men man some 399 large inland vessels and many smaller craft.

## New Ferry Service Planned Between US—Nova Scotia

With the Eastern Steamship Company trying to sell the cruise ship Yarmouth, proposals to construct a new ferry for service between New England and Nova Scotia have been revived.

Permission has been granted by the Maritime Administration to sell the Yarmouth to Brazilian interests. Pending unraveling of the many legal requirements involved in the sale, the Yarmouth will most likely resume her regular run between Boston and Yarmouth, Nova Scotia, this summer.

In the meantime, however, the Canadian government has already reached agreement with the US on joint financing of a new \$5 million vessel for this service. Construction has been delayed up to now by the steel shortage.



Information on seafaring is pointed out by Charles Carlson (left) for benefit of his father, Alford Carlson, who sailed with him as OS aboard the Mankato Victory on his first trip to sea.

## Sea Calls Pop, Son Shows Him The Ropes

Reversing the usual story of a son following in his father's footsteps, Seafarer Charles A. Carlson set the pace for his father to go to sea. Father and son made a trip together for the first time on the Mankato Victory and the trip was so pleasant that the two are planning to sail as a team from now on.

Charles Carlson has been sailing regularly with the SIU since 1944 and holds all ratings in the engine department while his father Alford H. Carlson works regularly ashore as an outside salesman. They had been talking of taking a trip together for some time. Since Alford does not work all year around but takes off a few months a year, the two signed on together on the Mankato Victory, Charles as oiler and his father as ordinary seaman.

### Enjoyable Trip

They got on the ship in Norfolk on January 29, ran over to Rotterdam with a load of coal, and returned on February 24. Alford was enthusiastic about this first voyage. "I enjoyed every minute of it," he said, "even though we ran into some very rough weather on the way back home, which buckled a beam and caused us to take some water in the hold when we got back."

Although his son was sailing on the same ship, Alford is proud of

the fact that he held up his own end of the job. "There wasn't an officer aboard who didn't want me back when the trip was over."

Having gotten his first taste of the sea, Alford was preparing to sign on again, this time looking for a short run coastwise or to the West Indies. Time was running out on him, and he had to get back to his shore job. "Next winter, though," he concluded, "we'll try to grab a ship to the Far East. If I leave early enough I can get there and back in time. In any event, my son and I are going to ship together from now on"

## SUP Offices In New Hall

The SUP's office is at the SIU A&G Hall where the complete facilities of the building are available to Sailors Union men. Shipping, beefs, mail and all other SUP services are maintained at the 675 4th Ave., Brooklyn, address.

## SIU Art Entries Continue Strong

With the May 10th deadline for entries still seven weeks away, there is still plenty of time for talented Seafarers to submit their entries to the Union's first annual art contest.

Since the art contest was first announced in the LOG of February 8, a considerable number of entries have been received with momentum picking up in recent weeks. With seven weeks yet to go, many more entries are expected before time runs out.

### Paintings Lead

Most of the entries received thus far have been oils and watercolors. Since prizes will be awarded in four different categories, oils, watercolors, drawings and miscellaneous, there is ample opportunity for talented individuals to pick up one of the awards in each division, particularly when there is no limit on the number of entries that can be submitted in any category by a single contestant.

The subject matter in the miscellaneous category covers any kind of sculpture, carving, or handicraft work, providing room for a wide variety of entries. It could include such items as ship's models, decorative carvings in ivory and wood, work in clay, or handicraft work in leather, copper and similar materials.

If the response to the art contest is great enough as first returns would seem to indicate, it is planned to make this an annual event to stimulate interest in this type of activity among Seafarers. In addition, the lens bugs will have their opportunity to display their wares some time in the future in a Seafarers photography contest.

### Use Registered Mail

Those Seafarers who still have entries that they haven't mailed in as yet should send them to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn. It is a good idea to use registered mail so as to make sure that the entry doesn't go astray in the postoffice. Each entry should be identified on the back with the name and address of the contestant so that the entries can be returned when the contest is over.

Judges of the contest will consist of the LOG's art editor plus other authorities in the field. All the entries will go on exhibition in the Union's New York headquarters for a full week at the end of the contest.

## SIU Readies For Walkout In Dominion

MONTREAL.—Membership authorization has been received to set machinery in motion to strike all of Canada's inland and deep-sea shipping if 1952 negotiations between the Canadian SIU and Dominion shipowners yield no further progress.

Union meetings in Vancouver, Victoria, Toronto, Montreal, Halifax and St. John reiterated rank and file opposition to any wage-cutting campaign, at the same time pledging strike action as the course of last resort.

Principal issues at stake are the 40-hour work week and a \$50 across-the-board wage increase for all members. The coming of spring and the '52 inland navigation season promise the highest wages in the history of the Canadian maritime industry as well as less work hours and more leisure time for the sailors on Dominion flag ships.

With six 40-hour agreements already tucked under their belts, SIU negotiators are tackling the remaining shipowners with an eye to bagging the holdouts before shipping really gets underway in earnest for the year.

A major selling point set forth by officials in on the talks is the continued high level of shipping and undiminished profits resulting for those operators already working under a 40-hour set-up, as well as the vital consideration of having the ships manned with contented, efficient crews.

Better conditions on the ships, the Canadian SIU points out, mean greater benefit as well for the shipowners because broader inducement to the men end in more efficient work.

Throwing in their support with the SIU to enforce the demands of the sailors are the Trades and Labor Congress of Canada, AFL, International Transportworkers Federation and Canada-wide conference of 15 rail brotherhoods.

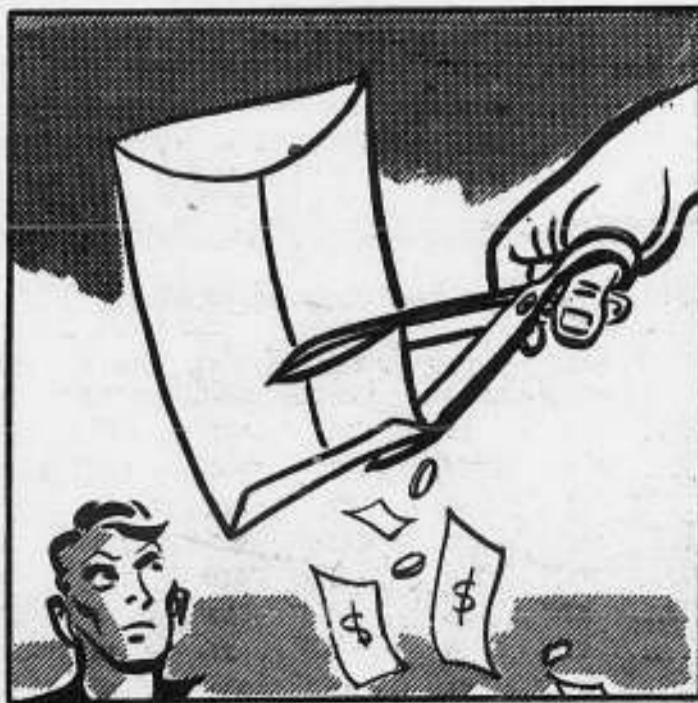
## Cartoon History Of The SIU

The Government-Shipowner Attack

No. 7



New contract or not, shipowners were out to smash the union. The US Shipping Board helped by continuing operations, despite the war's end, with its "Hooligan Navy." Union officials were blind to the danger. In many cases they were shipowners' tools, planted in the Union during the war.



In May, 1921, a combined shipowner-Shipping Board attack was launched—sweeping wage cuts and a lockout. The loosely-organized International Seamen's Union, although it had 115,000 members, crumbled under the assault. Seamen, first to die in 1917, got their "reward," in the form of pay cuts.



The storm, broke with institution of a 17½% wage cut and refusal of shipowners to recognize the ISU any longer. The US Shipping Board's tailor-made finks manned the ships. City and state governments aided the scabbery by smashing picket-lines and arresting hundreds of seamen.



# PORT REPORTS

**Mobile:**

## Port Looking Forward To Busy Two Weeks

Shipping continues to hold to the relatively slower pace we've experienced for the past several weeks but the outlook is very bright for the immediate future. We expect to have 17 ships coming here in the next few weeks for payoffs and replacements which is a nice change from what we've been having.

We paid off eight ships in the last two-week period and handled four sign-ons and three in-transits. Our payoffs included the Alcoa Corsair, Cavalier and Polaris (Alcoa); the Chickasaw, Raphael Semmes and Monarch of the Sea (Waterman); the Charles D. Paston and Cornelius Gilliam (South Atlantic).

Our sign-ons were the Polaris, Warrior, Raphael Semmes and the Cape Edmont. We had Mississippi's Del Aires in-transit, along with the Alcoa Pioneer and the Robert Lowery (Bloomfield).

**Checks Rolling In**

Those vacation checks are really rolling in here in quantity now with the boys stepping up and collecting regularly every day. The size of the checks keeps growing too, what with the men coming in later having more days sea time to their credit than the earlier applications.

A few of the boys in the Marine hospitals, P. W. Richards, G. H. Robinson, J. H. Jones, T. Burke and W. E. Harbison, would like some mail from their friends.

**Cal Tanner**  
Mobile Port Agent  
⚓ ⚓ ⚓

**Galveston:**

## No Slow-up These Days For Shipping Thru Here

Shipping through the Lone Star State metropolis kept up a full head of steam during the last two weeks.

Accounting for this good-sized activity, for the most part, were five ships that we paid off, all of which signed on again for another voyage.

The visitors included the following: Ames Victory (Victory Carriers); Martin McCarver (Waterman); Genevieve Peterkin, Marie Hamill (Bloomfield), and Tainaron (Actium).

A couple of in-transit ships also came in, helping to maintain the pace for the port. Among these were the Seatrains New York, Georgia and Texas (Seatrain); Del Aires (Mississippi); Steel Advocate (Isthmian); Potrero Hills (Mar Trade); Cape Grieg; Simmons Vic-

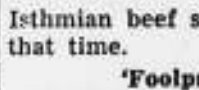
## Get That Port Time Discharge

Seafarers on the payroll of a ship while in port should make sure to get discharges from the skipper for port time as well as for the time spent at sea.

Failure to get such discharges will mean that the Seafarer won't be able to get credit for the port time toward his vacation money. This could mean that a man would lose out on some of the vacation dough. Such being the case, every Seafarer owes it to himself to get a discharge for port time worked.

tory (Bull); French Creek (Cities Service) and Ocean C (Ocean Trans).

Around the hall for a breather these days we have brother William Mitchell, who ships regularly as bosun. Mitchell had a good taste of how Seafarers fight back when the going gets rough when he participated with many of his SIU brothers in the 1946 strike in New York. He missed out on the Isthmian beef since he was at sea that time.



Mitchell

**'Foolproof Plan'**

Mitchell is pretty keen on the SIU Vacation Plan because he says he knows we have a foolproof set-up now, far different than it was before. No quirks can crop up, he said. "A man can be sure he's getting vacation for every day he puts in and doesn't have to go chasin' all over for it." Seamen, on SIU ships anyway, don't get a run-around on that score anymore, he stated.

**Keith Alsop**  
Galveston Port Agent  
⚓ ⚓ ⚓

**Savannah:**

## Port Could Use a Boost, New Terminal Can Do It

This port certainly has its ups and downs, as it wavers between heavy shipping one period and drops down to a crawl the next. The past two weeks have definitely been of the last-mentioned variety.

The slow activity, contributed in part by the fact that we have few men around on the beach to fill in as replacements anyway, was stirred from its sluggish pace by the arrival of four ships. This lonely quartet included: Robin Hood (Robin); Southport (South Atlantic); Ocean C (Ocean Trans), and our municipal namesake, the Seatrain Savannah (Seatrain).

Two payoffs and two sign-ons were the statistics for the period, and the future doesn't seem to hold out much more as encouragement. Things look to be slow for a while as we laze into the spring season.

Construction on the new Port Authority facility here is going along, but that won't be officially open for business until November. We hope it offers some stimulus to the port, as it surely needs it.

**E. B. Tilley**  
Savannah Port Agent

**Lake Charles:**

## OT Sheets Needed More Than Bunks on Federal

All is well in this fair city; the flowers are in bloom, the sap is flowing in the trees and the fish are beginning to jump at whatever one throws to them. In fact, it is getting dangerous to walk too near the river lest a hungry catfish will jump out and claw you.

The ships that called here took quite a few men, helping to keep the situation on an even keel. Almost anyone who wanted a job could get it by sticking around a few days. We even had to call New Orleans for a couple of rated men, but all jobs were filled and the ships left happy.

In excellent shape when we visited them, which just goes to show what bang-up SIU crews can make of them, were the regular Cities Service wagons Cantigny, Fort Hoskins, Winter Hill, Bents Fort, Government Camp, Salem Maritime and Lone Jack.

The good ship, or rather, the ferryboat Federal (Trafalgar), was in three times the past two weeks. That shuttle between the Mississippi and Port Arthur, Texas, is really something. We hear the company has taken the bunks out of the deck department fo'c'sle so the boys can use the space to keep their OT sheets in them.

The Trinity (Carras) came in here in fine shape, as did the SUP-contracted Frank A. Morgan at Port Arthur.

**Local Front Quiet**

Everything is going along fine on the labor front, all local unions being well along in their contract negotiations. Since no hitches seem to be developing so far in the talks, it looks like all will get their demands without trouble.

Our local baseball aggregation, the Lakers, are warming up and so far appear to have a good class B team. They claim they are going to bring the pennant for their league home with them this year and we are all pulling for them. We need something to visit during our rare free hours and this looks like it.

The quick service on the vacation checks—it's down to four days from form to finish—is drawing happy comment from the boys collecting via this hall. The fast mail and processing set-up is really clicking, particularly with the men formerly with other unions, who are continually amazed with the efficient way things are run under the SIU banner.

St. Patrick's Day was a festive

occasion here too as the local citizens became "wearers of the green" in order to properly commemorate the day. The Calcasieu River was the Shannon for a day and the town was well populated with O'Leblancs, O'Fontenots and the like.

**Leroy Clarke**  
Lake Charles Port Agent  
⚓ ⚓ ⚓

**Wilmington:**

## Next Guy's Fouling Up Not Excuse For You

Shipping broke wide open in the port during the past period, the heaviest it's been in quite a while.

In for payoff were the following: Frederick Collins (Dry Trans); Santa Venetia (Mar-Trade); Jean Lafitte (Waterman); and Seacoral (Orion). All of the same again signed-on.

The in-transit activity included: Republic (Trafalgar) in twice; Steel Artisan, Steel Flyer (Isthmian); Richard H. Davis, Bessemer Victory (South Atlantic); Michael Moran (Mississippi); Michael (Triton); Pennmar (Calmar) and John B. Waterman (Waterman).

We collected transportation and lodging on the Frederick Collins for those men left in Japan when the ship sailed with no notice. Using section 20 of the clarification in the new agreement, we also collected 400 hours for the crew when the master failed to produce a letter from the military regarding shore leave. Repairs on the Collins and Seacoral were also taken care of, as was the installation of a washing machine on both, as per our agreement.

A few performers needed straightening out pretty badly. When they got told off and squared away, the only thing they kept screaming about was about the next guy doing the same thing. We can't condone performing by anyone. If the next man fouls up, he'll get his too, so that's no excuse for someone to be a foulup himself.

Men who are missing ships are still a problem, as are those guys who pile off at the last minute and put a strain on the hall to get replacements. The fellows who get off the ships like that have an obligation to let us know in plenty of time so that we can keep the crew up to strength.

All in all, we need men in all ratings out here. The same goes for the local gals, who need a break too.

**Sam Cohen**  
Wilmington Port Agent

**New Orleans:**

## Ships Coming In Clean Thanks to Snappy Crew

Shipping is still going along at a steady clip with jobs for any and all takers in practically every rating. Although the current activity was a bit under par for the port, our outlook is plenty good with eight regular run ships scheduled to come in.

Paying off during the period were the Simmons Victory (Bull); Del Rio (Mississippi), and Alcoa Runner, Pioneer and Puritan (Alcoa). The sign-ons included: Del Aires (Mississippi); Alcoa Runner, Pioneer and Pointer (Alcoa), and Simmons Victory.

In-transit traffic was heavy, 17 ships all told. These were the following: Catherine, Edith (Bull); Alcoa Clipper, Patriot, Corsair, Polaris (Alcoa); Steel Advocate (Isthmian); Del Aires; Seatrains Louisiana, New Jersey, Georgia (Seatrain); Beauregard, Morning Light, Monarch of the Seas, Raphael Semmes (Waterman); Southern States (Southern Trading), and Julesburg (Mathiasen).

**Thanks To Delegates**

Most of them came in clean with just minor beefs settled at the payoff. Our thanks go out to all delegates and crews during the last few weeks for bringing in their ships in fine shape.

One of our young oldtimers, who has his home in this city, is brother Hayden "Red" Henry. Sall-



Henry

ing generally as bosun, "Red" was at last report on the Nathaniel Crosby (Bloomfield), heading back from Europe for stores and bunkers on the west coast before going out to the far east. It hardly seems possible that one so relatively young in years can be justly termed a veteran seaman. Only 26, "Red" Henry has devoted 10 years of that span to a seagoing career. A native of Georgia, he is married, takes an interest in his community and, most of all, displays a keen interest in the organization which he feels has enabled his family and himself to enjoy a better way of life in the past few years.

**Always Willing**

He's been ever willing to participate in whatever action might benefit the SIU membership as a whole. His parents also keep abreast of Union affairs by keeping up with things when the LOG is mailed to them. We hope "Red" has a nice trip and a profitable one too. He and his wife, Daisy, can always use that vacation dough when he comes back to town.

The first ship in this port scheduled for the boneyard is the James Duke (Mississippi), though she is still here awaiting orders. We sure hope this item is not going to become a regular with us whenever we report the activities in our bailiwick, although judging from what we have been told, there will be quite a few more like her.

There are few other labor beefs around ashore, except for the AFL Machinists striking at Todd's yards. The men are able to wait out the company for a settlement though, because there's plenty of other work available.

**Lindsey J. Williams**  
New Orleans Port Agent

# A & G SHIPPING RECORD

Shipping from February 27 to March 12

| PORT          | REG. DECK  | REG. ENGINE | REG. STEW. | TOTAL REG.  | SHIP. DECK | SHIP. ENG. | SHIP. STEW. | TOTAL SHIPPED |
|---------------|------------|-------------|------------|-------------|------------|------------|-------------|---------------|
| Boston        | 34         | 12          | 22         | 68          | 30         | 29         | 27          | 86            |
| New York      | 192        | 147         | 129        | 468         | 175        | 145        | 103         | 423           |
| Philadelphia  | 62         | 46          | 37         | 145         | 61         | 52         | 34          | 147           |
| Baltimore     | 202        | 132         | 112        | 446         | 135        | 113        | 87          | 335           |
| Norfolk       | 176        | 116         | 119        | 411         | 146        | 101        | 89          | 336           |
| Savannah      | 22         | 21          | 16         | 59          | 19         | 17         | 21          | 57            |
| Tampa         | 11         | 9           | 7          | 27          | 18         | 14         | 13          | 45            |
| Mobile        | 70         | 71          | 49         | 190         | 69         | 50         | 46          | 165           |
| New Orleans   | 127        | 87          | 88         | 302         | 106        | 75         | 72          | 253           |
| Galveston     | 44         | 40          | 35         | 119         | 44         | 54         | 50          | 148           |
| West Coast    | 46         | 36          | 38         | 120         | 94         | 79         | 65          | 238           |
| <b>TOTALS</b> | <b>986</b> | <b>717</b>  | <b>652</b> | <b>2355</b> | <b>897</b> | <b>729</b> | <b>607</b>  | <b>2233</b>   |



# PORT REPORTS

## Boston:

### Things Will Be 'Softer' On Tanker Next Trip

The general shipping picture in this port is pretty good this period, what with nine payoffs and a pair of sign-ons.

Our payoffs here included: Fort Hoskins, Royal Oak, Bradford Island, French Creek, Government Camp (Cities Service); Ann Marie (Bull); Julesburg (Mathiasen); McKettrick Hills (Western Tankers), and Seacomot (Orion). The two last named of these signed-on again.

The only beef we had was a mattress beef on the McKettrick Hills, which we squared away to the satisfaction of everyone. The company has guaranteed to have new mattresses on her when she returns in two weeks, because, since this thing cropped up on a Sunday, we couldn't do too much about it that day.

We have word here, by the way, from the Eastern SS Company, that they're going to lay up three Libertys, the Jesse Applegate, Henry Baldwin and John S. Appleby. They're getting ready to tow more and more of these ships back into the honeyard every day.

Today is the first good day we've had in a long time, but it is early yet. Two weeks ago we had to shovel a foot of snow from the front and back of the building. It's just like summer at present, though.

James Sheehan  
Boston Port Agent

## San Francisco:

### Don't Assume It, Check If Ship Is Restricted

Shipping out in Frisco isn't setting any records, but still moves along at an above-average pace. Quite a few ships took the few remaining hands on the beach with them, practically cleaning us out.

The two-week period just passed marked payoffs for the following ships: Carroll Victory, Bessemer Victory (South Atlantic); Malden Victory (Mississippi); Ponce de Leon, Arizpa (Waterman). The Carroll, Bessemer and Malden Victories all signed-on for another trip. In-transit to the port were the Steel Flyer (Isthmian); Santa Venetia (Mar Trade); Frederic Collin (Dry Trans); Yaka, Jean Lafitte (Waterman), and Portmar (Calmar).

One of the finest ships in the Waterman fleet, the Ponce de Leon, has been sold to Isbrandtsen. Her loss of an SIU crew will cause many a heart to sink in the fair city of Yokohama across the seas. As a fine brotherly gesture, the departing crew voted to send their record players and records

to the SIU veterans in the Fort Stanton Hospital.

The payoff of the Arizpa after a seven-month trip brought out the news that two crew members had died during the course of the voyage. Messman William Thompson was lost over the side a few days out. His body was found several hours later after the ship circled the area.

Electrician M. L'Esperance passed away after a heart attack in Japan on his first trip out with the SIU. In addition to his wife, he is survived by a son who is also a Seafarer. This branch extends its deepest sympathies to the families of both men.

### Busses Still Struck

Employees of Pacific Greyhound are still out on strike here, so members who live out of town and couldn't make our last branch meeting were excused and credited for attendance.

Meanwhile, although attorneys Vincent Hallinan and James MacInnis for Harry Bridges lost their US Supreme Court appeal of a citation for contempt of court during the 1950 trial, it is expected Hallinan will get a stay-of-sentence in order to represent Bridges for Bridges' own appeal from his perjury conviction.

Incidentally, we have a suggestion for the members riding these trans-Pacific ships in order for them to avoid trouble later. Whenever there is any question about being restricted to the ship, we urge the men to have all four delegates check with the skipper on this, not take it for granted they're restricted just because there is no launch available.

The officer in charge of the ship should make the restriction definite. In that way, it will be a lot easier for the patrolman to collect overtime due when the ship comes in for payoff. If you don't ask about it, you might lose out on that OT.

Prospects for shipping in this port the next few weeks don't look too hot, but the West Coast area can always handle you. Seattle and Wilmington are both strapped for men, and rated men can get out of either as fast as they get there. Wilmington itself has six payoffs coming and no one on the beach, so guys wanting work can come a-runnin'.

By the way, a warning to those who are draft bait. The boards out this way are getting tougher on seamen who don't keep them informed of their whereabouts. In order to be safe, keep sending those postcards to them wherever you are.

H. J. Fischer  
West Coast Representative

## New York:

### Don't Take Long Trip If You Won't See It Thru

Shipping and business has dropped off in the past two weeks with 21 ships paying off and 12 signing on. There are quite a few ships due in for payoff in the coming period, but we understand several of them are due to lay up, which doesn't sound too good from the standpoint of shipping.

All of our payoffs wound up with a minimum of beefs. These included the following: Steel Advocate, Steel Scientist (Isthmian); The Cabins (Mathiasen); Seagale, Skystar (Triton); Chiwawa, Cantigny, Salem Maritime, Lone Jack (Cities Service); Robin Gray (Robin); Stony Creek (Mar-Trade); Suzanne, Evelyn, Kathryn, Frances (Bull); Las Vegas Victory, Nathaniel Currier, Golden City (Waterman), and Seatrains Louisiana, Savannah and New Jersey (Seatrains).

The following made up the dozen sign-ons: Steel Surveyor, Milton Smith (Isthmian); Hastings, War Hawk, Nathaniel Currier, Gateway City, Mobilian, Las Vegas Victory (Waterman); Seagale, Skystar (Triton); Shinnecock Bay (Mar-Trade), and Robin Kirk (Robin).

### Back Pay Coming

Most of the companies have now started paying the retroactive pay, except for a couple of the larger outfits who will take a little longer to get it made up. The larger outfits, like Robin and Waterman, are mailing checks out alphabetically, according to the ships' names. Mississippi has sent out forms to all of our branches. All you have to do is pick up one of the forms, fill it out, mail it into the company and wait for the check in the mails.

We have had a number of cases lately of men walking off their ships at sailing time and causing the ship either to be delayed or to sail short-handed. There is an automatic \$50 fine for doing this, but since it doesn't seem to stop a lot of the fellows, we're going to have to take stricter measures. This type of performance is causing us a lot of trouble with our operators, so we are going to put a stop to it one way or another.

There is another thing that is becoming an increasing problem, and that's the case where men sign on to tankers for 12 and 18-month articles, then after shuttling for three or four months, they get off the ship on the other side and are replaced with aliens.

Most of these ships are coming in with only five or six of the orig-

inal crew on them. This is a problem for the companies and the Union. If you don't intend to stay on a ship for the entire voyage, you shouldn't sign-on in the first place.

Claude Simmons  
Asst. Sec'y-Treas.



## Seattle:

### Labor Choice for Mayor Wins Vote Hands Down

We're still sticking with our slogan—"Our Shipping the Best in the Northwest"—as activity here continues to race along at a high level.

Our calling list this period included this trio: Alaska Spruce (Ocean Tow); Martin Behrman (Alcoa), and Lawrence Victory (Mississippi). The latter two signed right on again for another trip.

In-transit business was supplied by the following: Yaka (Waterman); Republic (Trafalgar), and Massmar, Portmar and Marymar (Calmar). Nothing but routine beefs on all these ships, with everything settled to the mutual satisfaction of all hands concerned.

Our nomination as Seafarer who most typifies the young, steady-going type of fellow who is a credit



Ainsworth

to the SIU is brother Carl Ainsworth, who's been with us since May '47. Before joining the Union, Carl put in a three-year hitch in the Army and then made what, according to him and many other boys, was the smartest move he could have managed. Since then he has piled up an active record on all beefs as a Seafarer.

Ainsworth, an AB, hails the Welfare and Vacation Plans as the greatest benefits gained by the SIU. He wouldn't trade his SIU card for a million bucks, he said.

On other fronts, the Communist-led MC&S has been taken over the jumps locally and probably won't ever be the same again.

We're happy to report that, on the election front, the workman's choice came through to win in fine style. Former union rail-roader Al Promroy nipped Mayor Bill Devin by a healthy enough margin to make the results decisive. Seattle had the largest turnout of voters in its history, a good sign since it shows public interest in local government is rising.

Jeff Morrison  
Seattle Port Agent

## Norfolk:

### Biz Slows, but Nineteen Payoffs Keep Port Busy

Shipping dropped a bit, but we guess that's been the experience up and down the Atlantic with winter on the way out and heavy coal export to Europe finally dropping off.

Even so, there were 19 payoffs here and all but one of those signed on again. The roster included these vessels: August Belmont, Helen H. Jackson (South Atlantic); George Kulukundis (Mar Trade); Thomas Stone, Thomas P. Leather (Eastern); John Fiske (Seas Shipping); William R. Davie, Alanson Houghton (Alcoa); Ambersea (Blackchester); Joseph Brown (Bull); Nikos (Dolphin); Amberstar (Triton); George Lawson (Pan Oceanic); William B. Yates, E. A. Burnette (Isthmian); Anne Baxter (Bloomfield); Longview Victory, Coeur D'Alene Victory (Victory Carriers), and Strathbay (Strathmore).

The Strathbay was the lone exception to the 100 percent sign-on record. She is, at the present time, up for sale to another company. The beefs that cropped up were settled at the payoffs to the mutual satisfaction of all hands concerned.

### Contract Ideas

Members at our branch meeting touched on a few subjects that bear repetition for all Seafarers. One big item was the question of suggestions from the ships for the negotiations coming up in July on the new SIU agreement. Crews that up to now haven't had a meeting to kick around any ideas they may have for the agreement should do so as soon as possible so that the committee will have a chance to study them.

There was a discussion on mail service, and several beefs from the brothers that it sometimes takes two or three months to get letters because of a poor mail set-up. It was suggested that headquarters might contact some of the operators and see if a method could be worked out for improving the existing service in foreign ports.

One other point that came up was the necessity of supplying pamphlets and educational material generally to those ships with comparative newcomers to the Union abroad. It was felt that this would be one of the best ways for these men to understand how times have changed so much for the better and that it's up to each and every member of the crew to do his share of the work to keep things getting better.

Ben Rees  
Norfolk Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

BALTIMORE ..... 14 North Gay St.  
Earl Sheppard, Agent ..... Mulberry 4540  
BOSTON ..... 276 State St.  
James Sheehan, Agent ..... Richmond 2-6149  
Dispatcher ..... Richmond 2-6141  
GALVESTON ..... 308 1/2 23rd St.  
Keith Alsop, Agent ..... Phone 2-8149  
LAKE CHARLES, La. .... 1419 Ryan St.  
Lefoy Clarke, Agent ..... Phone 6-5744  
MOBILE ..... 1 South Lawrence St.  
Cal Tanner, Agent ..... Phone 2-1754  
NEW ORLEANS ..... 523 Bienville St.  
Lindsey Williams, Agent  
NEW YORK ..... Magnolia 6112-6113  
675 4th Ave., Brooklyn  
NORFOLK ..... 127-129 Bank St.  
Ben Rees, Agent ..... Phone 4-1053  
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SAN FRANCISCO ..... 450 Harrison St.  
H. J. Fischer, Agent ..... Douglas 2-5475  
SAN JUAN, P.R. .... 252 Ponce de Leon  
SAVANNAH ..... 2 Abercorn St.  
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SEATTLE ..... 2700 1st Ave.  
Jeff Morrison, Agent ..... Seneca 4570  
TAMPA ..... 1909-1811 N. Franklin St.  
Ray White, Agent ..... Phone 2-1323  
WILMINGTON, Calif. .... 440 Avalon Blvd

Sam Cohen, Agent Terminal 4-2074  
HEADQUARTERS 875 4th Ave., Bklyn.  
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Lloyd Gardner  
Robert Matthews Claude Simmons  
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Joe Algina

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PORTLAND ..... 111 W. Burnside St.  
Beacon 4336  
RICHMOND, CALIF. .... 257 5th St.  
Phone 2509  
SAN FRANCISCO ..... 450 Harrison St.  
Douglas 2-3363  
SEATTLE ..... 2700 1st Ave.  
Main 0290  
WILMINGTON ..... 440 Avalon Blvd.  
Terminal 4-3131

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MARquette 5909  
HALIFAX, N.S. .... 128 1/2 Hollis St.  
Phone: 3-8911  
FORT WILLIAM ..... 118 1/2 Syndicate Ave.  
Ontario Phone: 3-3221

PORT COLBORNE ..... 193 Durham St.  
Ontario Phone: 5591  
TORONTO, Ontario ..... 86 Colborne St.  
Elgin 5719  
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Pacific 7824  
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Phone: 2-3949

### Great Lakes District

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Phone: Cleveland 7391  
CLEVELAND ..... 3602 Carroll St.  
Phone: Mair 1-0147  
DETROIT ..... 1038 3rd St.  
Headquarters Phone: Woodward 1-6857  
DULUTH ..... 531 W. Michigan St.  
Phone: Melross 2-4110  
SOUTH CHICAGO ..... 3251 E. 92nd St.  
Phone: Essex 5-2410

### Keep Draft Board Posted

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

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

### LOGs Now In Perth Amboy

Crewmen of Cities Service tankers and other ships docking at Perth Amboy, NJ, will find plenty of LOGs on hand at Victor Dankiff's Bar.

Since a great many tankers of companies other than Cities Service dock at Perth Amboy, and at other terminals in the area, the LOGs could help serve as an entering wedge in Esso tankers and those of other oil companies that have thus far resisted unionization by legitimate unions.



# Laboring SIU Shrimpers Not As Romantic As Song

Biloxi, Miss.—SIU affiliated fish and cannery workers in this city, hub of Mississippi coast shrimping activity, utilized tight-knit organization this month to help stabilize prices in their industry, foundering at the lowest level in the Gulf area.

Far more serious in character than the shrimp country folk romanticized in a current popular song hit, they drew their boats up dockside in a protest demonstration against falling shrimp prices paid by the packers who own 80 percent of the boats manned by SIU fishermen operating out of this shrimping center.

The concerted action was led by the Gulf Coast Shrimpers and Oystermen's Association, branch of the SIU's Fishery and Allied Workers.

It effectively beached 1,400 boats as union officials met with the packers to emphasize demands for a penny and a half increase in the price of shrimp per pound, now pegged at a low \$55 a barrel.

Reaching agreement soon after, the shrimpers headed out into the fishing grounds again, hopeful the season may yet produce a catch worthy of the name. Shrimping is the source of a livelihood for thousands of men and women up and down the coast, 4,000 of them manning the boats and the remainder

working at the processing and canning end of the industry ashore.

## Modern Boats

Thoroughly modernized, the boats run on a strict time schedule. The usual mode of operation is for four or five boats to go out together and, after a six-and-a-half hour run to the shrimp beds, begin trawling with nets. The boats rotate in handling the catch, each one being out at most a week. This is accomplished by all available boats feeding their catch to one boat which, when fully loaded, will head back to port. The average 40-foot boat can take on about 400 barrels of shrimp.

When one boat returns to port, the remainder resume feeding their catch to the next in line. As the process continues, the first boats will already have returned to the grounds and taken their turn all over again.

A big problem is presented because the shrimp can't be kept on ice more than three days before they begin to spoil. Speed, therefore, is vital in handling the catch.

Most boats are diesel-propelled and carry two-way radio for instant ship-to-ship and ship-to-shore communications.

The canneries are located right at the docks, where shovel buckets or conveyors take hold of them as soon as the boats pull into port. In all, the operation stresses speed and cooperation among the individual boatmen, although only a fifth of them run craft they themselves own outright.

## Fly SIU Banner

Their representative labor group, flying the SIU banner for the past three and a half years, has been in existence for two decades, Louis Simmons, president of the Gulf Coast Shrimpers, revealed. The Union itself owns a hotel in town which also serves as its headquarters. The mayor of the city, however, runs the hotel on a lease from the union. The former police chief and sheriff are both staunch union men. Biloxi is definitely a pro-Union town, as far as the SIU shrimpers are concerned.

Mention of the song hit sweeping major cities everywhere else stirs up smiles from the shrimp fishers. "Shrimp Boats Are A-Comin'", it seems, was the brainchild of a songwriter who happened to be passing through another shrimping community, Morgan City, about 175 miles away in neighboring Louisiana. His fertile imagination went to work when he witnessed the season-opening ceremony where the priests of the town bless the boats and crews, while each, festively decorated for the occasion, passes the end of the pier where the frocked clergymen administer the blessing for a good season and safe return of all hands. Few boats will venture out without this blessing.

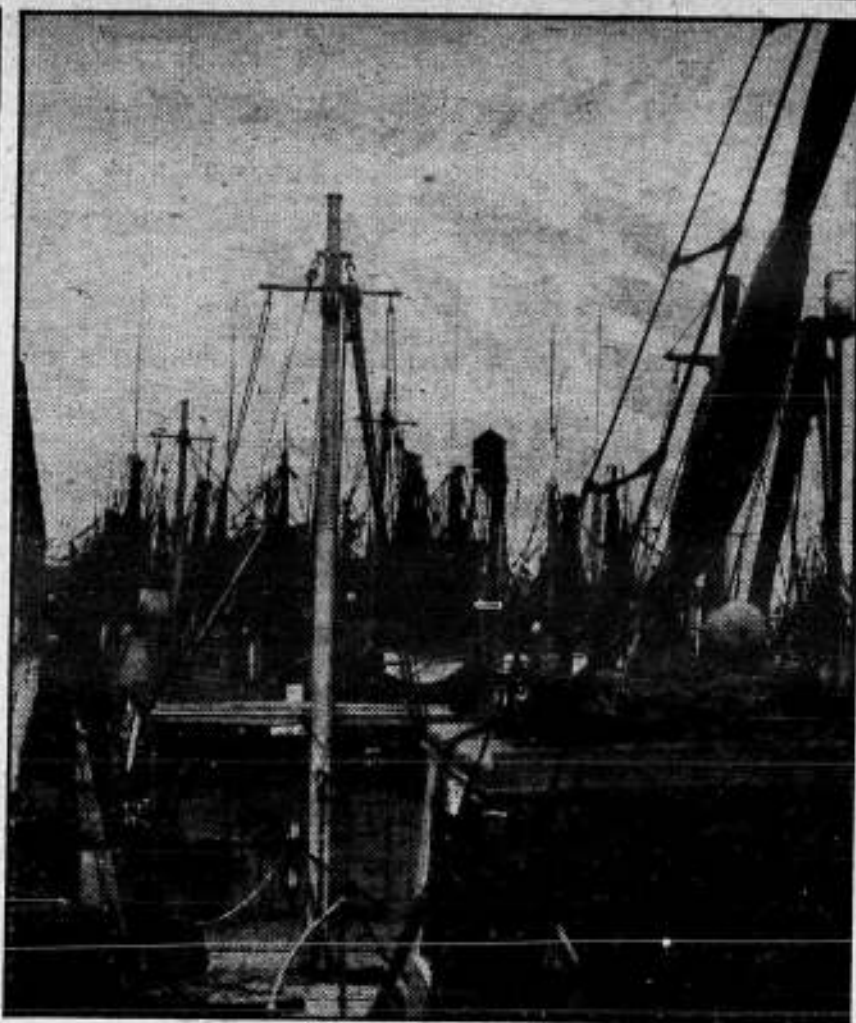
And though many of the fishermen may knowingly smile at the thought of what millions of landmen are given to believe is a romantic way of life, through the medium of a popular song, it is not infrequent that you hear the airs of the melody whistled and hummed right here by these hard-working folk.



Tied up dockside in Biloxi when the Union called in all boats while negotiations with packers went on, the Paramount, an oyster boat, floats quietly still loaded with catch from nearby fishing grounds. Machinery to adjacent cannery can be seen on pier.



Town landmark, the Union Hotel, owned by the Gulf Coast Shrimpers and Oystermen's Ass'n, and serving as headquarters for the organization, illustrates extent of Union enterprise in the area. The hotel is run on a lease by the mayor of Biloxi, the heart of which is the fishing and canning industry which supplies employment for many thousands of townspeople there and in nearby communities.



Stretching as far as the eye can see, boats of the shrimp fleet lie idle. These small boats, manned by two or three men, boast of two-way radio and diesel power for speed and easy ship-to-shore hauls.



Their faces reflecting the seriousness of the situation, with local shrimp prices the lowest in the Gulf, Shrimpers Union officials stand by outside during packers' confab on price boost. Leading the Union team was white-haired Louis Simmons (far right rear).

## SIU Fishermen Fight Alabama Oyster Ban

(Continued from page 2)

at a minimum and threaten the livelihood of thousands in the area.

### Question Action

Urban Bosarge, union president, asserted that if the bay was never found to be polluted during the war, at a time when refuse from a big army installation, and night and day drydocking and shipbuilding operations were going on, then how is it suddenly found contaminated now?

"If our tests clearly reveal that there is pollution in the bay, thereby forcing confiscation of these oystering grounds, naturally we'll move to have the pollution ended."

Both union and industry leaders feel, however, the situation has not reached the point where an outright ban can be imposed on

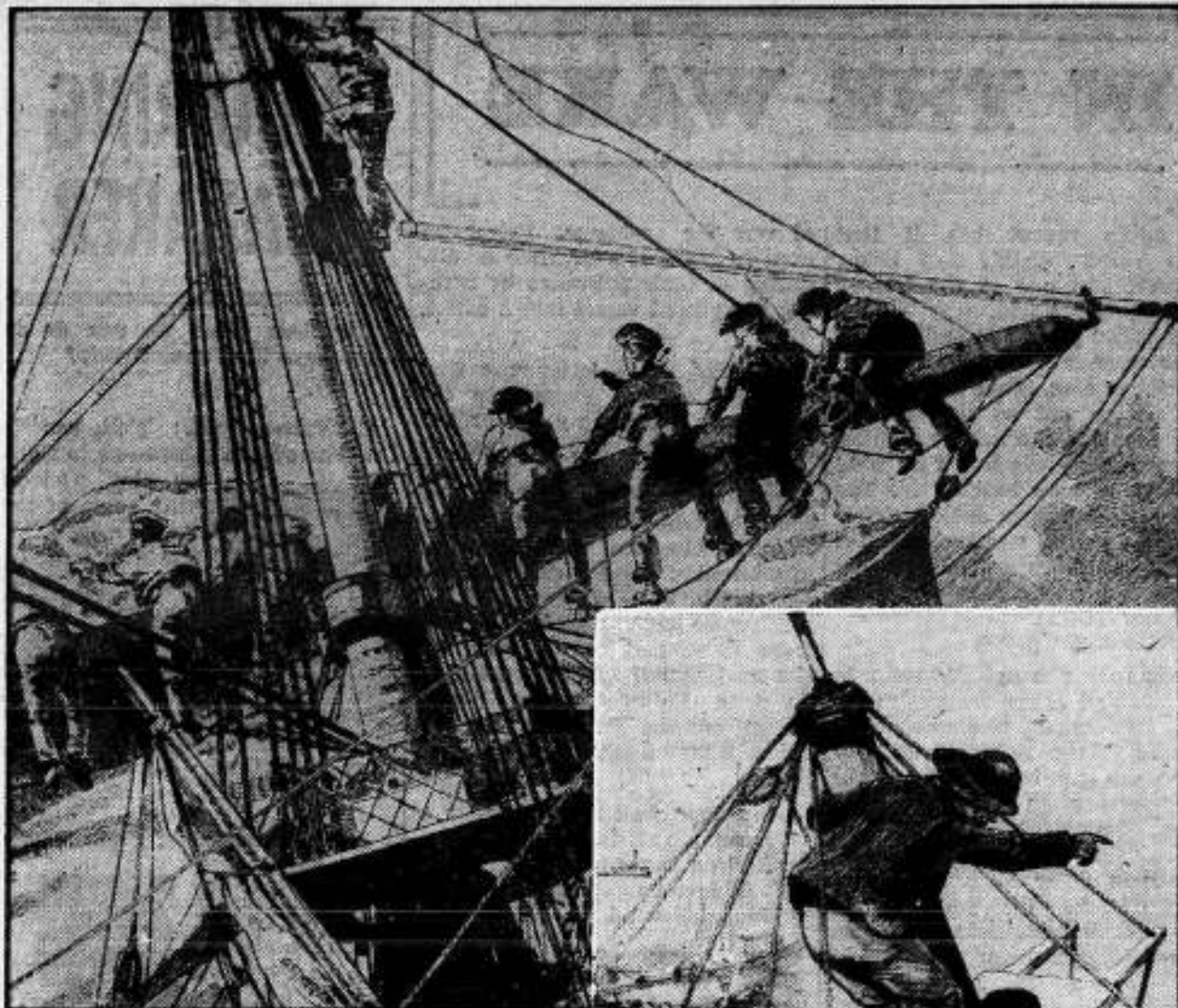
fishing in the area and that, in any event, the city should act now to build a sewage disposal plant capable of handling the flow of refuse into the bay before it actually becomes a serious health menace.

A finding that the affected oystering beds are contaminated before the facts are fully ascertained would affect not only the oystering industry but shrimping as well, Tanner and other interested labor leaders note. "These two fishing industries are big business operations affecting many thousands of families depending on them for a livelihood. We cannot let the authorities kill them off before they know for sure what they're doing."

Bosarge, hailing the support of the Seafarers, also reminded state leaders that although the oystering season generally runs from the first of January to June, in actuality it will be over in six weeks.



# Stick- and- String sailors



Ship's deck gang goes aloft to reef the top-sail in a spanking breeze.



Fishing boat lookout spots a school of mackerel at the head of the sound.



The fog bell is tolled continually as the ship makes her way cautiously through a white blanket of mist.

One distinction between the old time sailing ship man and his modern counterpart was the former's reliance on pure and simple "elbow grease" as the only source of work power. Whether weighing anchor, steering, or reefing sail, the "stick and string sailor" had to rely exclusively on his own muscle, nourished by an indifferent diet of "salt junk and biscuit."

The lack of mechanical aids of any but the simplest kind made the most routine task a source of back-breaking strain. Holding the wheel steady in a heavy sea was a tough and tiring chore while setting sail under any conditions required both brawn and agility. The man who was clumsy or careless too often found himself spinning dizzily through the air, to land in the drink—if he was lucky.

Yet with all the gadgetry and power driven equipment available on today's ships, the modern seaman and his old-time counterpart can still meet on common ground. A large part of a seaman's work still consists of such tasks as sougeeing, slushing, painting, chipping, topping booms, handling lines and other manual tasks. Ships today, like their wooden forebears, are far from the push button stage.

Not to be forgotten of course, are the common hazards of the sea. Storm, fog and rocks are still dangerous menaces. The old time sailor, lacking radio and radar, relied on a well-built ship and good seamanship to carry him through. In the summing up, these two qualities still count heavily when it comes to mastering the seas.



With wind and rain blowing up, two men are needed to hold her steady.



Fiddler plays a sea chanty while the crew strains to weigh anchor. Pictures from Bettman Archives.



Seated in a crude bosun's chair, a seaman gives the ropes a thorough tar coating.



# IN THE WAKE

Scientific report has it that Death Valley, Calif., now below sea level and one of the hottest areas in the world, was a lake about 15,000 years ago and that its shores were inhabited by a primitive tribe of men. Stone implements of a design not so advanced as those found in the nearby Mohave Desert region were found on what was once a lake beach . . . The Lusitania, Cunarder sunk by German subs (1915), was named after an ancient Roman province by that name which now chiefly comprises modern Portugal.

Geographers sometimes refer to New Zealand as the Antipodes because its location is diametrically opposite to the British Isles. An antipodean day, incidentally, is the day gained when going westward across the 180th meridian . . . You're just repeating yourself when you refer to it as Mount Fujiyama, for the white-capped peak on Honshu Island, Japan. Yama is Japanese for mountain.

When someone is said to show his true colors, possibly as a result of abusing a professed friendship, he uses a tactic long recognized in maritime warfare. Ships often showed a neutral or friendly ensign in sight of an enemy to escape attack or capture, and then did a turnabout by showing their true colors when in an advantageous position for attack . . . Essentially free from salt, glacier ice is composed of compacted snow and, when melted, supplies fresh water. In bygone days, thirsty sailors filled empty water casks with water obtained from icebergs.

Floyd Bennett Field, Naval air station on the Brooklyn shore jutting into the Atlantic, was named after the aviator who piloted Admiral Byrd on a trip over the North Pole (1926) . . . Students of economics know a cartel as an international combine formed to regulate prices and output in some field of business, but it's also the term for a vessel used to negotiate with an enemy under a flag of truce and usually bearing prisoners

of war for exchange. Privateers used to make it a practice of disposing of their prisoners by turning a captured vessel into a cartel.

A round robin letter was first used by English seamen in the eighteenth century to protest grievances. This was a paper on which the signatures radiated from the center so that no one could be tabbed as the ringleader . . . The blocks of sandstone used in whitening wooden decks, called holystones, were distinguished according to size as bibles, for the large ones, and prayerbooks, for the smaller variety. What it had to do with Philadelphia nobody knows, but the Philadelphia Catechism summed up the old sailor's life:

Six days shalt thou labor  
And do all thou art able,  
And on the seventh —  
Holystone the deck  
And polish up the cable.

The word *admiral*, denoting naval officers of flag rank, originated in the near east, where a sea lord was known as an *amir-al-bahr* (with the *bahr* eventually dropped). The word was brought westward by seafaring people of the Mediterranean area and adopted by the Spaniards as *almirante*. References to the rank have been traced as far back as the year 1297 in English journals. An *admiral* is also the largest wooden fid. About 40 inches long, it was formerly used to open the eyes of hemp rigging.

Anchor comes from a Greek word for a hook or crook. The most ancient ones were large stones, baskets full of stones, sacks filled with sand or logs of wood loaded with lead. Later, anchors with one arm were invented, and later still, with two arms. The anchors of past centuries resembled those in modern use, except that the stock was absent . . . Some sources believe a derrick got its name when English sailors ran afoul of Thomas Derrick, a well-known hangman during the time of Queen Elizabeth I and James I.

# THE INQUIRING SEAFARER

Question: What do you do in your spare time aboard ship?

E. Waters, FOW: Well, usually I do one of two things—go to sleep or play poker with some of the other boys. If I'm not tired, I'll lie in my bunk and listen to the radio. The washing machine takes care of the laundry for you, so that doesn't occupy much time.

Mike Miller, chief cook: That's a good question. I used to work in ivory, carving watch bracelets, rings, crosses, hearts, and the like, out of walrus tusks. It was a profitable hobby, too. Lately I haven't done any of this kind of work, and usually play pinochle in my spare time.

John Orsolics, bosun: Next to sleeping, I spend my spare time playing poker. If I can't rustle up a game I go in for reading the classics. For instance, I read Freud and a lot of Shakespeare's works. Before going to sea I never did much reading, but you have the time aboard ship.

Ramon Morales, AB: Sometimes I will write letters home. I also take a lot of pictures of my shipmates and things aboard ship, because I have a Contax camera. Or if there is nothing else to do I will pass the time talking to the other fellows in the crew.

Al Sacco, OS: I have a hobby which I work on aboard ship, namely, drawing or painting pictures. I do pencil sketches or oil paintings, mostly portraits and drawings of women. Sometimes I draw the ship I'm on, like I did on my last trip, but I don't do sea subjects very often.

Alonzo Bryant, night cook & baker: To tell you the truth, I usually read the LOG or any magazines we might have in the ship's library. Life and Readers Digest are two that I like to read particularly, but, of course, you have to take anything that turns up.

# MEET THE SEAFARER

EDWARD K. HANSEN, carpenter



Norway has long been a maritime nation and many a Norwegian youngster has followed his father or brothers into the seafaring trade. For Edward K. Hansen, the routine was somewhat different. The oldest son in a family of 13, he was the only one to turn from farming to the sea. Today at 78 he is one of the oldest active Seafarers, with 64 years of sailing behind him on Scandinavian and American ships.

Hansen is a veteran of the seamen's union movement. In 1906 he joined with other Norwegian seamen in forming the Norwegian Seamen's Union, of which he was a member until he came to this country. Over here he joined the International Seamen's Union in 1926 and has been a member of the SIU since its founding in 1938.

### Farm Boy

The veteran Seafarer was born in the far north of Norway, near North Cape, the closest point to the North Pole on Europe's mainland. His parents owned a small farm on which they kept cattle and sheep, and grew potatoes and grain in the brief three and one-half month growing season.

Hansen's interest in sailing started as a hobby. But at 14 he started going to sea in earnest on the local fishing boats which went out in the Atlantic for cod. "There wasn't much money in it though," he said. Consequently he switched to small coastwise vessels, the main carriers of freight and passengers up and down the long coastline. In those days there were no railroads running to North Norway at all. He worked for one company on this run for 17 years as AB, bosun and carpenter.

### Longshore Work Too

These ships were small vessels, generally a few hundred tons, and since they were the main means of communication, they would stop at practically every settlement up and down the coast. Between Oslo in the south, and Kirkeness, the northernmost city, there were 121 stops. At only four places did they have longshore gangs so that the crew had to do their own longshore

work in addition to their usual duties. Wages of course were pretty low. They ran around \$20 a month for bosun and about \$13 for AB's. There were no regulations as to hours as the captain could make the men turn to at any time of day or night.

Hansen subsequently switched to deep sea ships, riding the old coal burners mostly to North Sea and channel ports in England, France and Germany. The ships were considerably smaller than today's ocean going freighters principally because of the shallow draft of many harbors. "They had conditions on ships then," he recalled "that they wouldn't let a dog live under today. Sailors got food that nobody else wanted. They had to keep their own linens and mattresses. They had to buy food themselves ashore to get something decent to eat. Why, the sailors today on SIU ships have it much better now than the captain did then."

He shook his head a little. "I never expected that seamen would ever get the kind of conditions we have today in the SIU."

The coal burners usually carried three ordinaries and deck boy. In the black gang, the firemen had to do the oiling and wiping themselves. There were no messmen, compelling the crew to help themselves in the galley.

Hansen came to America on a Danish ship, the Phoenix, in 1925 and subsequently ran to and from the West Indies on Danish and Norwegian ships in the sugar trade. His first trip on American ships was made on an oil tanker out of New Orleans. He has been sailing US ships since, his favorite run being the Robin Line to East Africa.

Back in 1897 Hansen got married and settled down for a couple of years on shore. But his wife died four years later and he never remarried. He now makes his home in Brooklyn.

"I was figuring on retiring," he concluded, "but I feel too good. So I'll keep on sailing for a while yet."

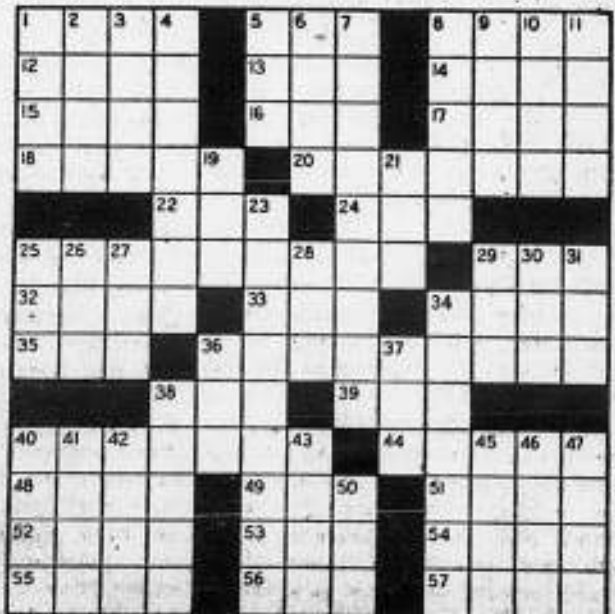
# The Seafarers Puzzle

- ACROSS**
- Part of A&G
  - Latin for goddess
  - British SS symbol
  - 4th largest inland sea
  - Civil War fighting ship
  - Foe'sie yarn
  - In right mind
  - Years: Abbr.
  - Port in Algeria
  - Fold of cloth
  - Inland S. of New Zealand
  - Motor carrier
  - They're vanishing in NY
  - Monte Casino is one
  - Mt. Blanc
  - Smug person
  - St. Pierre — Miquelon
  - Not on the beach
  - Spread to wind, as sails
  - The "United States"
  - Regret
  - Common ship article
  - The Navy is its first line
  - Bridge signal
  - China port
  - Fury
  - Legendary Greek ship
  - Protective device on docks
  - Verbal thrust
  - Money in Naples
  - Skills
  - Every freighter has one: Abbr.
  - Tropical cargo

- DOWN**
- Gulp
  - Mts. between Europe and Asia
  - What a liner follows
  - Run-down hotel; slang
  - Kind of dock
  - Hearing organs
  - Busy European port
  - Packs, as cargo
  - Famed home in "Gone With the Wind"
  - Winged
  - Apartment cost

- Nickname of a noted football coach
- NE Virginia city
- In the USA
- Army cops
- Cargo from Duluth
- Louse egg
- Bearing of Samoa from Fiji
- Kind of wood
- Seen in Hawaii
- Baby food
- Product of Trinidad
- A big oil shipper
- New Zealand extinct bird
- Biggest SIU family
- Facts
- Turkish title
- Bents — of Cities Service
- Where the Shannon flows
- Scene of Perry's victory
- City on the Jumna River
- Mr. Walker of football
- Inlet in NJ

Puzzle Answer on Page 27



# TEN YEARS AGO

Japanese troops landed on Java after an allied fleet nipped first try. . . . British parachute force damaged utilities in sneak raid on French coast. . . . Rommel called to Berlin, reported relieved of North African command to take over leadership, stem rising Russian power. . . . Essen blasted as RAF hit the Ruhr area.

Increased possibility of gas rationing noted by Interior Secretary Harold Ickes. . . . Second Brazilian ship sunk off US east coast by midget subs. . . . Planned campaign against 40-hour week softened as a surprise vote in the House dropped anti-labor plan. . . . British General Wavell shifted from Indies to command in India. . . . Pacific coast SIU-SUP whipped NMU, 3-1, in labor board election on Associated Oil tankers. . . . Six Nazi spies found guilty in first wartime US espionage trial.

Nipponese Ball invasion fleet smashed. . . . Canned food prices "frozen" by OPA chief Henderson to stop hoarding. . . . Stalin pledged Nazi defeat in major address to Soviet people. . . . Abuses in set-up of dollar-a-year men rapped by Donald Nelson, war pro-

duction director. . . . Continued high toll of shipping lost to subs and failure to arm merchant vessels drew fire of shipyard workers. . . . Proposed new tax bill hit lower income taxpayer hardest, doubling levy on group.

West Virginia won basketball's National Invitation Tournament at Madison Square Garden. . . . A Japanese report claimed occupation of Batavia, damage to major rail line on Java. . . . Virtually complete Coast Guard control over the shipping industry was assured as all supervisory and regulatory functions were stripped from the Commerce Department. . . . Total of SIU brothers lost with ships reached 65 as casualty list mounted. . . . Lightweight champion Sammy Angott outpointed favored Bob Montgomery in non-title bout.

US national income reached a record \$94.5 billion. . . . Tokyo named Yamashita new commander in Philippines to replace Homma, conqueror of Manila. . . . Production of radio sets for civilian use halted. . . . Brazilian crowds smashed Axis shops in Rio protesting Nazi activities. . . . Burma campaign heightened as British force joined Chinese troops there.



# SEAFARERS LOG

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## In True SIU Style

Going to the "grass roots" is a popular expression denoting an attempt to find out what people really think. The SIU's own "grass roots" poll to find out what rank and file Seafarers have in mind as to contract improvements is providing some interesting and encouraging results.

With but few exceptions, the overwhelming bulk of suggestions received thus far have been serious and practical ones. They demonstrate the maturity of outlook and sense of responsibility of the average Seafarer. Even more gratifying to headquarters are the unsolicited expressions of satisfaction with the present agreement. None of the numerous proposals thus far submitted suggest any basic changes in the agreement as it stands.

Thanks to the response of the membership the SIU negotiating Committee will be able to tell the shipowners this summer just what the rank and file wants. It is a clearcut illustration of how the policy of encouraging the members to participate in Union affairs, promotes Union democracy and Union effectiveness.

## Not So Secure

No sooner had the SEAFARERS LOG printed its copyrighted exclusive on the weaknesses of our nation's port security program, than an incident involving the crew of a Panamanian ship sharply pointed up what the LOG had contended—namely that under the present setup, foreign ships offer an easy means of entry—or departure—for subversives.

What took place in Tampa aboard the North Princess was not too serious of itself, thanks to the fact that the authorities were alerted by the British seamen's union and the SIU. But it should serve as fair warning that our present security setup is woefully inadequate and leans too heavily on the shoulders of American seamen.

It is noteworthy that the Coast Guard didn't even show up in the Tampa fracas presumably because it had no jurisdiction in the matter. Had the same thing happened on an American ship there would have been a half-dozen loggings and trials. Noteworthy too, is the fact that not a single government agency involved has in any way contradicted the facts as printed in the LOG story. The truth is that we are still waiting for official action on this vital issue, since the situation remains as it was, with our ports wide open to interested parties.

## Sound Investment

There are few stories in maritime more heartening than the remarkable progress of the SIU Canadian District. In three short years since control was wrested from the Communist-dominated Canadian Seamen's Union, our Canadian brothers have taken giant strides forward.

Now the Canadian District is faced with a problem of getting itself a new headquarters in a hurry. A new building has been located, but it will require considerable alteration to make it usable. The Canadian District currently is hesitant to lay out much of its cash while in negotiations with the Canadian operators. Consequently they asked us to lend them \$25,000 out of our funds for one year, and our membership has gone on record accordingly.

Seafarers will remember that the A&G district once before lent money to Canadian Seafarers. That loan was put to good use in getting the fledgling union firmly established, and was repaid in full. This one too, will help our Canadian brothers, and by doing so will help Seafarers everywhere.

## Just Recognition

No pains have been spared to make the SEAFARERS LOG the best labor newspaper in the country. If we have achieved that goal a good deal of the credit belongs to the LOG's Art Editor, Bernard Seaman. Just recently the Newspaper Guild, which annually distributes national awards for outstanding achievement in various fields, honored him with a "Page One Award" in cartooning.

The SIU is justly proud that one of its own, a member of our Union, has been given such recognition. Beyond that, the award reflects considerable credit on your newspaper, the LOG, which is a product of Seaman's talents and of the other professionals on its staff.

# LETTER of the WEEK

## Oceanstar Trip Good 'n Spotty

To the Editor:

A word from the good ship Oceanstar that is on its way to the "Oza and Olive Oil Country" (Greece to you landlubbers). After signing on in Houston and taking on a light 60 days' stores, we loaded to the mark with grain and got under way full speed ahead—a slow 7½ knots. No sooner had we started than Captain "Spot Sougee" Long called me up and informed me that he wanted a cleaned-up ship, regardless of overtime.

I thanked him, as I am a believer in keeping any ship in the true SIU manner. So then he says to me, "sougee the ship from top to bottom inside." I answer, "yes, sir" and he replies, "and steward, after it is sougeed I want you and your men to keep it spotted up." Again my "yes, sir" and as I left the captain's office I thought, "Good ship, good overtime, fine captain and a darn good department. What more could a steward ask for?" I soon found out.

### Inspection Tour

On the second day out the galley sink stopped and we couldn't drain out the water. The deck engineer was summoned and the sink was unstopped at 9 PM. At ten the same evening the captain pulled a one-man inspection and, of course, found some grease in the afore-mentioned sink. He woke the 3rd cook and informed him to get up and clean it.

We tried to explain what had happened, without success. After that he proceeded to chew me out about spots on the passageway handrails (which are painted a light cream). He wanted the spots removed without overtime 24 hours a day. I tried to explain that the ship was rolling and that we had spotted them up after breakfast that AM, but no soap—he wanted them spotted. After cursing him out with my usual "yes, sir" and swearing to myself that I would quit going to sea, or ship as messman or deck hand, I got the spots off.

### Well Done Chops

Then the captain began riding the saloon mess. He ordered a medium steak and it didn't suit him so he called the saloon mess all kinds of dummies. The pork chop wasn't cooked enough for his taste and again the saloon mess took the rap and the pork chop back. Chief cook Frenchy Le Douget got mad, threw the chop on the stove, burned it to a crisp and sent it back to the old man. He sat back and waited for him to come storming in. Instead the saloon mess brought word that the chop was perfect and thanks for the cook.

Getting back to more pleasant points we have a good crew on board in all departments and good cooks to keep them well fed and happy. Even Captain "Spot Sougee" agrees with this.

Before I forget, we, the crew of the Oceanstar, would like to thank the negotiating committee for a swell job done in the past and the swell job they will be doing in the future.

James (Burhead) Prestwood  
Chief steward

# 'Soundings'



## As I See It

by PAUL HALL



**I**N THE INTERESTS OF HELP- ing to preserve our country's security American seamen have cooperated fully in the screening program carried out by the Coast Guard along the nation's water-fronts.

It is a surprise to many people, however, when they learn that while the American seamen and longshoremen are thoroughly checked for security purposes, there still exists a loophole which no government agency seems to be able to do anything about.

Foreign ships come in and out of our ports with little or no supervision, a fact that seems to be a little inconsistent with reality. The press throughout the country gave wide coverage to the story on the security loophole that appeared in the previous issue of the SEAFARERS LOG, which would indicate that the story offered much food for thought.

Not the least of the problems involved arise in connection with vessels flying the Panamanian flag—long a scourge to US shipping for a number of reasons.

Several years back, when the US began disposing of its wartime fleet, our Union was in the forefront of the fight to halt the transfer of American bottoms to Panamanian and other registries that were not genuinely maritime in character.

Our position was that the transfers made possible the use of cheap, inexperienced labor and an escape from the relatively high standards of maritime law and regulations in force in this country.

We argued in essence, that it was extremely risky business to set up unregulated shipping in non-maritime countries looking for a fast buck at the expense of the US marine industry.

Much has come to light in recent months to prove the validity of the Union's position and the others in the industry who took the same stand. Now there appears to be an additional danger—these ships could conceivably serve as a potential pipeline for subversives lead-

ing right to our docks, marine terminals and other vital installations.

**T**HE PROBLEM OF WATER-front security brings to the fore the fact that the seaman is in a class by himself, as far as regulations and restrictions are concerned. No other civilian in a US industry is subject to the semi-military rule which the Coast Guard exercises over seamen, both as to security and as to his behavior on the job. The very nature of his calling puts severe limitations on his way of life.

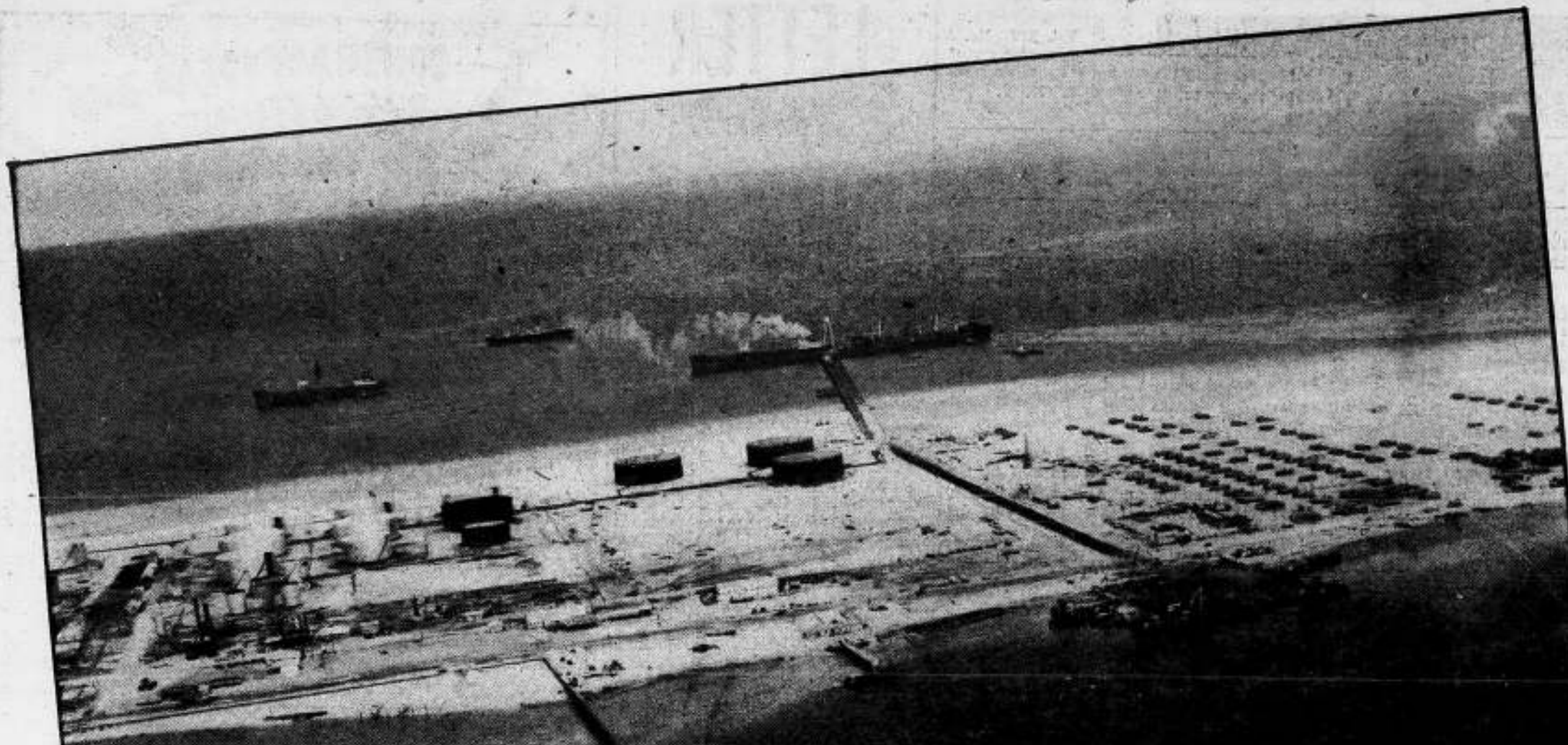
On board ship the Seafarer is subject to the master's orders. His entire day's activities are confined within the limits of the vessel; working, eating, sleeping and relaxation. He is in close contact with his shipmates day in and day out. Unlike the shore worker, he cannot say good-bye to his co-workers and his work problems at 5 PM, but lives with them as long as he is on the ship. It requires a good deal of understanding, give and take, to get along under those circumstances—and Seafarers are doing it mighty well.

The seaman's life rides with the ship. He is exposed constantly to the elements and dangers of navigation. His health is subject to the conditions on board from which there is no escape. He is compelled to be away from his wife and children for long periods of time.

Once he gets ashore, the Seafarer has to concentrate his recreation and entertainment in a few short days. After close confinement on the vessel he has a very real need for release from the seven day a week routine.

The SIU has long recognized these restraints and difficulties which are peculiar to the calling, and has been able to minimize them to a great degree. The nature of seafaring is such that many of these problems often seem to defy solution. But that will not divert the Union from continuing to work on these problems facing the man who goes to sea, with an eye to easing them as far as it is humanly possible to do so.





# THE PERSIAN



Deck gang of Steel Voyager paints forward bulkhead en-route to Persian Gulf.



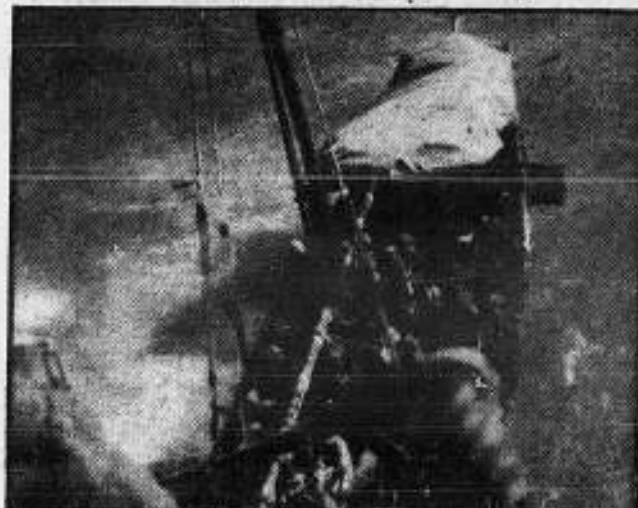
Native longshoremen cook potful of curried rice on stern during lunch period.



Arabian checker, Abdul Houssein, catches native music on crewmember's radio.



Work lull enables natives to catch some shuteye in Steel Voyager's passageways.

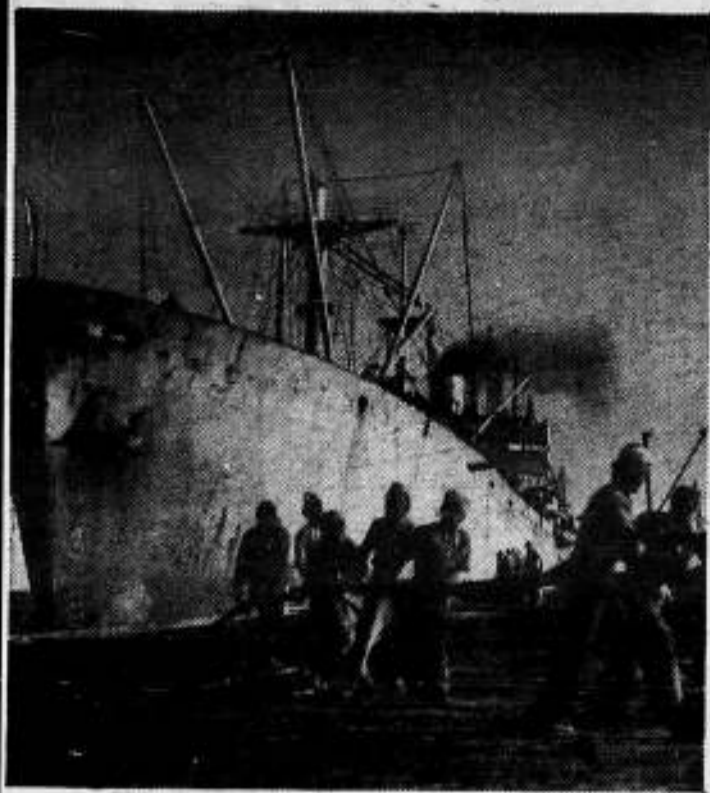


"Bumboat" carries load of natives out to Steel Voyager's anchorage in Damman.

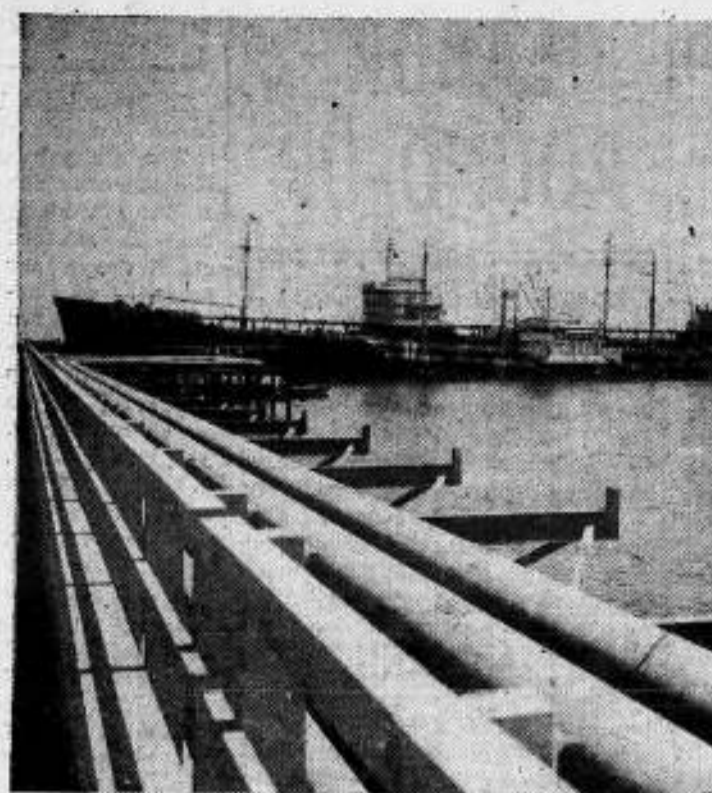


Traditional Arabian hushab comes in for a few puffs during leisure hour on deck.

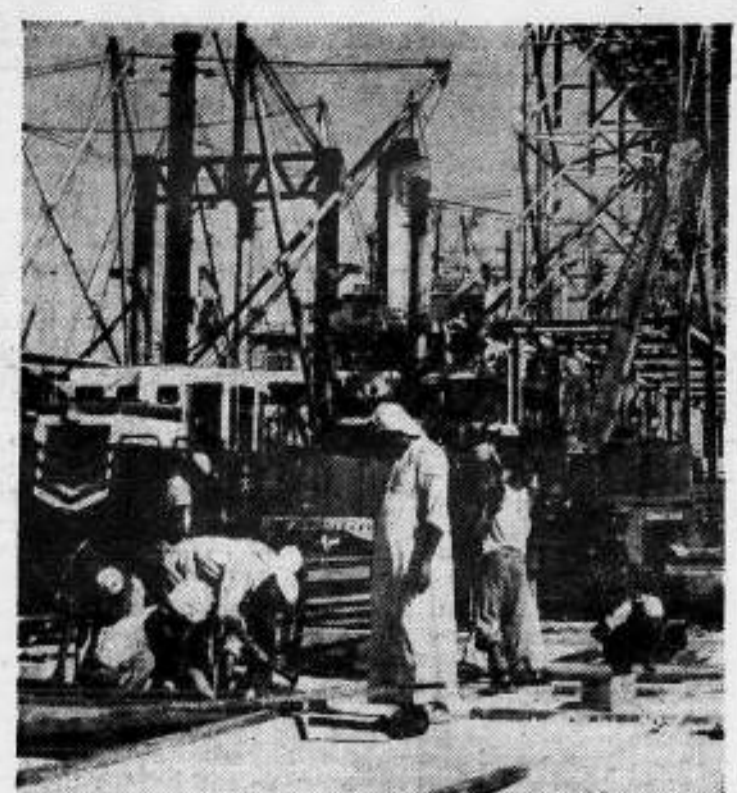




Arabian longshore gang ties up the Zane Grey, Isthmian Liberty ship, at Ras Tanura marine terminal, where she has come in to pick up bunkers.



A tanker steams away from 2,400-foot south pier at Ras Tanura after filling from pipelines. T-shaped pier (see large photo) handles four ships.



One of Isthmian's C-3's berths at freighter terminus of Damman for unloading of oil field supplies. Damman was built to provide deep water harbor.

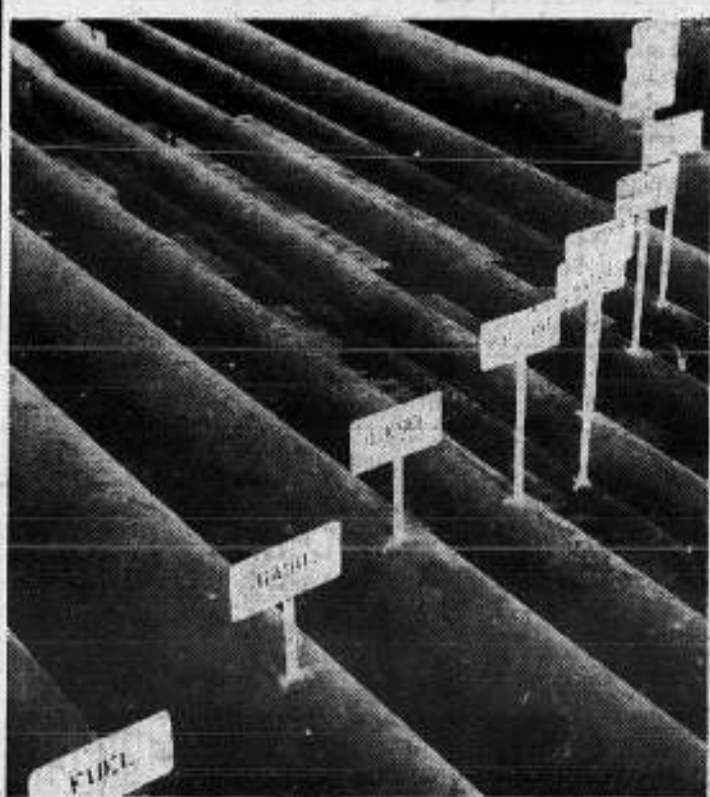
# PERSIAN GULF RUN...

The oil-rich sands of Arabia are the be-all and end-all of the Persian Gulf run. Seafarers manning tankers on the "shuttle," or riding freight ships with supplies for the huge oil undertaking in the desert wasteland, are part of a vital lifeline to the west. Without Arabian oil to fuel ships, planes, autos, trains and factories, to heat homes and supply the world's armies, oil output in the free world would be hard-pressed to meet minimum needs at home in the US and abroad. The closing of the huge Abadan refinery in Iran has thrown an even greater load on the Saudi Arabian fields of the Arabian-American Oil Company (ARAMCO) so that production this year is running at an annual rate of 300 million barrels of crude.

To keep the oil coming, a small army of 4,500 American employees and their families has been put down in the desert to work alongside additional thousands of Saudi-Arabs and numerous other nationalities. Freighters from the US and other western countries have to supply them with the necessities of daily living plus the immense variety of industrial equipment needed for oil wells, railroads, refineries, docks, pipelines and airfields. Ships running to the Persian Gulf call at two main towns. The freighters, such as Isthmian's, run into Damman carrying trucks, tractors, steel pipe, field and refinery equipment, furniture, tires, building materials and all other necessities of a thriving industry set down in the desert. The tankers run into the

marine terminal at Ras Tanura (large photo), a spit of land some 25 miles above Damman, to pick up a multitude of petroleum products produced by the Ras Tanura refinery, or to fill their tanks with crude oil to be hauled to refineries halfway 'round the world. In 1951, some 1,300 ships of all nations put in at Ras Tanura.

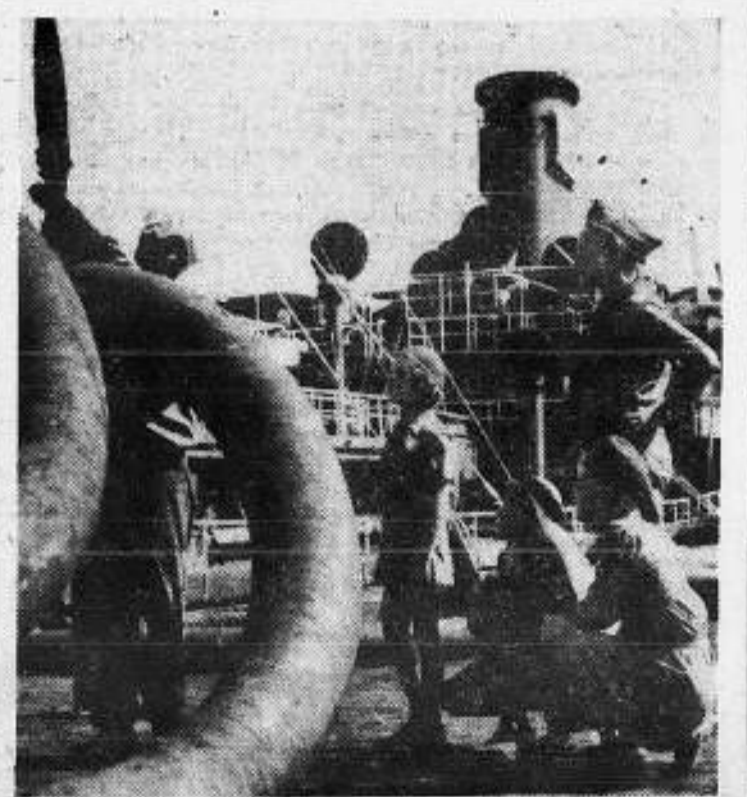
Whether or not Abadan ever reopens, the oil fields of Saudi Arabia, Bahrein and Kuwait loom ever-larger in the world oil picture. Despite intensive development, the US consumes more oil than is produced domestically and western Europe depends heavily on outside sources. Saudi Arabia's booming output and its huge oil reserves are sure to make the Persian Gulf run increasingly important for years to come.



Loading lines at the Ras Tanura marine terminal are labeled with the product they carry for convenience of tankers putting in for oil cargoes.



Crewmen of 22 different language groups can get the idea from this many-tongued warning; an indication of world-wide extent of the oil trade.



Saudi-Arab worker handles flexible fuel pipe dockside, showing American children how tanker takes swig of oil products at Ras Tanura refinery.



# MARITIME

The second of two new Italian liners for the lush South American run is on its maiden voyage to Rio, Santos, Montevideo and Buenos Aires. The 27,000-ton Augustus has joined the Giulio Cesare, which entered the service last fall . . . Three ocean-going Coast Guard cutters, the Evergreen, Acushnet and Androscoggin, and two converted B-17 observation planes, compose the 1952 International Ice Patrol in the North Atlantic, a service growing out of the Titanic disaster (1912). Although this season is starting a month later than in 1951, there is no prediction yet that it will be lighter than last year, the lightest on record. Ships and aircraft at sea have been urged to report on all ice sighted. The patrol continues through mid-June.

Carrier-based aircraft took the place of tugs to move the 14,000-ton Australian carrier Sydney from her berth into the stream at Fremantle in the land down under. A strike of tug employees produced the novel idea. Twelve planes were lined up, secured on deck and their engines started. The propeller thrust moved the flat-top sideways into position to sail under her own power . . . Salvage operations on 11 tankers sunk off the Louisiana coast during the war are expected to get underway soon after bids are opened today by the Maritime Administration. The vessels are supposed to be lying in depths ranging from 18 to 243 feet.

A trial of stabilizing fins on the Cunarder Media was halted by faulty operation during rough weather on the vessel's first trans-Atlantic crossing with the anti-rolling devices. Comment from passengers and crew indicated the fins had met with some success during the time they were in use. The stabilizers are rectangular fins 14 feet long and four wide, which are projected from the ship's sides slightly forward of amidships.

British dockworkers have accepted an arbitration settlement in a wage and vacation dispute with the government. The accord, besides providing a second week's paid vacation, brought minimum weekly earnings up to about \$17.50 in US money. The actual increase amounted to roughly \$1.20 a week . . . The SIU-contracted Robin Line has set up a travel plan offering combination air-sea travel between the US and Africa. Joint operation with British Overseas Airways will enable travelers to go by sea or air in either direction at a fare computed at half the Robin round-trip and half the BOAC round-trip cost. If the passengers choose to return by the original carrier a fare reduction will apply.

Mystery shrouded the deaths of three men from asphyxiation aboard the Orient-bound refrigerator ship Fleetwood. A report from the ship stated the crewmen died when a refrigeration line broke, letting off freon gas. According to company officials, they are "at a loss" to explain the deaths because freon gas is considered non-poisonous . . . Japan's largest steamship operator revealed a planned resumption of service to Europe via the trunk route through the Far East, Black Sea, Mediterranean and Red Sea . . . An enterprising Frenchman bluffed his way through a free trans-Atlantic round-trip on a passenger liner with the aid of a white steward's jacket. Using the jacket instead of a ticket as he boarded the gangway, he escaped detection by posing as a passenger, feigning sickness and sleeping on deck. Sandwiches bought at the bar solved the food problem.

Revival of a small papal merchant fleet after 82 years, mainly to assist with emergency service during floods and similar disasters all over the world, is reported to be under study by Vatican authorities. A limited number of 10,000-ton passenger-cargo ships would be employed, all based in the traditional Vatican port of Civitavecchia and carrying the papal flag. The operation would require the approval of the Italian government under the Lateran Treaty (1929) . . . Sale of the familiar Swedish liners Gripsholm and Stockholm may take place when two newer vessels, speedier and offering larger passenger accommodations, come out of the yards and enter the trans-Atlantic service. The Gripsholm was employed many times during World War II as a neutral "mercy ship" carrying foreign nationals from war-torn countries.

Shipping on the Great Lakes got off to an early start this year when two auto carriers moved out of Detroit bound for Cleveland with a load of new cars . . . South African whalers repeated last year's top catch by capturing the whaling honors for the Antarctic season for the second time running. The catch produced 30,000 tons of whale and sperm oil valued at more than \$8,000,000 and was bought by the British Ministry of Food . . . The superliner United States had its first collision while in drydock before being completed for a maiden run in June. She was hit squarely in the stern by the Panamanian ship Shakin, causing damage to the upper portion of her hull and main deck railing. The Shakin had slipped her anchor.

# THE LABOR ROUND-UP

**Another Strike Injunction**—Members of the engineers, firemen and conductors rail brotherhoods conducted a three-day strike against the western division of the New York Central and other middle-western railroads until ordered back by court injunction. The strike was in protest against failure to settle a three-year-old contract dispute, principally over work hours and working rules, as well as continuing operation of the roads under technical control of the army.

**Reds at River Rouge**—The House Committee on Un-American Activities was told by a representative of the United Automobile Workers that Communists were in control of the 50,000-member Local 600 which represents workers at the Ford Motor Company plant in River Rouge. Local 600 was then taken over by a UAW administrative committee.

**Labor Board Bounces UE**—The National Labor Relations Board, in the first case of its kind, has revoked the certification of the United Electrical Workers at the Sunbeam Corporation because the union had not filed non-Communist affidavits. The UE won an election at the Chicago plant to represent some 2,800 workers in April, 1950. The Labor Board's action means that the UE no longer is recognized as bargaining agent.

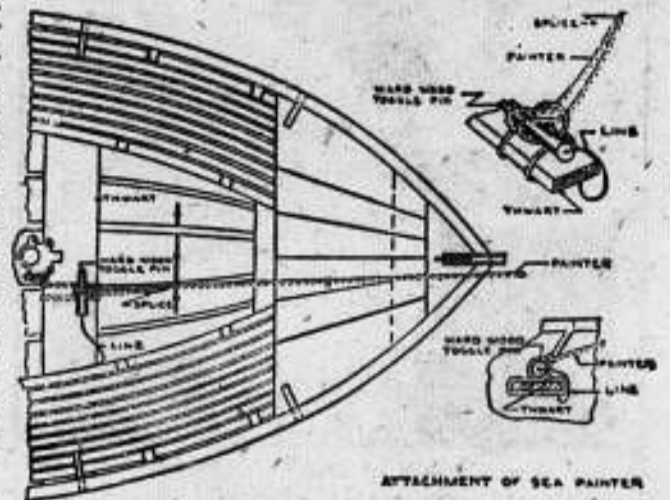
**They Gotta Do Business**—A Connecticut textile company that refused to obey a court order to bargain with the CIO Textile Workers Union is facing charges of civil and criminal contempt. The company, Israel Putnam Mills, said that its financial condition made bargaining impossible but refused to supply a copy of its financial statement.

**Odds 'n Ends**—The Senate Labor Committee has approved the Neely-Price bill providing for federal enforcement of mine safety . . . Amalgamated Clothing Workers blasted Pentagon as responsible for unemployment in clothing industry by award of contracts to non-union fly-by-night outfits . . . Building Service Int'l organizing in Washington hospitals where minimum pay is 55 cents an hour . . . Wage Stabilization Board says 15 cents hourly increases are okay in construction field . . . Legislation controlling illegal Mexican laborers has passed the House of Representatives . . . A bill in the NY legislature to curb union political contributions was defeated.

# On the Job

In lowering a lifeboat from a ship, the sea painter comes into use in the proper and safe maneuvering of the boat.

The sea painter serves three important functions: It prevents the lifeboat from dropping aft, thereby taking the strain off the boat falls. It has a tendency to sheer the boat from the ship's side. When the boat is sheered off at the proper angle — 45 degrees, the sea painter is released at the command of the man in charge. The sea painter, in combination with the sweep oar or rudder, helps keep the lifeboat close to the ship's side, enabling the crew to board the boat.



The sea painter should not be confused with a regular boat painter. It is longer than the boat painter and has an eye about two feet in diameter at the boat end. Sea painters are fastened to the boat by passing the eye under the second inboard thwart from forward to aft, then back over the thwart. The eye is then spread over the standing part of the painter and a wood toggle inserted. In releasing the sea painter at the boat, the toggle is simply pulled out.

Attachment of the sea painter to a point aft of the stem causes the boat to sheer away from the vessel, removing the danger of its being smashed against the side of the ship by wind or waves.

One danger that arises in slipping the painter is that the boat will sheer off and may broach dangerously. Counter pressure should be applied with the sweep oar at the exact moment the painter is slipped so as to avoid this possibility.

In handling a boat when under oars, the following commands apply: Stand By The Oars—Lift oars off thwarts, place blades flat on the forward gunwales, push oars forward until handle is over respective thwart.

Up Oars—Lift oars to vertical position, trim blades fore and aft with handles resting on footings.

Shove Off Bow—Bowman lets go of boat rope or sea painter or hands in boat painter. Shoves off bow using boat hook.

Let Fall—Let oars fall into rowlocks using crook of outboard arm to control the oars. Trim oars horizontally with blades trimmed fore and aft. Bowman ups oars before command of "Let Fall" or puts out oars as soon thereafter as possible.

Give Way—Blades of oars are moved forward and dipped about half way into water and stroke started. At end of stroke, blades are feathered fore and aft and another stroke is made.

Oars—Complete the stroke and level the oars horizontally with blades trimmed fore and aft.

Back Water—Row in astern motion. Hold Water—Complete the stroke, stop rowing, dip blade about half way into water and hold water to stop the way of the boat.

Stern AH—When rowing in ahead motion complete the stroke, then commence to back water, gradually increasing the depth of immersion of the blades.

Way Enough—When rowing in ahead motion, complete the stroke, raise oars with crook of elbow to about 30 degrees, swing blades forward and place oars in the boat.

Toss Oars—Complete the stroke, come to "Oars," raise the oars smartly to the vertical, rest handles on the footings and trim blades fore and aft.

In Bows—The bowmen complete the stroke, swing their oars forward and boat the oars, then stand by with boat hooks or to receive the sea painter or boat rope.

Boat the Oars—From "Oars" or from "Toss Oars" place the oars in the boat with blades forward.

Out Oars—Place oars in rowlocks directly from the boated position or from "Stand-by Oars" position.

Stand-By To Give Away—This term is used in racing. The blades are pushed to forward position and slightly dipped ready for an instant start.

Give Way Port, Back Water Starboard (or vice versa)—The orders are followed to turn the boat without making way ahead or astern.

Give Way Port, Hold Water Starboard (or vice versa)—This command will result in turning the boat with slight headway.

Trail Oars—The blades of the oars are brought alongside and left trailing in the water in single banked boats fitted with swivel rowlocks.

## Burly

Follow Burly Every Issue In The Seafarers Log





**Vacation Pay Cheers Galveston Hall**



Arrival of a batch of vacation checks from SIU headquarters stirs excitement in Galveston hall as Seafarers receive well-earned vacation pay from Port Agent Keith Alsop and secretary (seated).

**LOG Story Unchallenged; 'Red' Incident In Tampa**

(Continued from page 2)

through the medium of newspaper advertisements, avoiding the hiring hall of the National Union of Seamen of Great Britain. As a result, one of the men hired was William H. Hart, who had been expelled from the British union as a Communist. Hart had figured prominently in the unauthorized Liverpool dock strike in 1949, which was an attempt to aid the Communist-dominated Canadian Seamen's Union in its unsuccessful fight against the SIU in Canada.

**Trouble Aboard**

The North Princess, first called at Newfoundland, picking up a cargo of newsprint. While en route there was considerable trouble aboard, with Hart a spokesman for

the crew in its beefs. Considering conditions on Panamanian ships, beefs were no doubt easy enough to exploit.

Meanwhile, the British seamen's union office in New York had learned of Hart's presence aboard. They immediately notified the SIU and the authorities of the facts of the situation. As a result, when the ship arrived in Tampa, the immigration authorities detained Hart and three others, Bernard McIntyre, John Hamilton and Demostenis Stellanos, aboard the ship. The remainder of the crew, consisting of English, Dutch, German and Greek seamen, received shore leave.

**Near Riot In Port**

When the crew returned, they raised a further beef on wages and food and threatened to walk off the ship. When told to get back on, the men started throwing gear and tools at the port captain. It took the sheriff and three squads of police to restore order. Sailing was delayed for six hours before the ship finally got underway.

The fact that Hart, a suspected Communist, who was barred from British ships by the seamen's union, was able to sail on a Panamanian ship, illustrates the weakness of the security setup here. If the British union had not learned of his presence on board, he could conceivably have gone ashore without detection in this port and any others the ship stopped at in the Gulf. Immigration authorities lean heavily on just such information from other sources in detecting potential subversives. As cited in the LOG story, the Immigration Office is hampered by a shortage of personnel, and finds it impossible to make a close check on all foreign seamen.

**Other Countries**

One difficulty in the port security picture is the lack of restrictions on the issuance of seamen's papers in other countries.

With the exception of Greece, the LOG found that European nations merely pass on a man's qualifications to sail and not on his potential as a subversive. The unions themselves, if they are right-wing organizations such as those in Britain, Scandinavia, Belgium and the Netherlands will "screen" men in the sense of keeping subversives from membership and out of hiring halls. However there is nothing to keep such men from getting a seaman's rating and shipping out on Panamanian or Liberian ships.

As the LOG story emphasized, such men on foreign flag ships can get onto piers in New York, for example, that are classified as restricted. Longshoremen working them have to have port security cards, yet Panamanian and other foreign ships can tie up at these restricted piers regularly.

**Polish Regulations**

Contrasting with the relatively open status of American piers, even so-called restricted ones, is the practice in Communist countries. Seamen from western nations, such as Sweden, that sail to Polish ports find their activities severely restricted. Before the men are permitted to go ashore armed Polish police come aboard and go through the ship from stem to stern examining the foc'sles and the men's personal property. Meanwhile they confine the crew to one section of the ship. Permits are then issued to each crewmember.

Each time a crewman goes to and from the ship he has to show his permit to armed guards who patrol the piers on a 24-hour basis. The seamen are not allowed to leave the city limits of the port. Nor are they permitted to take any book or publication ashore that is banned by the Polish government. Other restrictions are spelled out in minutest detail, including the number of cigarettes they can take ashore, the kind of clothing they can wear, and the types of food items they can carry with them for personal consumption.

Failure to abide by any one of the regulations subjects the visiting seaman to immediate arrest. Usually, he isn't let out of jail in time to make his ship so that he is sent home on another vessel. A large number of Swedish seamen have been imprisoned under these regulations, and the Swedish union has made a point of notifying its members to live up to the letter of the Polish law.

Nobody of course, advocates this kind of control on American piers. The contrast between conditions here and behind the iron curtain points up the ease with which subversives could enter this country as against the tight regulation of foreign seamen in Communist ports.

While there has been no official reaction to date on the LOG expose of last issue, the nation's press has shown considerable interest in the problem. Reports on the LOG story have appeared in several New York newspapers including the Times, Herald Tribune, Brooklyn Eagle and Newsday as well as out-of-town publications in Tampa and Mobile. The national news magazine Newsweek also carried a story on the expose. Several other national magazines have also expressed interest in bringing the story to their millions of readers.

Thus far, despite all the queries by the press and other sources, no government official or agency has in any way challenged the correctness of the LOG's statements in the copyrighted story.

**Bldg Loan Voted SIU In Canada**

(Continued from page 3)

ing able to remain on their present property by the end of the year, the dominion SIU has located suitable headquarters nearby which completely fill the bill.

**Lease Expires**

Now in its fourth year of operation after successfully driving Communist elements out of the waterfront, the Canadian District, led by Director Hal C. Banks, has established itself as a going concern. Currently bogged down in negotiations for a new agreement covering all deep water shipping, the Union

felt it an ill moment to cut down reserve funds by disbursing much of its assets for the purchase of a permanent headquarters site.

Expiration of its lease on the present building accommodating district-wide operations, plus its size and age, contributed to the necessity for securing property which could care for the anticipated need of future years.

**Convenient Site**

The site chosen, about 500 yards away from the present one at 463 McGill Street, a convenient harbor location, is a newer, sturdier struc-

ture more suitable to the Union's growing needs. Once the sale is completed, it is expected the building would be ready for use within four months after redecoration and installation of facilities for the membership and modernized Union operation.

**Repaid Earlier Loan**

Approval of the \$25,000 loan by the headquarters branch membership took into account the fact that the Canadian District repaid an earlier loan, in February, 1951, which helped put it in business, and led to its success in establishing its position as a fully-functioning maritime labor organization.

As before, the A&G membership extended the loan on a no-interest basis, although the Canadian District offered to pay a regular rate of interest. Assurances have come from District Director Banks that the loan will be repaid at the earliest possible moment, within a year at most.

**Singapore Tightens Rules On Foul-ups**

SIU headquarters warns all Seafarers calling at the port of Singapore in southeast Asia through their own performing ashore may be picked up by local authorities.

Information circulated by the US Commerce Department on advice from the American Consulate General in Singapore disclosed that continued fouling up which causes US seamen to remain on the beach when they miss their ships could result in jailing for the wrongdoers.

British authorities in the port, the memo notes, are naturally aware of the extremely heavy traffic of men and ships from different countries through Singapore, but hint casual indifference to local laws and customs will result in harsh measures against men illegally ashore without proper papers. Seafarers are urged to avoid

trouble with local officials by keeping close contact with their ships' sailing board in order not to be left behind when the vessel sails. Foulups will not only make trouble for themselves but will harm relations between the local public and Americans, particularly seamen, the Commerce Department memo added.

**SIU Passes \$300G Mark In Vac. Pay**

(Continued from page 3)

for vacation time earned at sea and in port.

Prior to the negotiation of the Seafarers Vacation Plan last spring, seamen hardly ever collected vacation money because of the fact that they would work for several different companies in the course of the year. In the rare instances where they were eligible, the companies would keep them waiting for weeks before they could collect.

**Every Day Counts**

In contrast, the SIU Vacation Plan pays out money for every day of actual time worked at sea or in port. Handling of payments by the Union guarantees speedy service for the Seafarer, who is eligible for benefits every time he has 90 days sea or port discharges.

**Sea Chest Sets Up New Ship Service**

(Continued from page 3)

result several hundred dollars worth of merchandise was ordered by the Seafarers.

Commenting on the new service, SIU Secretary-Treasurer Paul Hall declared, "Seamen have long been kept on the hook by the ship chandler who has soaked them with high prices for years, knowing that they couldn't do anything about it. We're out to put an end to the ship chandler's profiteering at the expense of Seafarers by selling them the stuff they need at the right price."

**Routine Beef In NMU Takes Year To Settle**

(Continued from page 2)

ing as it does a woeful stealth in caring for the beefs of the members, brought sharp comment from several SIU patrolmen who daily meet incoming ships and settle similar beefs on the spot. "The practice of these NMU sea-lawyers to let these beefs lie around waiting for a committee to get together and chin with the operators is naturally a big cause for discontent within their organization. "It's bad enough when the ship

**Olde Photos Wanted by LOG**

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you

it out at sea a couple of thousand miles away and you can't do much for the men, but when one of our ships comes in with a beef, we get that grievance settled one way or another or the ship sits there till somebody can give us a good reason otherwise."

It was also stated that since seamen are always on the move, working out of one port or another, a man with a beef might have to wait it out for years before he'd learn where he stood on a particular issue. "That's no way to handle a beef. Either settle it on the spot or know the reason why," was the consensus of opinion on that score.

"You could keep a 20-man contract committee busy just keeping track of guys with grievances so that you could notify them if and whenever the thing was squared away," an official at SIU headquarters added.

A sampling of rank-and-file opinion garnered from Seafarers in the shipping hall drew identical reaction. "You can get more callouses sitting around waiting for a clarification from those people than from working 365 days a year," one Seafarer, who has been sailing on SIU ships since quitting the NMU, remarked, ably summing it up for the group.



# Moon Breaks Tradition— Hits \$\$ On Longshot

After all these years of sticking with the favorites, brother Moon Koons has seen the light. Of course he backslid a little the same day, but I'm sure that his experiences on Saturday, March 1, 1952, have changed his outlook on horseflesh.

All Seafarers from the Gulf to the West Coast should know that Moon sits like the Rock of Gibraltar as doorman at the New Orleans Hall. After the last call on that day, Moon and this writer took off for a popular oasis to sooth our tonsils. Someone suggested that we take in the races and the running of the Louisiana Derby.

Moon, being a real follower of the bangtails, said, "Let's go," so we piled into his ancient Chevrolet, which has a port list due to the fact that Moon is the driver. We arrived at the Fair Grounds through an act of God and we started off betting on



Koons

the first race.

### Favorites Only

Now as everybody knows it would take an act of Congress to try

and get Moon to wager on any horses quoted higher than 6 to 5. Well, we blew the second race due to the fact that the favorite ran fifth.

In the third race there's a horse going named "Tempt Me." The odds are 24 to 1 against Tempt Me coming home in front. Here's where I got a bright idea. I grabbed the racing form from Moon and saw that Tempt Me had been running at one mile and a sixteenth recently. Today he was dropped down into a six-furlong affair.

Moon had all eyes on a standout favorite and was deaf to my pleas that he put a wager on Tempt Me. He argued and bellowed like a porpoise that Tempt Me doesn't stand a chance as he was the longest-priced horse in the race.

Well I was determined that it was the time to keep tempting Moon, so I kept on working on him and he finally broke down. He told

me, "I ain't never bet on a long shot in my life. I always follow the smart money" (meaning the favorites who are made choices by the public and the money bet in the mutuels). "But I'm going to listen to you just this race. Here's 35 dollars, bet 15 to win, ten to place and ten to show." So I hurried over and got the ducats on Tempt Me.

### Slow Start

The race began and at the quarter Tempt Me was running seventh. At the half he was still seventh. Moon turned to me and said, "See! What did I tell you.

That plow horse is last and will still be last when the race is over." Incidentally the favorite that Moon liked is out in front up to the back stretch.

Well Jockey Taylor put the whip to Tempt Me and he moved up to fifth turning into the stretch. He came down the stretch like the Panama Limited and passed horse after horse to finish first by half a length at odds of \$24.30 to \$1.

Moon let out a bellow that shook the grandstand, threw his racing form away and started jumping up and down like a real Indian. (Yes, Moon is part Indian. His great-grandfather was Chief Koons.) I knew that all the excitement and the thrill of hitting on a 24 to 1 shot might cause Moon to have a heart attack or a nervous breakdown. So I steered him to the bar for a sedative; double shot of bourbon, coke chaser.

### Pretty Good Payoff

After he downed the drink and his nerves were settled I got a pencil and started figuring the payoff. The result was \$508.50 for his \$35 investment. Moon was so happy he started buying everyone he knew a drink.

I'm sorry to say though, that although Moon finally realized that favorites can be beaten, in the next race he put it on the nose of a horse called Little Lupo at 4 to 5. He bet \$200 on him, convinced that he couldn't miss. The result was, of course, that Little Lupo got her lumps.

Vic Miorana

### LOG-A-RHYTHMS:

## Chinese Talk

By Ken McLeod

|              |                |               |
|--------------|----------------|---------------|
| One night    | "Get hitched," | Ain't happy   |
| In June,     | Me say,        | No more,      |
| Stars shine  | She say,       | Carry baby    |
| Big moon.    | "Okay".        | Walk floor.   |
| In park      | Wedding bells  | Wife mad      |
| On bench,    | Ring ring,     | She fuss,     |
| With girl    | Honeymoon      | Me mad        |
| In clinch.   | Everything.    | Me cuss.      |
| Me say       | Settle down    | Life one      |
| Me love,     | Married life,  | Big spat,     |
| She coo      | Happy man      | Nagging wife, |
| Like dove.   | Happy wife.    | Bawling brat. |
| Me smart     | Another night  | Realize       |
| Me fast,     | In June,       | At last.      |
| Never let    | Stars shine    | Me too        |
| chance pass. | Big moon.      | DARN FAST.    |

### No Squeaks Here



V. A. Reid, deck engineer of the Heywood Brown, applies grease and oil to winches to keep them running smoothly.

### 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

## Did You Know . . .

That a peacock's tail contains the eyes of a mythological monster with a hundred eyes? The multi-colored orb-like decorations in the tail plumage of a peacock were, according to legend, the eyes of the monster Argus placed there by Juno after it was slain by Mercury.

That earthquakes are always more likely to occur on the US west coast than in the east? The young, growing mountains on the west coast are easily prone to crustal movements that can lead to earthquakes.

That, statistically at least, women drivers are involved in fewer automobile accidents than men? Although it seems that the fair sex car-jockeys are always in trouble, the figures in 1949, for example, show women took part in only seven percent of the fatal accidents, and 10 percent of all accidents.

That if you turn up something, even a pair, in four-suit poker more than half the time, you're beating the laws of chance? There are only 2,598,960 possible hands you can hold, of which, on the average, 1,302,540 hands, or 50.1 percent, show nothing.

That the average American uses about six pounds of salt each year to season food? Moreover, more

salt is used in the manufacture of chemicals than any other material. Michigan is the leading domestic producer of table salt.

That the SIU is the only seamen's union that will directly pay you benefits no matter how long you're sick? While most unions cut off benefits after a specified period, Seafarers who are ill collect them indefinitely.

That the seasons on Mars are longer than the season on the earth? The length of the seasons is determined by the length of a planet's period of revolution around the sun. Since Mars is further from the sun than the earth, it has a longer period of revolution than the earth and consequently longer seasons.

That Mauna Kea mountain in Hawaii, rising to 13,784 feet, is really the world's highest peak? Although Mount Everest in Tibet rises 30,000 feet, Mauna Kea springs from an ocean floor 18,000 feet below sea level, for a near 32,000-foot total.

That artificial respiration is first recorded as far back as biblical days? The Bible tells us that the prophet Elisha restored the life of a Shunammite boy by blowing his breath into his lungs. But this method of forcing life-giving oxygen into the lungs under pressure may be even older than that.

## Here's Personality Test For Ship Delegate's Job

After reading our SEAFARERS LOG, which I do at every opportunity, and taking notes carefully reading the column, "The Inquiring Seafarer," I have become deeply interested in the position of the ship's delegates and why so many of us prefer to decline this position rather than to accept it.

I am inclined to believe that most of us do not realize the pressing need for real representation. It is regrettable that some of us don't realize the honor and responsibility of this position. A delegate for each department should be carefully picked. He should have all the necessary qualifications and always be alert and capable.

He is the living example of all the fine principles of our Union. He must realize he has gained the respect, trust and confidence of every member of his ship.

For the good of all members I'll quote nine questions to study and answer to themselves.

"Just what kind of a person am I?"

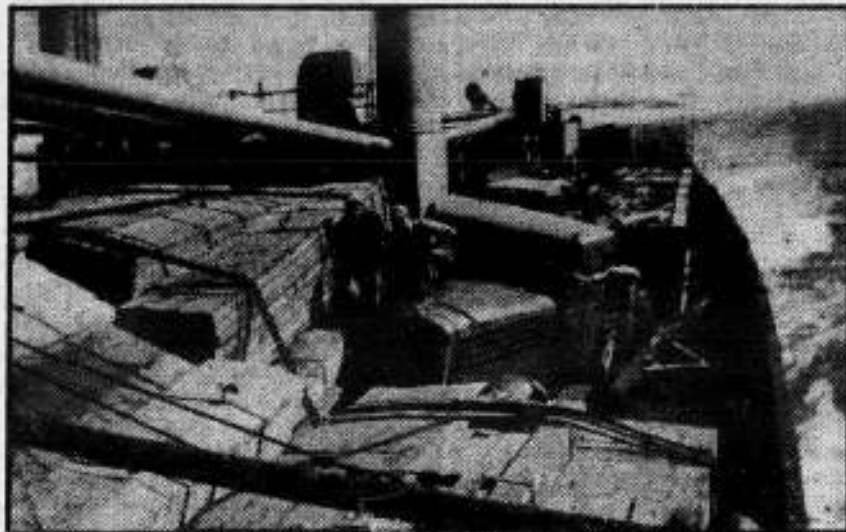
1. Am I too self-centered? Can I take the other fellow's needs and desires into account?
2. Am I intolerant of other people and of opinions that differ from mine, or am I prepared to concede that others have a right to their own habits and beliefs? In short, can I live and let live?
3. Do I maintain an unrelenting, high pressure pace, or have I learned the inestimable value of setting aside some time each day for complete mental and physical relaxation?
4. Am I one to have real resources within myself, or am I dependent upon others to amuse or to entertain me?
5. Am I one to grow a crop of hatred and resentment to sour and embitter my life, or do love and affection to do things for others dominate my relationship with others?
6. Am I constantly irritated by large or small annoyances or can I take matters as they come with a minimum of friction?
7. Does an appeal for help make me close my mind and pocketbook, or am I one who is generous with time and money?
8. Am I sure to worry and let guilt gnaw at my peace of mind, or am I content to do my best to solve each problem as it comes, forgetting past failures? Can I profit by my mistakes?
9. Do I merely pay lip service to the principles of my Union or my religion, or are they a practical, dynamic part of my daily-life?

I sincerely hope that all of those who have taken time out to read this article will, in some measure, find this knowledge to be of great help.

L. I. Floyd



# Ocean Gale Shifts Claiborne Cargo



After the storm had blown over, crewmembers of the Claiborne examine damage caused by shift in deck cargo load of lumber.

That old devil, the North Atlantic, gave us a few anxious hours on the Claiborne when it started acting up on our return from Europe recently. We were on our way back to New York after a trip to Europe and Turkey. It was just about 260 miles out of the city and the boys were already counting up the payoff when the sea started whipping up and knocking us around.

Aside from the stuff in our holds, we had a load of deck cargo, most of it being lumber. After a few hours pounding by heavy seas and strong winds the deck cargo loosened and started sliding around, doing quite a bit of damage top-side.

As if that wasn't bad enough, the cargo in the hold shifted. The ship began to take on a slight list, not enough to really bother us or interfere with its operation but just enough to get us all a little bit worried. We were beginning to

wonder of she would take too much of a beating and start to turn over on her side. However, she was able to ride out the blow and get into port without any further accident.

We brought her into the Army base in Brooklyn, where she got squared away and went out on another run.

Except for the trouble we ran into on the way home our trip over and back was pretty uneventful. We stopped at the Azores first, and from there ran into the Mediterranean, making stops at Casablanca, Trieste, Piraeus and Istanbul. The cargo we were carrying consisted of military supplies for US bases overseas as well as for the Greek and Turkish armies.

George Quinones

## LOG-A-RHYTHMS: Seaman Beware

By Jesse E. Watkins

My daddy is a seaman, and  
He reads the 'FARERS LOG;  
Then raves 'n rants 'n slaps his  
hands  
'N scares my puppy dog.

I never know what it's about,  
I cannot read a line,  
So I just sit and hold my dog  
'Til everything is fine.  
My daddy tells my mommy he  
Would tear a scab apart.  
But every time I pick my scabs,  
He makes my bottom smart.

He tells her, o, so many things,  
And says a word like "fnk"  
But yesterday corrected me  
And said I should say "Think."

Then mommy kisses daddy, and  
I hear a little slap.  
That's when I take my puppy dog  
And crawl up in his lap.

## Sign Name On LOG Letters

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

# No Pavements In Korea

Inchon, Korea—Out here where the weather is freezing and the pavement really ends, the crew of the Noonday is managing to keep up its spirits while waiting to get home. We've had a few blackouts in this port, but only one real one, with bombs to match. No damage was done however, for after

a few shots from the guns here, the red planes tailed it back home.

We ran into one of our SIU brothers over here and told him of all the gains we had made. He

said that in the Army he gets all the overtime, penalty time and meal time he wants. When we offered to give him an overtime sheet he replied, "I can't use that now, but tell Paul and all the gang that I'll keep it and use it when I come back to the states and the SIU."

While we were here, the Arizpa, another Waterman packet, showed in port. A few of us grabbed one of those leaky sampans and went over for a visit. We had the pleasure of giving them a few LOGs and briefing them on the latest developments on vacation moola and the other gains. When one of the engineers on said tub asked about the licensed men in his department, some guy piped up, "Cease your worry, and get on the SIU handwagon like you've done in the past."

### Needle Phobia

Our deck maintenance man, Frenchy Valois is grumbling about the number of inoculations and vaccinations he has received. Every time he sees a white cape, jacket or white shirt he either holds out his arm or runs like he did the previous afternoon when shots were being issued. He hid in the paint locker and missed his supper.

It is so cold over here that Slim (tall grass) Edge, the tarheel terror, had to don four pair of socks in order to stand a watch on the bow. When he got finished he lost track of how many pair he had on. He took three pair off, went into the shower and turned the hot water on his carcass. What

was his surprise (he sez) when he found the last pair frozen to his tootsies.

### One Man's Meal . . .

Then there's the time that Red Mitchell found Robby Burton, the speedy up and down oiler, sitting in a cafe doing justice to a large porterhouse steak. Red asked him if he was through with his light diet. Robby replied that he was still on it, but needed a steak a day to give him strength to continue.

Of course, I can't forget one of our new brothers who decided that his mattress was a little thin. He politely, and brazenly, walked into one of the topside foc'sles and took himself a better grade inner-spring job, putting his old thin one in its place. Naturally, he was discovered after a short time, and asked why he pulled the stunt. His reply was, "We're over here in the land of the forgotten sailor and should you have to abandon ship these innerspring mattresses do not give you a back ache when you are floating on same in the water."

We'll conclude this dramatic series with a firsthand report from Jerry (Curly) Garland, the pride of Elicott City, Md. Jerry was telling us about the first drink he ever had, and also his first automobile, thusly, "I had just come out of a tap-room and slipped on a wet sidewalk. A policeman who noticed same, saw me get into my car and said, 'You're not going to drive that care are you lad?' Heck yes, I told him, for I am in no shape to walk home."

C. B. Pickle  
Deck delegate

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Seafarers bitten by the shutter-bug who still have sufficient resistance to keep the infection from spreading to the point where they do their own enlarging will probably be happy with a camera that takes a film size larger than 35mm.

A very popular size is the camera using 120 film and giving 12 negatives 2 1/4 inches square. There are dozens of makes of cameras that can be picked up in foreign ports using this film size. The contact size is quite visible, and saving the price of an enlarger is something to consider. The cost of enlarging the outstanding negatives that you shoot is still far below the expense of an enlarger and its accessories. A contact printing frame for 120 film will run about \$1.

The most popular of the cameras using 120 film and giving 12 exposures 2 1/4 inches square is the Rolleiflex. This is a twin lens reflex camera, one lens for viewing, and focusing and the other for exposing the film. The latest model comes with a choice of 3 lenses. Stay away from the 80mm f 2.8 lens. It may be a little faster than the other two lenses but it is quite poor in quality. From all tests the 75mm Schneider f 3.5 is just as good as its Zeiss counterpart and costs less. Both of these lenses are mounted in a compur rapid shutter giving speeds from 1 second to 1/500 and bulb.

The camera has a delayed action timer, depth of field scale, and exposure counter. It is fully automatic, the film advancing with the cocking of the shutter. The built-in synchronizer can be set for ordinary flash bulbs and for a strobe unit.

### Zeiss Model

Zeiss, not to be outdone, has a twin reflex similar to the Rolle called the Ikoflex. Its latest model has most of the attributes of the Rolle plus an extra bright reflex finder and magnifier.

Just as in the 35mm field a newcomer is putting the oldtimers to shame, so in the 2 1/4 square inch size. The newcomer is a Swedish camera and called the Hallelblad. It's a single reflex, focusing and shooting through one lens. The advantage of single reflex cameras lies in the fact that all sorts of lenses can be used on the camera. In the twin reflex both lenses would have to be changed if you wanted to use a different lens on the camera.

The Hallelblad also uses 120 film and you get the regular 12 exposures 2 1/4 inches square. The camera comes with a 80mm Ektar f 2.8 lens in a bayonet mount. The shutter is of stainless steel and of the focal plane type. It has shutter speeds from one second to the new high of 1/1600 and bulb. It is fully automatic, one operation advances the film, cocks the shutter and operates the film exposure counter. It has a built-in synchronizer for both standard bulbs and strobe units.

At this writing lenses are available up to 10 inches in focal length. The cost is rather high here so look for your bargain in a Hasselblad in Sweden.

### Folding Cameras Too

Cameras using 120 film are not only made in the reflex type. There are a couple of good cameras using this size in the folding type camera and for eye level use. Zeiss makes an excellent one known at the Super Ikonta B. An "X" after the "B" indicates that it has a built in exposure meter. For some unknown reason the spacing between frames is slightly wider with this camera and all you can squeeze out of it is 11 exposures. Shutter speeds from 1 second to 1/400 and bulb. Built in range finder. View and range finder in one window. It has a delayed action timer and double exposures are impossible.

The Japanese have a camera similar to the Super Ikonta B, the Mamiya. It doesn't compare in quality to the Ikonta and I only mention it because of the odd focusing device that it makes use of. Although the camera has a built in rangefinder it is not the lens that moves when the rangefinder is activated. Instead it is the film plane that moves. In larger view cameras this procedure is not unusual, but in a small hand camera this is something new.

There are undoubtedly dozens of cameras that you may be interested in that we have been unable to report on. If there are any specific cameras that you would like reports on don't hesitate to write and request such information. And while we're on the subject questions on any aspect of photography are always welcome.

# Quiz Corner

- (1) As the relative humidity of the surrounding air increases, the rate at which water evaporates from exposed surfaces (becomes very rapid), (decreases), (increases), (remains unchanged)?
- (2) Two airplanes start from Chicago at the same time traveling in opposite directions. The westbound plane is 80 miles faster than the eastbound. After four hours, they are 1600 miles apart. What is the speed of each plane?
- (3) The only woman ever to be a cabinet member of the president's cabinet in the US is (Helen Hull), (Frances Perkins), (Jane Addams), (Anna Rosenberg)?
- (4) The moon and the sun are on the same side of the earth at (new moon), (noon), (eclipses), (full moon)?
- (5) One-third of a certain number increased by one-half of the number is 80. What is the number?
- (6) One of baseball's most famous double-play combinations was the combine of Tinker, Evers and (Traynor), (Johnson), (Chance), (Mathewson)?
- (7) You be the judge. Tom and Jack argued over which side of the town cemetery Frank was buried in. Each deposited \$50 with Harry, with \$100 to be paid to the one who was right. Tom turned out to be right but Harry wouldn't give him the \$100. Can he sue and collect?
- (8) In 13 hours, Jack walks seven miles more than Tom does in nine hours, although after eight hours, Tom walks 12 miles more than Jack does in seven. How fast can each walk?
- (9) The city that has come to be known as the Pittsburgh of the South is (Richmond), (Birmingham), (New Orleans), (Mobile)?
- (10) A thick fog is most likely to occur when the (air is turbulent), (temperature is rising), (wind velocity is high), (wind velocity is low)?

(Quiz Answers on Page 27)

## Radio Operator Publishes Novel

Basing his story on his experiences sailing on SIU ships, radio operator Harry B. Antrotter has written a book to be published shortly, entitled "Slow Boat Across."

The book deals with the experiences of a female passenger on a freighter and her romantic entanglements with a crewmember. Psychological Library Publishers is releasing the book this month.

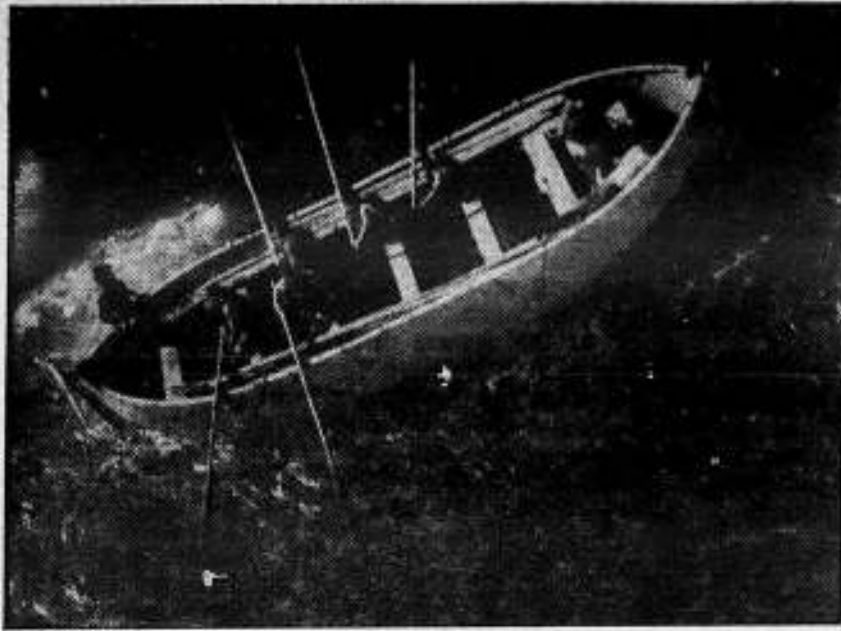
Antrotter has been working recently as radio operator on the Bull Line ship "Elizabeth." A member of the Radio Officers Union, AFL, he has served as the union's representative in San Francisco.

"Slow Boat Across" is the third novel he has written, the others being "Wife In A Home Port" and "Someone to Believe In." He has also written four plays and has done newspaper and magazine work.



Antrotter





Alcoa Pioneer's lifeboat hits the water and crew takes to oars ready to pick up messman Arthur Marrero who went overboard.

# Alcoa Crew Pulls Man Out Of Briny

Quick action by crewmembers of the Alcoa Pioneer in responding to an emergency call saved the life of messman Arthur J. Marrero. Marrero went overboard in the Caribbean but was rescued when the crew got a lifeboat into the water in what must have been near record time.

The accident took place on February 11 when the Pioneer was near the island of Grenada in the Windward Islands, about 100 miles north of Trinidad. It was 2:52 PM when one of the passengers, Dr. G. H. Ingham, spotted Marrero overboard. A lifering was immediately tossed to the messman and a lifeboat was lowered away just eight minutes later with a rescue crew aboard consisting of Chief mate R. Oriz in charge, "Wild Bill" Milner, "Butch" Wright, John Gluse, J. Kellan, all AB's; C. W. Garrison, oiler, and Ed Byrnes, wiper. In 18 minutes the lifeboat crew got Marrero into the boat safely, with no lasting ill-effects.

Captain J. J. O'Keefe commended the whole crew for a fine job.

The boys were all proud of doing a good job in true SIU style as befits the world's best seafarers.

The pioneer left Halifax, Nova Scotia, on January 31 and has been making all the stops in the Lee-

ward and Windward Islands on the way down.

C. "Butch" Wright  
Ship's delegate

## School Story: AB To Baby

The Maritime Administration hasn't taken up the matter yet, but the SIU deck department training school has managed to produce something more than ratings in the few weeks of its existence. Along with the considerable number of AB's graduated by the school and put through the Coast Guard paces, the wives of the newly-hatched ratings have been equally successful.

No less than five of the school's graduates have become proud poppas with a new birth certificate handy to display alongside their brand new AB tickets. Latest to join the parade was Howard "Whitey" Bennett, who made a mad dash by airplane from the Gulf to be back home in time for the blessed event.

One big hitch in the whole procedure is that not a single potential ordinary seaman has been born yet. All the babies have been girls, which limits them to stewardess ratings as of now.

Despite the heavy run of females, school instructor Eddie Parr still has hopes for a couple of boys.

## They're All Champs When Sailing SIU

Any day now, we're expecting a photo to come in to the LOG showing a group of ex-prize-fighters now sailing out of a southern port. I understand that some of them have been champions in their time . . . Who is spending his vacation in New York instead of back home in California? He plans to go back to Wilmington and ship out on the Japanese run.

"Shorty" Sanchez likes to be called Prince Charming. He's the little fellow who smokes the biggest cigars made anywhere . . . "Southern Cross," the well-edited newspaper published by the crew of the Del Sud, being read in NY headquarters library. The Puerto

Rico "Advocate" can also be found there. How about the Del Norte and Del Mar sending their's too? . . . And speaking of the library, there's also a huge collection of books to choose from while you're on the beach.

For quite some time Val Nunez sailed as laundryman on the Delta ships but changed over to waiter. . . . He's now headwaiter on the Del Mar . . . Joseph Loney writing from Chicago for information on how to be an AB. You have to have 12 months sea-time



Denise

on deck as ordinary seaman before you can go for your AB papers . . . Little Denise, shown here, is the granddaughter of Hector Guzman, now working as waiter on the Puerto Rico. You sceptics who didn't believe Hector is old enough to be a grandpappy can see for yourselves now.

### Switch Departments

Quite a few of the boys in the steward's department have been making the switchover to the deck and engine rooms in recent months. Vernon Bechtold's one of them. He left the Delta passenger ships and the steward's department and is now sailing in the black gang on freighters. He's ready to secure his license . . . Received word also from Erich Pfommer who's sailing out of the west coast to the Far East. He's another ex-steward department man who now sails as AB. Since the change he's feeling much better.

Bill Robertson, the Sulphur Springs kid, leading for the Mediterranean after a stay in New York. Bill took his favorite Hopalong Cassidy belt buckle along with him. Nothing more heard about "Tex" Metting, who always was a well-known figure in the port of New Orleans. Speaking about the Crescent City we hear shipping is good out of there and the boys are getting ready to go to Ponchartrain Beach.

Salty Dick

# The SPORTS LINE

By Spike Marlin

We stopped in to visit our old friend, Focus Coyle, the TV fight expert, the other evening and caught him in a philosophic mood. He'd just been watching a movie replay of the third Zale-Graziano fight. "Man" he was muttering, "that Zale could hit!"

"I tell you" he said, steering on a new tack, "the trouble with the fight game is that every champ isn't like this boy Zale. He fought the best, and took on all comers. Half of these champs run away and hide with the title like some bully's gonna come along and grab their lollypop. Look at Walcott, or Maxim or Jimmy Carter. Ya call them champs? Pah! Why take baseball. If the Yankees ran out on the Giants because they were afraid they'd get licked how long d'ya think they'd keep the championship?"

Well, we asked, what could anybody do about it?

"I got a plan," Focus said, "that's guaranteed to make the fight mob honest. It goes like this . . ."

We settled back with a certain beer bottle from Milwaukee, all ears.

"First of all," he expounded, "we gotta make a law that every champ has to defend his title at least three times a year. If he don't—off with his head." We ducked ours as Focus illustrated his point with a swinging left hook. "Now ya gonna ask me, 'How're we gonna keep him from pickin' up three lemons to defend his title against?'"

"Well I got that figured too. The Yankees can't pick on the Pirates to play in the Series be-

cause they can dump 'em without tryin' hard. They gotta play the best. They should make the boxin' champs do the same. You could set up a board that's honest 'n impartial like sportswriters, and they gotta select the first three challengers that the champ has to fight."

We reserved any remarks we might make about sports writers, and let Focus continue.

"But that ain't all," Focus said triumphantly. "I got the money problem licked too. The way it's now, if a challenger wants more'n 15 or 20 percent, the champ says 'nuts' and the fight don't go. Now why should the champ always get the biggest chunk of the nut even if he dusts the canvas with his pants all night?"

We agreed that it wasn't logical for the loser to walk away with most of the cash.

"We gotta run this thing like the World Series. The Yanks don't hold out on the Giants because Durocher won't sign for a rematch or guarantee the champ a minimum take. It's a fixed percentage, around 60-40, and the winner gets the bigger slice. No reason why it can't be the same in the fight game."

"Ya see," Focus concluded, "ya gotta get this thing organized, so that when a guy becomes champ he fights regular and fights the best in his weight division. Then the whole thing makes sense."

All well and good, but how was this plan to be put into effect?

"I ain't whipped that into shape yet," Focus admitted. "But I'm workin' on it now. My idea is for us fight fans to go on strike and then maybe we'll get a decent break."

## Pneumonia Fatal to Chason

A severe attack of pneumonia took the life of Seafarer Arthur Chason at the age of 38, according to a report received by the LOG. Chason passed away in New York after a short illness.

One of the tankermen in the Cities Service Fleet, Chason joined the SIU in 1948 during the course of the Union's organizing drive at that company. He is survived by his sister, Mrs. Ola Chason Forbis of Lumber Bridge, North Carolina.

A crewmember of the William A. Richardson, Richard N. Williams, was reported to have died of a lung infection in France. Wil-

liams' death took place in the St. Charles hospital, Sete, France, where he had been admitted after becoming ill aboard ship. The body was returned to the United States for burial at the end of February. He is survived by his wife, Mrs. Mamie Williams.

Veteran Seafarer Paul A. Leonard passed away in Mercy Hospital, Baltimore, as the result of a liver ailment. Surviving is his daughter, Mrs. Mary L. Klein of Arlington, Va. The 68-year-old seaman had been a member of the SIU for almost eight years, joining the Union in Boston, Mass., on May 19, 1944.

## How Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

**John Hanson (White Range).** Revolutionary statesman (1715-83). Born in Maryland, he was an active patriot, a member of the Continental Congress, the Congress of the Confederation, and its first president. Although he is often referred to as the first US President, his duties were merely that of a presiding officer, unlike duties prescribed for the President under the Constitution.

**William A. Richardson (Waterman).** Jurist, Secretary of Treasury (1821-96). Born in Tyngsboro, Mass. and a graduate of Harvard, he helped codify the statute law of Massachusetts. Appointed Assistant Secretary of the Treasury

by Grant, he became Secretary four years later. Despite his part in the bank Panic of 1873, he was named to the US Court of Claims and became its chief justice (1885).

**Joseph Pulitzer (South Atlantic).** Journalist and publisher (1847-1911). A Hungarian native, he served in the Union Army (1864). He helped build up the St. Louis Post-Dispatch, bought the New York World and, applying aggressive newsgathering and promotion methods, made it highly successful. Pulitzer Prizes for achievements in journalism and letters are awarded in his name.

**Robert Ingersoll (Waterman).** Orator and lawyer (1833-99). A native of New York state, he eventually settled in Illinois. An attorney and head of an Illinois cavalry regiment during the Civil War, he became the state's Attorney General. The son of a minister, he gained wide reknown for his anti-religious beliefs which he aired to large audiences at lectures.

## Seafarer Sam Says

**GET YOUR PORT-TIME DISCHARGE!**

**TO GET CREDIT TOWARD VACATION PAY FOR ALL TIME WORKED ABOARD SHIP YOU MUST GET DISCHARGES FOR PORT TIME. THESE ARE ONLY GIVEN UPON REQUEST. TO SAVE YOURSELF TIME AND TROUBLE LATER, ASK FOR A PORT TIME DISCHARGE WHEN YOU LEAVE A SHIP.**



### Suggests Bond Sale for Hotel

To the Editor:

There is talk around the hall of a hotel to accommodate the members while ashore in New York. I'm for it 100 percent, and I hope to live long enough to see it and sleep on board.

Some might not like the idea, but some I've talked to agree that it should and can be achieved. We know why we need it, but here's a suggestion as how it should be done.



Stanton

Why not have the Union sell bonds to members; SIU Hotel Bonds bearing a small rate of interest on the investment, around 1 1/2 percent. The bonds should be sold at par. They would be non-transferable, but could be cashed by the beneficiary or paid back in case a man was leaving the Union.

I think we have enough members to finance same, and quite a few are willing to do so. The details can be worked out by the officials of our Union. What do you think? Let's hear from everyone on this.

For example, here's a picture of how it could be done:

1,250 men invest \$500... \$625,000  
2,000 men invest 150... 300,000  
500 men invest 100... 50,000  
1,000 men invest 25... 25,000

The \$25 bond would be the lowest one on sale, and should be redeemable at face value plus 1 1/2 percent after five years from date of sale. This hotel can become a corporation and the membership can elect their officers to conduct the hotel's business efficiently and economically for our good and for the future.

Do you agree or disagree? There's lots of us who are willing to invest in this. Are you? As far as I am concerned, I want no more doghouses!

Gene Stanton

~ ~ ~

### Trip to Japan Is Pleasant Voyage

To the Editor:

Here we are back on our way home aboard the Santa Venetia, after a three and one-half month trip to Japan. We started out from Philadelphia and will wind up in the states at Long Beach, California.

Leaving Philly on a cold and blustery night, we were more than glad to hit such warm points as Tampa, New Orleans, Galveston and Houston. We headed for the Canal and about two days before our arrival developed engine trouble. We put in at the shipyard at Cristobal and after repairs and the usual doing up the town, we were underway again. One of our many Casanovas decided he preferred the surroundings in Panama to continuing the trip.

Hook, Line and Sinker

After leaving the Canal, a few of the hands received fishing lessons from the captain and bosun and were quite successful. We stopped over at Long Beach just one night to top off and take on bunkers. Although we spent all of our holidays at sea, I must say that the Mar-Trade Company which owns this ship made them as pleasant as possible. Thanks to them we received our quota of holiday cheer every Sunday until the supply was gone.

When we arrived in Yokohama, we spent yen as though it was wall-paper. Though our stay in this city and at Kobe was enjoyed by all hands, it wasn't until we hit Moji that the love affairs and romances started. Of the three seamen's clubs here, our hats are off to the one in Moji for the swell way we were treated. The club

# • L E T T E R S •

### Dayman Applauds Latest Increase

To the Editor:

It sure was a pleasure to read in the LOG that we daymen are going to get another \$30 per under the agreement that was opened by our Union officials. I have been with the SIU for quite a few years now and it seems that every time we turn around the Union is getting something more for us in the way of gains and improvements of our conditions.

This latest increase comes on top of what everybody knows are just about the best conditions that any man ever sailed under. Between the latest raises and the overtime setup and all the other benefits, I can say that we Seafarers have it much better than any guy on a shore job anywhere, thanks to our Union. Some of us a few years back like to say that we never dreamed that we would have what we have now. I guess that will be just as true five years from now.

Art Vensel

~ ~ ~

### He Finds 13th Is Lucky Day

To the Editor:

We've heard a lot of talk about how Friday the 13th is supposed to be an unlucky day for sailors.

Indeed this has become a common superstition on shore as well as aboard ship and includes the number 13 in general. Judging from our experience aboard the Steel Artisan, however, we knocked this superstition into a cocked hat. We sailed from New York on Friday, July 13, 1951 and several men mentioned this sailing date as sure to bring us trouble, when we happened to be delayed in San Francisco. But during this time the old man put a-draw out every Thursday so the boys who were grumbling about unlucky 13 were happy and content.

Good News

From there on we hit 17 ports. We landed in five of them on the 13th of the month. When we hit these ports we got copies of the LOG and each issue gave us news of all the fine gains and benefits the officials won for the membership. Nothing unlucky about that! Finally we learned that the SIU celebrated its 13th year, which is the best year it ever had.

The Friday the 13th sailing date also didn't affect the weather. It ran fine all around the world. The crew and officers got along swell too. I must mention in particular, Chief Mate Raymond Ancil, Junior Mate Harold Hill and H. C. Hart, who is our chief steward. I found these men very cooperative and willing to do everything to help the crew.

After a trip of seven months and five days I received vacation pay amounting to some two-month trips that I have made in the past. From now on, I'm not going to believe any stories I hear about Friday the 13th.

Claude Fisher

~ ~ ~

### Seacoral Revels In Hamburger

To the Editor:

Here's the good word from the Seacoral, which is on the way back from Japan on the "hamburger" run. Did I say hamburger? Man we had it, 850 pounds of it. Chief Cook Magrini did his best with it and the rest of the lousy chow we

is managed by Miss Marjorie Winter of Ohio. Her hospitality is beyond compare and our only regret is that our stay in Japan wasn't confined to Moji alone.

No trip would be complete without some untoward events. Brother Joe Chadzak lost parts of two fingers one hour before sailing for home. Taken to the hospital, he chose to return to the ship and is doing fine as of now. The crew also offers its deep regrets on the death of our late brother, John R. Wood.

The ship is going to the shipyard upon arrival and the weather has prevented us from making it look like a real SIU ship should look. Captain Kenneth Worrell has cooperated with the men 100 percent and it has been a pleasure to sail with him. As a mixologist, he would put the "H bomb" to shame. Thanks to him it has been a very good trip.

Charles Stanina  
Ship's delegate

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### He Finds Walking Rough in Jersey

To the Editor:

I was sitting in the New York hall waiting for a job to come up, when the dispatcher calls one out for the Chiwawa, a Cities Service ship. Well my mind is in a fog so I throw in for it. The next morning I take the ferry to New Jersey, then the bus, then another bus. I ask the driver where the Cities Service docks are and he says "It's the last stop." When I got off the bus I find it's a short walk of about 2 1/2 miles, me with all my gear weighing me down.

NMU Directions

On the way it began to rain and snow when a fellow comes along and asks me if I'm a seaman. When I say yes he tells me that he's an NMU man. I tell him I'm SIU, nothing but the best. He says "I'll tell you how to make a short cut to the ship." I follow his directions and first thing I know its raining real hard and I'm walking like a wet duck in mud over my shoe tops.

What I'm walking on must be a road but looks more like a lake. I take another step, the thin ice breaks and I go in the water sea bag and all. When I get back on the road I see two big lights coming towards me. It's an auto, and the kind gent stops and takes me down to the docks. Meanwhile I'm moaning that I'd give my payoff to be back in Brooklyn at the hall where I could get warm again.

Well, the trip will soon be over and I will be back even if I have to walk the track from Bridgeport. But no more tankers. They're too much like ferry-boats.

Jack Delaney

~ ~ ~

### Madaket Crew Calls LOG Tops

To the Editor:

Just a word to let you know that the crew of the Madaket is 100 percent in favor of the new SEAFARERS LOG. There is only one man aboard who claims that he has very seldom seen the paper when it is sent to ships in foreign ports, but all the others expressed their complete satisfaction with the paper.

We also got the copies of the new contract and are going over it thoroughly so that we can submit our suggestions for changes or improvements. Otherwise things have been running pretty smoothly.

Max Byers  
Ship's delegate

had aboard, but after all no matter how you fix it it's still hamburger.

We had quite a few first trippers aboard who fell in love in Japan. No wedding bells rang but lots of promises were made.

The crew greatly appreciated Chief Mate Hilmar Sommerfelt's educational lectures and demonstrations on the life saving equipment aboard ship. After each fire and boat drill, we were mustered on the boat deck or the flying bridge to watch the practical demonstration of the Lyle gun, flare guns, smoke signals and so on. The many first trippers as well as the old hands agreed that it was a good thing.

Terry Paris  
Ship's delegate

~ ~ ~

### Says Delegates Need Incentive

To the Editor:

I have a few suggestions to make that the membership might want to discuss as ways and means of improving on the best Union conditions in maritime.

For one thing, I feel that the man who takes the delegate's position on a ship should be given some kind of incentive by the way of free dues or credit for same as long as he serves in that capacity.

Another thing I have in mind is a sea-lawyer school to acquaint men who are interested with maritime law as it applies to us.

Then too we could use a class in which the delegates could be taught a few simple lessons on how to speak before a meeting. The classes could also take up educational topics of other kinds.

Amendment Suggested

Then I feel that we sorely need an amendment to the constitution and by-laws in the form of an additional clause in the oath of obligation, having to do with the line of demarcation between topside and crew. When officers or licensed men start becoming too chummy with crewmembers, in the long run it can only lead to suspicion of collusion among Union members.

Lastly, pertaining to the contract negotiations, I think it should be specified that deck loads are a hazard to the crew and should be considered as such except in time of war when such hazards could be overlooked in the light of the much greater issue at stake.

Clarence L. Cousins

(Ed. Note: Beginning soon, the LOG will carry a feature dealing directly with maritime law, explaining how the decision came about in specific cases. Your interest, and that of many other brothers, has pinpointed the need for such a feature in the LOG.)

### Seafarer Awaits Army Term End

To the Editors

I have been over here in Korea about a year now and should rotate in about four more months. My



Duval

24 months in the Army will be up in August. I can hardly wait for the day when I will be free again.

My mother sends me the LOGs air mail and I really enjoy reading them. I share them with another SIU man in the company. He was pulled off the Wild Ranger to be inducted into the Army.

I still have the old type papers so I hope you will send me the form to fill out to get the new validated papers.

Paul C. Duval, US51061350  
(Ed. Note: The application form is on its way. Fill it out and mail direct to Commandant of the Coast Guard, Washington, D.C.)

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### Chilore Crewmen Okay Negotiators

To the Editor:

The crew of the Chilore received the letter from headquarters asking for suggestions on improvement of future contracts. They wish to give a vote of thanks to our negotiating committee for the splendid job they have done in the past, and they are confident that with such men as we have on the committee we will continue to get the best in maritime in the future.

The increase for day workers which was obtained recently also went over big with the fellows, who were happy to hear about it.

Amando Lavagno  
Ship's delegate

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### Italian Bar Hits Spot With Them

To the Editors

The crewmembers of the Seapender would like to take this opportunity to recommend to the membership the Bar Pesu Fritti in Savona, Italy. There aren't words that can express the wonderful way the people who own this place have treated this crew during our month stay in this port.

There isn't anything here in Italy that Mom and Pop haven't got or won't get for you and it will cost a lot less than most places over here.

We would appreciate it if you could place this bar on the LOG mailing list. The owners have been told all about our Union paper and are very anxious to have them available for all SIU men in this port of call.

Wishing you all smooth sailing, we remain your Union brothers.

George Talhberg



Seapender ship's delegate, George Talhberg (left), shown with daughter, father, mother and son who own the Bar Pesu Fritti.



## Korea Shuttlers Long for Home

To the Editor:

Just a few lines to say hello to everyone and hope this finds all well. We received an issue of the LOG at the last port of call and were glad to hear that the companies were paying off, also that we could collect our vacation pay now. I shipped out all of last year and will be out all of this year so that



Zalik

will give me quite a lump of money for my time spent at sea. I am on the Israel Putnam, for Waterman. It is a Liberty and if it holds together we will be home about December 5 of this year. We left Mobile December 5, 1951 for a three-month trip and when we got over here to Pusan we were told we would be out here shuttling coal from Japan to Korea for the duration of our time. If only we could get some mail we would be alright. We crew members sure hope you mail the LOG to us as that lets us know what is going on.

We have a bunch of homesick fellows on here, from the captain on down. Our starboard gangway went last night during a storm so if we lose the port one, the ship is just about gone. We have Grady Lewis from Mobile as bosun, and John Burke as steward so everybody is happy.

When the weather gets better I will take some pictures of the crew and send them in. Well, I said this was going to be short. Thanks for sending the LOG to my home.

I want to say hello to all the gang in Mobile and any other ports I've shipped out of. Keep up the good work, we're pulling for you. Matthew (Skippy) Zalik

~ ~ ~

## Gulls Snub Chow Off Fort Hoskins

To the Editor:

Things are running along fine on the Fort Hoskins, but will be even better when we get some action on repairs and chow. The same repair list has been turned into the old man three times now.

For a coastwise ship, the chow is pretty sad. Even the sea gulls take one look at the name of this wagon and haul off in the other direction.

If the ship keeps this schedule of getting in port on weekends we'll have to pay off to get a hair cut.

At our last shipboard meeting we had some educational discussion and it was very helpful for some of the new men. The patrolman at Providence also left quite a bit of Union literature on board which I'm sure will not go unread.

Eugene Dore  
Ship's delegate

~ ~ ~

## Paoli Tramping The Oily Orient

To the Editor:

Here we are on the good ship Paoli on a tramp tanker trip to India, the Persian Gulf and way points. So far we have had a fine trip with stops in Port Said, Egypt; Karachi, Pakistan and here in Bombay, India.

In Karachi we had two unfortunate incidents. One of the wipers, A. Fontenot, had a row and was knifed ashore. He got a deep cut on the upper arm and had to have nine stitches taken in it. Then Brother L. L. Bentley, OS, tripped while on watch and broke his kneecap. This happened in Karachi, but he was brought to Bombay and is in St. George's Hospital.

We have tried to make him as comfortable as possible with read-

# LETTERS

## Indian Sea Union Chief Hails LOG

To the Editor:

Each time the SEAFARERS LOG in its new format reaches my desk, my eyes pop out reading the wealth of material contained within its 24 pages. Congrats, brother, on a really splendid publication which does justice to the SIU and well serves its large and conscientious membership.

When trade unions in this part of the world will have reached the stage of putting out journals of the type of the SEAFARERS LOG, well may we say: "We have come of age," but that day is far off yet.

Meanwhile, we of the Maritime Union of India and its official organ, "Oceanite," are delighted and instructed to continue under your blanket order to use much of the material contained in the LOG to the profit and pleasure of our own membership.

Thanks, brother, for everything. J. F. Soares  
General Secretary

~ ~ ~

## Captain's Antics Enliven Jordan

To the Editor:

You could call this one the "Saga of the David Starr Jordap" or "Captain Bligh is Not Dead." Anyway, we signed on this ship, which is a Liberty assigned to Mississippi, on December 31, 1951, all set to start the New Year. We set sail from Norfolk on our way to Germany.

The voyage started out pleasantly enough. The new crewmembers were eager to learn as the book members were willing to teach all new sailors their duties as Union men and explain the agreement to them.

### A Retread Captain

Everything was fine for the first few days. Then the captain called the crew into the messroom to make a speech.



Anderson

He explained that this was his first ship in five years, that he was a tough master, and if he logged anyone a team of mules could not pull it off. He also stated that the ship's food was being wasted and he wanted it stopped. Further, he said that the crew was "ambassadors of good will" in foreign ports and he would not tolerate anyone being drunk ashore. We listened and agreed on no wasting of food and being sober ashore.

### First Ashore

When we hit Germany the first man to hit town was our captain. The first man of our crew intoxicated was the captain. And of course, the first crewmember back to the ship in a pilliliated manner, assisted by the messboy was—you guessed it, our captain. The rest of the crew performed its duties. Nobody was logged, nobody made a spectacle of himself ashore and all lived up to the agreement 100 percent.

After the speech made by the captain for benefit of the crew our steward tried to save food until it was obvious we were not getting our just ration. The night lunch became intolerable as our good Union brother, the steward, cut all corners to be frugal. When questioned the steward stated the day men were unlawfully consuming the appetizing lunch and posted a notice on the refrigerator door reserving it for watch standers only. A special meeting was called and caused untold benefits. The crew ate as SIU members justly de-

ing material, cigarettes and money from the ship's fund but he has to be left here.

Aside from the two accidents, everything has been fine. The steward department is doing a bang-up job and they say some of the gang are getting fat. It couldn't be anyone on the 4-8 watch I'm sure.

From here we go to Kuwait in the Persian Gulf and then to the "Rock" for orders from there.

It has been a good trip with only minor beefs and no disputed OT. All the delegates are doing a fine job and getting good cooperation.

Norman A. Kirk

~ ~ ~

## Army Man Asks About Release

To the Editor:

My sister sends me the LOG every month so I have been keeping up on maritime news fairly well. The case of Eugene Dore's release and the other requests for discharges from the army made me feel I was in the same category.

I started my career at sea late in 1943 and became a member of the SIU in 1944. I sailed continuously through December 7, 1950, and was inducted off the Aktion, my last ship. Since my basic training I have been assigned to Korea. I will have 31 points at the end of March out of 36 needed to rotate to the States. I believe I will be home sometime in May or the 1st part of June. My discharge from the Army should be on or about September 12, 1952.

After I get back from Korea I feel the Army couldn't get nearly as much service out of me as our country could if I were allowed to return to sea. I have an unlimited AB ticket and have a mother as a dependent, which might have some bearing on my case.

With the shortage of rated men these days I would appreciate it if you would inquire into my case for my release from the army so that I will have some sort of an answer some time in June.

Cpl. Casimer M. Gigantelli,  
293 Qm. Gra. Reg. Co.,  
C/o PM APO 301, San Francisco.  
(Editor's Note: The standard form for seamen has been mailed out to you.)

## Defends Carlsen Against Critics

To the Editor:

I have just read your interesting paper and find it very good reading. It must be of tremendous help to our brothers that go to sea. However, sometimes in any paper we find certain gripes that gall us with their inconsistencies. You have one on page 19 of your February 22 issue that just doesn't read right to me. I refer to the letter from a ship's delegate who says that members of the crew of his ship have taken up a collection for Captain Carlsen (Flying Enterprise) to buy a diving suit for the purpose of recovering cargo that was lost in the ship's unfortunate accident.

The letter states that "we are sorry that the saga did not have a true comic book ending with the hero coming out the victor and saving the poor steamship owners their valuable cargo."

Now tell me, isn't that what a good seaman should do. If it wasn't for poor steamship owners where would the writer of that letter fit in? Back on the peanut farm, perhaps.

Even my wife—a true AFL gal—twinged when she read the kick in the pants from the brother. The St. Augustine crew should save its money.

George Crossley, Jr.

served and as the agreement demanded.

But that was not all as the captain made another speech this time on conservation of overtime. As a result, the deck gang called in to paint galley and passageways covered three inches of old grease by one coat of white. As I pen this letter I can look at the paint cracking and curling and falling off.

So on sailed the Jordan at a merry clip of eight knots to conserve fuel oil, rusty masts towering over still rustier decks and hulls.

Our voyage is to be lengthened a few days as our old sailing master decides that the southern route is the safest navigable way to Europe. After battling the granddaddy of all storms for five days, we lost one lifeboat, two gangways and all other objects not welded to the deck. The captain looked to the heavens and cried, "It is not me, it is the ship, a jinxed Jonah."

When the first approach buoy hove into sight on our way home, we shouted with glee for it was a welcome sight. The captain predicts we will arrive at Norfolk at six in the morning. We arrived at six alright, but that same evening. The next morning we brought our good ship to dock and with the able assistance of our Norfolk agent Ben Rees collected our disputed overtime and paid off. Two-thirds of the crew signed on again, but that's another story.

Andy Anderson  
Jack Mitchell

~ ~ ~

## Ad Judson Has Contented Crew

To the Editor:

Just a word or two by way of a report from the good ship Adniram Judson bound for the land of oo-la-la, and Three-Star Hennessey (followed by tomato juice on the morning after). There are an exceptionally good bunch of fellows on this ship. For example I am with two old-timers who are very good shipmates, none other than Walt Cressman, deck engineer, and Joe Brennan, oiler.

The galley gang is composed of Joe Blake, chief cook and Chico, 2nd cook, who are turning out the old garbage to the satisfaction and contentment of the entire gang.

I can truthfully say that this is one happy ship.

George H. Seeberger

~ ~ ~

## Expects Shipping To Slough Off

To the Editors

About a year ago I wrote the LOG advising the young permitmen to attend the meetings and take advantage of the chance to go to our school and obtain a rating. We are now reaching the crucial point of a shipping slump and the opportunity is passing away for the young man. The shipping situation has been bad of late and I predict that it will get worse. I wouldn't doubt that the permitman may be subject to the 60 day clause and that the book man will be awaiting his time trying to ship out within the 90 days.

Of course, some of the sceptics will say I am full of feathers, but I believe in being forewarned. The coal we were shipping to Europe has met the needs and a bunch of Libertys are being laid up.

Many of these ships now in operation are far from seaworthy. They were made for war purposes in the past and not for the present. The day of the rust bucket is about passed. So if the permitman did not take the advantages that were his when he had a chance to get a rating, it will be his hard luck.

Paddy Farrell

## Finds SIU Gains Keep Up Morale

To the Editor:

I started receiving the LOG this week and was happy to get it. It does me good to hear of the continual raises in pay and improvement of conditions in the SIU. Being in an outfit which is in need of improvement it boosts my morale.

There were a few articles in your issue of January 25 which states that there is a shortage of rated men and explains how they can get released from duty. I would like one of these instruction forms sent to me if possible. I have the required sea time and rating since I have sailed constantly since 1943.

However if I have to be released under the supervision of the draft board, the FBI, Coast Guard and Army, I will be better off serving my other year and then be free to sail where I choose and when. I put up with that for eight years during and after the last war.

I hope they come to the point where some respect is given to the rated seamen and for the boys who haven't had to put up with a bunch of sorry characters at the draft board as long as I have.

Sgt. Thomas V. Drzewicki  
"Panama Moose"  
(Ed. Note—That form is on its way if you want to use it.)

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## Turnover Fast On Seapearl

To the Editor:

Here's a report from the Seapearl, in Curacao now, with never a dull moment. There have been so many changes in both licensed and unlicensed personnel that nobody aboard can keep up with it. In less than nine months we have had two chief engineers, two first assistant engineers, three second assistant engineers and four third assistant engineers. There have also been two chief mates, two second mates and two third mates.

Among the unlicensed men we already have 14 alien seamen aboard and two more soon to be added. We'll have to call this a League of Nations ship from now on in.

With all these changes the shortage of necessary help in our steward's department has been a real pain in the neck. We have been short-handed since the beginning, and right now are lacking a rook-baker and a messman. Our captain has been informed that we must have some help in this department if we are to survive the trip. He has agreed to do the best he can.

Drinking water has been another big problem. At times it seems hardly drinkable, due to the need for cleaning and re-cementing the tanks. All in all it's been quite a voyage.

S. M. Flash, Jr.  
Ship's delegate

~ ~ ~

## Spider's Here And Gone Again

To the Editor:

Here I am back on the beach and ready for Freddy to ship out. I just made a 3½ months trip to India after getting off the Del Monte. Now I'm on the beach and am ready to go on another long voyage.



Korolis

Before closing, I would like to announce that I have heard rumors on the grapevine that Moon Koons is going to operate a bunch of flying horses at the amusement park in the New Orleans amusement center. I also want the fellows to know that I met a mermaid by the name of Sadie my last trip out.

Spider Korolis



SEAFARERS CASH BENEFITS



TOTAL

\$142,968.42

Vacation Plan March 1-March 15 Welfare Plan Feb. 23-March 8

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

Vacation

REPORT NO. 3

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—March 1-March 15

Summary table showing Cash on Hand, Estimated Accounts Receivable, Vacation Benefits Paid in Period, and Vacation Benefits Paid Since Feb. 11, 1932.

After little more than a month of operations, it is safe to say that the Union's Vacation Plan is operating without a hitch and is paying out sizable amounts of money in record time.

The administration of the plan has already proved its soundness, the only hitch we've found is in the failure of some men to get discharges for port time.

With every Seafarer who presents himself for vacation money we've found practically no men who have collected vacation money before.

Main list of names and amounts for vacation benefits, including Melton R. Henton, James C. Kelly, William A. Driver, etc.

William Gonzalez, FWT: What a system! The guys in the Vacation Office whisked me right through there.



Table of names and amounts for vacation benefits, including James E. Easterling, Edward Vrablitz, Richard W. Jenkins, etc.



John M. Alden, OS: I don't know what to do with the dough first. Plenty of things it's got to pay for, only where do I start? One thing's plain though, this really makes a hit.

Table of names and amounts for vacation benefits, including Peter J. Pasenosky, Robert J. Henninger, Justo C. Vega, etc.

Table of names and amounts for vacation benefits, including James Thomas Kern, Woodrow A. Brown, Franklin F. Reid, Jr., etc.

Table of names and amounts for vacation benefits, including Derl Wilson, Carl J. Kozlowski, Wilbert Fruge, etc.



Riidu Naarrisma, oiler: Seamen in other unions ought to run down here and see how the SIU operates. Vacation pay is a thing most of us never came near before.

Table of names and amounts for vacation benefits, including Shum Man, James M. Dawson, Earl H. Young, etc.

(Continued on page 24)



SEAFARERS CASH BENEFITS



TOTAL

\$142,968.42
Vacation Plan
March 1-March 15
Welfare Plan
Feb. 23-March 8

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

(Continued from page 23)

Table with columns: Name, Check No., Amount. Lists names and their respective check numbers and amounts.

Luis Ramirez, FWT: Brothers, this is the first time I've collected vacation pay before and I've been sailing a long time. The family won't forget this payoff too easily.



Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

Charles Florenco, chief electrician: Ain't this something? Top pay and conditions on the ships, benefits when we're sick and now vacation for every day we work.



Jose M. Nazario, FWT: I'm heading right out again. If I can collect for vacation every time I sail 90 days, you can bet I'll grab a ship as soon as I can so I can pile up time.



(Continued on page 25)



SEAFARERS CASH BENEFITS



TOTAL

\$142,968.42

Vacation Plan March 1-March 15 Welfare Plan Feb. 23-March 8

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

(Continued from page 24)

Table with columns: Name, Check No., Amount. Lists names like Max E. Greenwald, William O'Brien, Oaman B. Mat, etc.

Table with columns: Name, Check No., Amount. Lists names like Luis Lopez, Leo Rose, Stanley E. Brown, etc.

Table with columns: Name, Check No., Amount. Lists names like Allen Vegh, Junior Midcalf, George W. Pritchett, etc.

Table with columns: Name, Check No., Amount. Lists names like Frederick J. Rundblad, Arvid Gylland, Donald J. Pressby, etc.

Table with columns: Name, Check No., Amount. Lists names like Allen W. Fitts, Hayward Sheard, Francis Levene, etc.

Thomas J. Esposito, messman: We Seafarers have a lot to be proud and happy about these days. Everything is running smooth on the ships and vacation pay to top it off.



Table with columns: Name, Check No., Amount. Lists names like Ralph G. LeRoy, Daniel J. Sheehan, Julian T. Lelinski, etc.

Table with columns: Name, Check No., Amount. Lists names like Luis Lopez, Leo Rose, Stanley E. Brown, etc.

Table with columns: Name, Check No., Amount. Lists names like Allen Vegh, Junior Midcalf, George W. Pritchett, etc.

Table with columns: Name, Check No., Amount. Lists names like Frederick J. Rundblad, Arvid Gylland, Donald J. Pressby, etc.

Table with columns: Name, Check No., Amount. Lists names like Allen W. Fitts, Hayward Sheard, Francis Levene, etc.

Angelo B. Orello, OS: I've been telling some of those other characters what a union we have. What'll they say now when I flash some of these crisp bills at 'em.



Welfare

REPORT NO. 24

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered by This Report—Feb. 23-March 8

Summary table: Cash on Hand \$391,944.59, US Government Bonds 754,023.44, etc.

Table listing various welfare recipients and amounts, including FIRLAND SANATORIUM, SEATTLE; USPHS HOSPITAL, NORFOLK; etc.

(Continued on page 26)



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

**EUGENIE (Carras), Feb. 21—Chairman, Mike Rossi; Secretary, F. Haigney.** The operation of the washing machine was explained by the steward. It was decided that steam jets in the laundry room not to be used after 8:00 p.m. Deck delegate urged more cooperation in keeping the messroom and the recreation room clean.

**SOUTHSTAR (South Atlantic), Feb. 14—Chairman, R. M. Godwin; Secretary, C. M. Rice.** All hands were asked to keep the laundry clean. All screen doors need repairing. Decks in deck department are to be painted.

**STEEL ROVER (Isthmian), Joe Kramer; Secretary, Howard Newton.** The ship's delegate discussed the importance of and the procedure for suggested changes in the agreement. Chief electrician brought up the need for overhauling scupper system. Ship's fund stands at \$32.50.

**FRANCIS (Bull), March 1—Chairman, J. Buzalewski; Secretary, Mike Zelinka.** The cook was asked to improve the menu and the night lunch and juices in the morning. The deck department needs lockers for their dirty paint clothes. Pay-off patrolman to straighten out beefs about boat drills on Saturday mornings.

**GREELEY VICTORY (South Atlantic), Feb. 15—Chairman, John Thompson; Secretary, B. Adol.** One crewmember was barred from further ship's meetings because of his activity with topside. The crew was asked to settle all gripes at meetings. Steward and cooks given a vote of thanks on handling department nicely while ship was in dry dock and while men were sick.



**KNUTE ROCKNE (Alcoa), Jan. 25—Chairman, J. Stringfellow; Secretary, C. L. Shirah.** Discussion about men making too much noise in passageways, and keeping other men awake. All hands were asked to help keep the laundry clean by bringing empty boxes out with them. Crew was asked not to waste water.

**CARRABULLE (National Navigation), Feb. 3—Chairman, M. A. Machel; Secretary, Pete Plascik.** \$117.79 reported in the ship's fund. Motion made and carried to donate \$25 to the March of Dimes. Each department was asked to submit their suggestions for the coming new agreement. The question was raised about the lockers aboard ship. It was suggested that a letter be sent asking the Union officials to contact the company to see what could be done about repairing or renewing lockers.

**GULFWATER (Mar-Trade), Feb. 3—Chairman, S. Dera; Secretary, J. Medwed.** Motion made that transportation be furnished to seamen transferring from one ship to another. Engine department agreed to let the washing machine be installed in their shower, and in return the steward department agreed to let the engine department use their shower on the starboard side.

**DEL SUD (Mississippi), Jan. 4—Chairman, J. Johnson; Secretary, L. J. Bollinger.** Delegates reported no beefs. Motion made and carried to buy recreation gear up to \$20 such as cribbage boards, dominoes, checker boards, chess boards, etc. Librarian spent \$20 for magazines. Discussion on the March of Dimes.

**FEB. 17—Chairman, Leonard Brown; Secretary, Baldy Bollinger.** Motion made and carried to buy a new typewriter for the ship's paper, delegates and ship's use. Motion carried to send moving picture machine and washing machine ashore for repairs.

**SOUTHERN DISTRICTS (Southern Trading), Feb. 24—Chairman, Cecil Paclitz; Secretary, none.** Ship's delegate explains to the new members of the crew the duties of a union delegate, proper procedure for handling a legitimate beef, new wage scales and overtime rates, and the proper relationship between the crew and company officials. Delegate will see the chief mate about painting the crew's mess.

**THOMAS P. LEATHER (E-stern), Feb. 24—Chairman, T. Smithers; Secretary, H. Hanke.** Delegates reported that as a whole everything was running along fairly well. Suggestion made that showers

should not be used for washing clothes. Suggestion made to be sure and have slopchest checked.

**CHIWAHA (Cities Service), Feb. 28—Chairman, Jack Dunlap; Secretary, John Forget.** \$15.10 reported in the ship's fund. The 12 to 4 fo'c'sle is in need of two fans. Locker space is insufficient.

**GREECE VICTORY (South Atlantic), Feb. 10—Chairman, John Connolly; Secretary, Amos Basam.** Delegates reported new man signed on in Yokohama to replace man in hospital. Ship's delegate explained to all trip and permit men that they were free to have their say as well as book men. He also asked more cooperation in keeping the laundry clean.

**WACOSTA (Waterman), Feb. 25—Chairman, E. Mosley; Secretary, G. Busciglio.** All books to be turned over to the delegates with a list of how much dues they want to pay. Suggestion that each crewmember give at least \$1 to the March of Dimes fund.

**JAMES K. WALKER (Bloomfield), Feb. 16—Chairman, W. L. Hammock; Secretary, Q. M. Krohn.** Delegates reported everything okay. Motion made and carried that no one from ashore be allowed in messrooms, galley or fo'c'sles and that no work be permitted by any outsider from ashore. Discussion about the way the food was being cooked.

**JAMES MCHENRY (Bloomfield), Feb. 17—Chairman, Breeden; Secretary, P. L. Whitlow.** Motion made and carried that the contract be studied by the crew for recommendation for clarifications or changes and be sent into headquarters for the negotiating committee. Suggestion made that fan situation be checked and if extra fans are needed to get them in San Pedro.

**MANKATO VICTORY (Victory Carriers), Feb. 23—Chairman, D. Mease; Secretary, W. Burch.** Delegates reported that everything appeared to be in fairly good shape. All hands were asked to treat the lockers a little better as the company does not want to be repairing the same lockers every trip.

**EVELYN (Bull), Feb. 24—Chairman, A. Anderson; Secretary, E. C. Dacey.** All crewmembers were asked to donate \$1 to the ship's fund. The deck department was asked to keep the lower door on the port side closed during rough weather.

**STEEL VOYAGER (Isthmian), Feb. 10—Chairman, William Brewer; Secretary, Joseph Heckl.** Suggestion made that every crewmember check up on his overtime slips for any errors before ship reaches port. The steward asked for all excess linens to be returned.

**MONTEBELLO HILLS (Western Tankers), Feb. 14—Chairman, John R. Talbot; Secretary, F. J. Smith.** Ship's delegate to see the patrolman about contacting Masters, Mates and Pilots about putting a stop to 2nd and 3rd Mates doing sailors' work.

**MARCH 2—Chairman, V. E. Buzak; Secretary, R. Ellis.** Discussion on the improvements of prime cuts of meat and arrangement of menus. If company won't improve conditions, steward is to report to the ship's delegate.

**CORNELIUS FORD (Bull), Feb. 14—Chairman, R. M. Hamshire; Secretary, J. H. Brandon.** Suggestion to write to headquarters to have the company furnish new washing machine. The one on hand was bought by the crew and it can not be repaired.

**FRENCH CREEK (Cities Service), Feb. 23—Chairman, T. A. Scoper; Secretary, R. Alvarado.** \$33 was collected for TB Seamen's Hospital. Motion made and carried to post minutes of previous meeting on the bulletin board for benefit of new members. All agreed that each department take a week in keeping the recreation room clean.

**MICHAEL (Carras), Feb. 28—Chairman, Roy Lundquist; Secretary, H. M. Ward.** Ship's delegate reported everything in shipshape condition. Ship's iron to be used promptly and returned to its respective place so other crewmembers can use it.

**BESSEMER VICTORY (South Atlantic), Feb. 22—Chairman, Edward F. Lessor; Secretary, J. Curlew.** Motion made and carried that a new washing machine be put aboard as per agreement. Membership asked to concentrate on suggestions for new agreement and notify delegates. Repair list to be turned in. Patrolmen to

check and see if necessary repairs are made.

**NOORDAY (Waterman), Feb. 7—Chairman, D. E. Jones; Secretary, Bernard Macé.** The ship's fund stands at \$159. It was brought to the attention of the crew that news of ship's meetings has been finding its way topside. If that person is discovered he will be brought up on charges. Discussion on crew messman keeping crew messhall cleaner.

**FRENCH CREEK (Cities Service), March 2—Chairman, M. Joao; Secretary, J. A. Scoper.** Suggestion made that men going on watch sit at regular place at the table for the convenience of the messman serving them first. A vote of thanks extended to the steward for perfect menu suggestions.

**SALEM MARITIME (Cities Service), Feb. 29—Chairman, L. Pickett; Secretary, George Mates.** \$18.90 reported in the ship's fund. Steward was asked to put ice in the water or to ask messman to change water at mealtime so as to keep the water cold. Repair list will be made up. Motion made that milk be served at noon for the watch which was not at breakfast.

**CANTIGNY (Cities Service), Feb. 27—Chairman, D. M. Iruiue; Secretary, G. Galliano.** Chipped cups and dishes to be discarded. All hands reminded to turn off switch on washing machine after using it. Men were instructed that under no circumstances were they to discuss union activity with any of the officers.

**KATHRYN (Bull), March 2—Chairman, George Nelson; Secretary, George Burke.** Delegates reported no beefs. Messman asked crew to cooperate at feeding time to avoid confusion.

**ALCOA PURITAN (Alcoa), March 1—Chairman, A. Mitchell; Secretary, Gerald Dunham.** The washing machine aboard is the property of the SIU and it was decided that in the event of breakdown, the machine will be repaired at the expense of the company. List of slop chest needs to be presented to the captain at Newport News, Virginia.



**FEB. 13—Chairman, A. Mitchell; Secretary, Vernon Hall.** Delegate asked each member to donate two dollars to the March of Dimes campaign. Members of the crew paid \$22.50 per 300,000 units of penicillin. Vote of thanks to the steward department.

**ALCOA CORSAIR (Alcoa), March 2—Chairman, Major T. Costello; Secretary, Jimmie Nelson.** Communications read from New York headquarters on vacation pay. Washing machine to be checked again to get it put aboard ship by company. Suggestion to post payroll before payoff.

**TRANSATLANTIC (Bolse Griffin), Feb. 24—Chairman, Gerald E. Pettipa; Secretary, John E. Fisher.** Motion made that we ask that the union try to secure larger hot water heater for this vessel. The ship delegate asked that all members of the deck department keep the shower clean.

**WILLIAM HARPER (Waterman), Feb. 17—Chairman, Stanley White; Secretary, Hubert Phillips.** The crew was told that the new washing machine was left running all night and was advised to take better care of it in the future.

**SEACORAL (Coral), Mar. 2—Chairman, Bill Thompson; Secretary, Ernest W. Jacobson.** It was requested that all hands take care in keeping the ship clean.

## PERSONALS

**James C. Mitchell**  
Your brother is anxious to get in touch with you. Write him soon.

**Ken Johnson**  
Contact Woody by radio-telegram about your expected arrival time.

**Ray (Whitey) Davis**  
Get in touch with Herbert DeVarco, 51 Chambers St., NYC.

**Bosun who shipped on SS Michael, September 19, 1951, get in touch with W. C. Brantley, Marshville, North Carolina.** Testimony is needed in court suit.

**Tony Coraman**  
Your wife is anxious to hear from you. Write her at 3119 Baldwin Street, Los Angeles 31, Calif.

**Malcolm McDonald**  
Get in touch with Francis H. Murray at 91-02 173rd St., Jamaica, NY.

Ship's delegate outlined the new vacation plan. It was advised that all hands keep their own record of their Saturday overtime as it may be retroactive. A matter repair list should be made up for the patrolman and the oncoming crew.

**NORTH PLATTE VICTORY (Mississippi), Mar. 4—Chairman, George Chandler; Secretary, R. W. Elliott.** The ship's delegate is to see the Captain about getting more clothing and other needed items in the slop chest. Delegates reported no beefs.

**BENTS FORT (Cities Service), Chairman, H. F. Jaynes; Secretary, Lewis L. Henry.** Delegates reported ship is running in a smooth condition. A vote of thanks was extended to the headquarters officials for the good work on the welfare plan and the vacation pay. All the lockers are to be checked.

**FAIRLAND (Waterman), Chairman, Durwood Deas; Secretary, Bill E. Doyle.** Delegates reported everything okay. The crew was asked to wipe their hands before entering the pantry. Amount of ice cream to be served was brought up and settled successfully.

**BRADFORD ISLAND (Cities Service), Mar. 4—Chairman, Vincent Kichvich; Secretary, Charles C. Smith.** Treasurer reported \$29.15 in the ship's fund. Discussion on keeping the messroom clean in port. Suggested that ship's delegate see

## NOTICES

**Anthony F. Comodeo  
Felix Bonofont**  
Report to Vacation Fund office in NY headquarters, Room 303, immediately on arrival in port.

The following men have been classified as 2A by their local draft boards: William A. Abercrombie until September 1952; Logan J. Richard, until September 6, 1952; Raymond Charles Buckley until September 1952; Phillip Von Wettering until June 1952; John T. Flanagan until September 22, 1952; Orlando Lopez until September 1952.

The following men have retroactive checks waiting for them at Cities Service Oil Company, care of E. A. Sadowski, 23 Pearl Street. Checks will be held for 60 days.

- William Alpin, Jose Ando, Eugene W. Auer, Herman Bjorkland, Arthur Brown, Frank H. Carroll, Robert W. Campbell, John R. Chaker, Arthur Collier, Jack C. Cripe, William Demarets, Homer Dowell, Elton K. Ebanks, Leroy Eggen, Edward Thomas Glader, Maurice Gray, John Heacock, Thomas P. Hendricks, Lloyd D. Anthony, Donald Armitage, Leo A. Benoit, Edward Brickley, Robert Cheek, Harold J. Collins, Felix Carrero, Arthur Collier, Edward Y. Corral, Joseph D'Entremont, Richard E. Dingle, Isaac B. Duncan, Bobby E. Edwards, Charles Ely, Eugene E. Flynn, Bernard Francois, George G. Glennon, Carl Gunnerson, Joseph T. Harrison, Robert W. Hill, Donald Hutchins, Charles Robert Jeffers, John Karpen, Zohrap Krikorian, Arthur L. Langston, Laurence Laronde, Tommie K. Lewis, Charles A. McCain, Paaou Merts, Fred W. Nichols, Charles O'Neill, Jessie L. Perkins, Joseph V. P'acek, Walter Ramin, Frank Ramos, Eugene Sobezak, George Shookla, James H. Stevens, Earl F. Steele, Aarne Ikkela, Joseph J. Jones, Bernard Kimberly, Reginald Langley, Joseph Lawruk, Joseph Leger, James F. Mapp, Willie L. Means, Victor Moreno, Michael Ondus, Walter Onofrichuk, William Perry, Joseph O. Reese, Burton Reed, Calouet Savan, Joseph Santospirito, James Sherman, Andreas Swensen, Joseph Stodolski, William Susarik, Paige Toomey, Juan T. Urrutia, Ira Van Bridges, John Wilson, Sherman Wright, Walter L. Taylor, Theodor Trigonis, William Utley, Allen T. Welch, Thomas J. Wilson, Donald Zweep, Gilford Fontenot.

Crewmembers who paid off the Lawrence Victory in Portland, Oregon on March 6, 1952 can collect transportation money due them from agents of the Mississippi Shipping Company.

Tax statements for the following men are available at the Seattle Branch hall, 2700 First Avenue, Seattle, Washington:

- Anderson, Arthur; Anderson, Sorren; Baker, Lester; Belcher, Charles; Beall, Douglas; Booth, Alfred; Burton, Edward; Buster, Bernard; Conahan, Charles; Davis, John; Deason, Cleo; Dippman, Victor; Dohrman, Henreld; Dunn, John; Emley, Merrill B.; Erickson, Carl; Forrest, Donald; Greenwood, Perry; Hagen, Leo; Hale, John; Hamilton, H. D.; Hill, John; Hughes, Norman; Hussey, Wallace; Jackson, Jimmie; Karrell, John H.; Kassy, Anthony C.; Kraftich, Hanley; Lyda, Robert; Martinez, Richard; May, Ouis; McManus, R. D.; Mercer, Melvin; Nordus, Eric; Palmer, James F.; Petersen, Ralph; Pierce, Walter; Delano, Rex; Roswold, Ivar; Ryder, Clyde M.; Shaw, Act; Stiff, George; Taylor, Clarence E.; Thomason, Elick; Tomita, Norma L.; Walton, W. E.; Wilson, Eugene W.; Wong, William; Zehander, Robert.

the chief engineer about repairs or replace fans as needed.

**YOUNG AMERICA (Waterman), Feb. 14—Chairman, Nels Larson; Secretary, Ted Thompson.** After some discussion on the transportation question, a motion was made to take it up with the patrolman on arrival back home. A suggestion made to keep the messroom cleared of all outsiders. The delegates of each department plan to get together and set up a set of rules to maintain the upkeep of the messroom and pantry.

**FRENCH CREEK (Cities Service), Mar. 2—Chairman, M. Joao; Secretary, T. A. Scoper.** Instructed members to check off with patrolman at payoff. Ship's delegate to have patrolman and port engineer check on washing machine and repair check on washing machine and repair (Continued on page 27)

## Welfare

(Continued from page 25)

|   |            |
|---|------------|
| Juan Rueda                                      | 15.00      |
| A. Ruiz   | 15.00      |
| John Saari                                      | 30.00      |
| T. Samford                                      | 15.00      |
| Julius B. Schutte                               | 15.00      |
| Fred Serrahn                                    | 15.00      |
| Ralph Sigler                                    | 30.00      |
| John Slaman                                     | 30.00      |
| John Snyder                                     | 15.00      |
| Emerson Spaulding                               | 30.00      |
| August Steinman                                 | 30.00      |
| Albert Sylvester                                | 30.00      |
| S. Swienkoski                                   | 15.00      |
| John Tranaglino                                 | 30.00      |
| J. Walkiewicz                                   | 15.00      |
| Francis Wall                                    | 30.00      |
| Henry Woods                                     | 30.00      |
| USPHS HOSPITAL, MOBILE                          |            |
| Tim Burke                                       | \$30.00    |
| E. E. Dykes                                     | 15.00      |
| W. J. Gray                                      | 30.00      |
| C. L. Jones                                     | 30.00      |
| J. H. Jones                                     | 30.00      |
| George Robinson                                 | 30.00      |
| USPHS HOSPITAL, BRIGHTON                        |            |
| Walter E. Bonanson                              | \$15.00    |
| Thomas H. Bonvie                                | 15.00      |
| R. P. Bowman                                    | 15.00      |
| C. F. Dwyer                                     | 15.00      |
| A. D. Leva                                      | 15.00      |
| James R. Lewis                                  | 15.00      |
| G. Vourloumis                                   | 15.00      |
| USPHS HOSPITAL, SAN FRANCISCO                   |            |
| W. J. Anderson                                  | \$30.00    |
| Cheng Gee                                       | 15.00      |
| Pio Ejercito                                    | 30.00      |
| A. W. Ismail                                    | 60.00      |
| Richard Pujos                                   | 15.00      |
| Charles Robertson                               | 15.00      |
| Peter Smith                                     | 30.00      |
| David Sorenson                                  | 30.00      |
| Joseph Spenzel                                  | 15.00      |
| Leonard Stinnett                                | 15.00      |
| USPHS HOSPITAL, SEATTLE                         |            |
| Francis I. Gibbons                              | \$60.00    |
| William B. Jones                                | 60.00      |
| DEER'S HEAD STATE HOSPITAL, SALISBURY, MARYLAND |            |
| Michael J. Lucas                                | \$60.00    |
| USPHS HOSP., MAN. BEACH, BROOKLYN, N. Y.        |            |
| Robert Atmore                                   | \$60.00    |
| Rupert A. Blake                                 | 60.00      |
| Claude F. Blanks                                | 60.00      |
| Edmund C. Blosser                               | 60.00      |
| Matthew Bruno                                   | 60.00      |
| Walter Chalk                                    | 45.00      |
| Jack M. Dalton                                  | 60.00      |
| Epilio Delgado                                  | 205.00     |
| John J. Driscoll                                | 60.00      |
| John T. Edwards                                 | 60.00      |
| J. Repinova                                     | 60.00      |
| Thomas D. Ezell                                 | 60.00      |
| E. Ferrer                                       | 60.00      |
| Robert E. Gilbert                               | 60.00      |
| John W. Keenan                                  | 75.00      |
| Leo Kulakowski                                  | 45.00      |
| Arthur Lomas                                    | 75.00      |
| C. Makris                                       | 60.00      |
| David McElreath                                 | 60.00      |
| Vic Millazo                                     | 45.00      |
| Lloyd Miller                                    | 60.00      |
| John R. Murdoch                                 | 45.00      |
| Pedro O. Peralto                                | 60.00      |
| H. A. Richter                                   | 60.00      |
| John J. Richters                                | 60.00      |
| G. E. Shumaker                                  | 60.00      |
| Robert Sizemore                                 | 60.00      |
| Timothy Sullivan                                | 60.00      |
| Albert D. Thompson                              | 60.00      |
| USPHS HOSPITAL, NEW ORLEANS                     |            |
| J. H. Adams                                     | \$30.00    |
| Allen P. Antill                                 | 30.00      |
| A. Ascenci                                      | 30.00      |
| J. L. Arch                                      | 15.00      |
| E. G. Billings                                  | 30.00      |
| L. G. Buster                                    | 30.00      |
| Ralph Canniff                                   | 45.00      |
| Wilson O. Cara                                  | 30.00      |
| James D. Cardell                                | 30.00      |
| L. Carrasquillo                                 | 30.00      |
| Oliver Celestine                                | 30.00      |
| Douglas Clausen                                 | 15.00      |
| James Crone                                     | 30.00      |
| Rogelio Cruz                                    | 30.00      |
| B. P. DePriest                                  | 15.00      |
| Martino DeSalvo                                 | 30.00      |
| Herbert Eikenberry                              | 15.00      |
| E. H. Eklund                                    | 15.00      |
| E. E. Gross                                     | 30.00      |
| Leonard Kay                                     | 30.00      |
| Paul P. Lamb                                    | 30.00      |
| Leo H. Lang                                     | 30.00      |
| A. E. Lochmoeller                               | 15.00      |
| William Lynough                                 | 15.00      |
| C. W. Matthews                                  | 15.00      |
| G. W. McFall                                    | 45.00      |
| T. H. McLees                                    | 15.00      |
| Lawrence Melanson                               | 30.00      |
| M. V. Mobley                                    | 30.00      |
| M. Newman                                       | 30.00      |
| Louis Orma                                      | 60.00      |
| James Porter                                    | 45.00      |
| K. Raana  | 30.00      |
| Claude A. Ray                                   | 30.00      |
| Herbert Reynolds                                | 30.00      |
| Foster B. Shedd                                 | 30.00      |
| D. T. Smith                                     | 30.00      |
| L. R. Tickle                                    | 30.00      |
| Paul C. Turner                                  | 15.00      |
| Louis A. Willis                                 | 45.00      |
| DEATH BENEFITS                                  |            |
| John Kelli                                      | \$2,500.00 |
| Samuel Madden                                   | 500.00     |
| Edward W. Crosby                                | 1,500.00   |
| Arthur C. Shanon Jr.                            | 2,500.00   |
| Richard W. Williams                             | 2,500.00   |
| Otto Lorey                                      | 2,500.00   |

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

(Continued from page 26)

same or replace it with new one. Suggestion men going on watch sit at regular place at table for convenience of messman in serving them first. A vote of thanks to steward for perfect menu.

**RICHARD UPJOHN** (Waterman), Jan. 26—Chairman, Alfred Sjoberg; Secretary, Joe Carrol. Suggestion made to be more careful in keeping the messroom and night lunch table clean. Delegates reported no beefs.

**SANTA VENETIA** (Mar-Trade), Dec. 16—Chairman, J. C. Shaeffer; Secretary, H. A. Gauntlett. Steward's department to clean recreation room. Deck and engine departments to keep laundry clean. Dec. 20—Chairman, H. A. Gauntlett; Secretary, J. C. Shaeffer. Motion made and seconded that all beefs in a department be settled by that department. Any beef that affects the welfare of the crew as a whole be brought up at a general meeting. Steward agreed to put out a larger variety of night lunch.

Feb. 24—Chairman, Charles Salina; Secretary, Harry Gauntlett. Motion made that anyone paying off to get OK from patrolman. All delegates to make up repair list. Ship's delegate told all men that are getting off to leave footie clean and neat. Engine delegate reports a few beefs on disputed overtime.



**STEEL RECORDER** (Isthmian), Mar. 2—Chairman, N. B. Donahue, Jr.; Secretary, C. T. Scotch. Motion made and seconded that each man on last standby to clean cups and messroom. Each delegate is to collect 25c from each man for keys to rooms.

**CAMAS MEADOWS** (U. S. Petroleum Carriers), Mar. 2—Chairman, Warren Neilson; Secretary, B. L. Robbins. Complaints from two departments about men not being aboard to work in morning. If men want to pay off of ship by mutual consent it is their business but against the ship's delegate's approval. Fuse in washing machine to be removed in port so that machine may not be used at this time. Membership on record approving new LOG and the way it is sent out to the ships. It is a 100% gain over the old LOG and the finest maritime paper published.

**SEAPEARL** (Orion), Feb. 1—Chairman, L. I. Floyd; Secretary, L. I. Floyd. Brought up discussion on overtime pay. Chairman read to crew the working agreement and each has been explained his rightful duties.

**TIMOTHY DWIGHT** (Eastern), Feb. 16—Chairman, E. L. Nottingham; Secretary, J. Lakwyk. Much discussion on soliciting donations in Norfolk. It seems that there is a hole in the side of the ship in the engine room. Repairs urged.

**ROYAL OAK** (Cities Service), Mar. 5—Chairman, J. Healy; Secretary, R. Theis. Motion for ship's delegate to contact steward in regard to supplying sufficient DDT to exterminate roaches in all parts of the ship. Ship's delegate reported new raise for day workers. New washing machine installed. Games to be purchased were discussed and listed.

**JOSEPH A. BROWN** (Bull), Jan. 13—Chairman, Henri Robin; Secretary, Robert Bowley. A discussion was held on the best method of keeping the recreation room and the engine and deck for the laundry. Suggested that men be certain that the washing machines is turned off

before leaving the laundry. All hands to keep all unauthorized personnel out of the messrooms and passageways in Italy.

Feb. 23—Chairman, E. Brandeis; Secretary, Robert Bowley. Motion made and carried unanimously that a letter be sent to headquarters in regard to the company's failure to forward mail to crewmembers in foreign ports. A discussion was held on whether or not to start a ship's fund. A vote of thanks was given to the steward department. A suggestion was made to take up a collection for the brothers in the Manhattan Beach Hospital. Repair lists are to be made out by the department delegates and turned into the ship's delegate before the arrival in No. 10.

**STEEL SCIENTIST** (Isthmian), Feb. 17—Chairman, Earl Fancher; Secretary, James Redican. Motion made to have patrolman clarify just how the agreement is to be construed regarding the painting of galley, messrooms and pantry. Motion made to have ship fumigated because of complaints of the roaches in footies.

**STONY CREEK** (Mar-Trade), Mar. 2—Chairman, L. Fracklin; Secretary, William Herman. Ship's delegate requested new mattresses and repairs on bed springs, which was denied as usual. Warning was given to performers. There was a discussion on the contract and the status of aliens aboard ship.

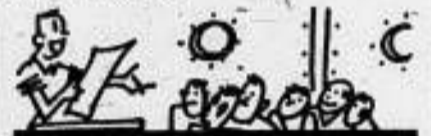
**HASTINGS** (Waterman), Feb. 18—Chairman, J. O. Miller; Secretary, G. Guenther. Delegates reported all in order. Ship's delegate read a letter from headquarters on the new LOG. All hands were asked to make suggestions for repair list. Motion made and carried that a list of the suggested foods needed to be made.

**DANIEL H. LOWNSDALE** (Isthmian), Jan. 27—Chairman, P. V. Millican; Secretary, E. O. Salvador. Delegates reported everything in good order. Motion made and carried that all hands donate as much as possible to the March of Dimes. Discussion on keeping the ship clean and cooperating with the men on sanitary work. A short talk was given on Unionism and cooperation and all hands were asked to make this trip as pleasant as possible.

March 2—Chairman, P. V. Millican; Secretary, E. O. Salvador. All petty beefs that came up during the voyage were settled. Motion made and carried that the 2nd cook and baker not be allowed to sail by the Union until he has had experience. Warning by ship's delegate to all hands to leave rooms clean.

**BENJAMIN SILLIMAN** (Seas Shipping), Feb. 17—Chairman, G. Hunt; Secretary, A. J. Gebron. Suggestion that the last stand-by on each watch leave the messhall in fit condition. Compliments were handed down from the Captain and the Mate on the efficiency of the deck department in securing No. 1 hold in the most adverse weather conditions.

**CORNELIUS GILLIAM** (South Atlantic), no date; Secretary, Frank Demas; Secretary, William Gilstrap. Discussion on the new contract, improving conditions on the ship and general betterment of agreement with companies. Letter from Paul Hall concerning upgrading schools read, discussed and explained, and posted on the bulletin board for general reading and further discussion. Motion made and carried that a collection be made for the March of Dimes.



**SUZANNE** (Bull), March 4—Chairman, Jack Bluff; Secretary, Jimmy Jones. Motion made and seconded that crew refused to sail unless a new refrigerator be installed. Suggestion made that all crewmembers notify the steward before arrival if new mattresses are needed. Suggestion made that the butter on board be examined by patrolman.

**MALDEN VICTORY** (Mississippi), Jan. 17—Chairman, Anthony Beck; Secretary, C. E. Gloves. Motion made and carried to turn over the repair list to the patrolman on arrival in port and no one be signed on next voyage until all painting and repairs are made.

March 1—Chairman, F. Smith; Secretary, Al Lambert. Second mate to be reported to the patrolman for his confessed stand against Unionism. Chief Engineer reported as unfit to act in a supervisory capacity. Chief Electrician reported winches unsafe as the manual brakes are not operating. Chief Engineer refused to fix them.

**PUERTO RICO** (Bull), March 10—Chairman, Thurston Lewis; Secretary, Jim Murphy. Ship's delegate congratulated the crew for the good work. Motion made that a man from the engine department be elected to serve on the educational committee in place of a member who left the ship. Chief Steward explained about the linen and where it is to go.

**ALCOA PIONEER** (Alcoa), Mar. 2—Chairman, Frederick A. Pehler; Secretary, Francis R. Napoli. Crew discussed price on cigars and thought the price of \$1 per carton was too high. Suggested that men leaving the ship clean their rooms and leave keys for the next man. Suggested that patrolman look into the situation on penicillin because chief mate refused to give it to injured seaman. Vote of thanks was given to all the steward department. Vote of thanks was also given to all crew members on the rescue of the man that fell overboard.

**DEL NORTE** (Delta), Feb. 10—Chairman, Bob Foster; Secretary, Bill Kalzer. Ship's delegate reminded everyone of the March of Dimes. Gear locker for crew's gear is overcrowded with unclaimed suitcases and trunks; everyone should claim his gear. Treasurer reported there is \$165.62 in the treasury. Aud. all accounts

will be read and posted on board. It is reported that there will be a soft ball game. Mr. H. X. Kelly has given the team a check for \$50 to be used toward a cup. New brothers are reminded that the ship has a ship's fund of \$1. We give each brother left sick in foreign ports \$50 each.

**HURRICANE** (Waterman), Feb. 12—Chairman, Jimmie Golder; Secretary, William O'Grady. Ship's fund total is \$19.30. Lock shower to keep dock workers from using them and leaving them in a filthy condition. Motion made that ship's delegate shall only concern himself with union business and will have no other connection with ship's business outside his delegate's duties. Discussion on why maintenance had not been dumping garbage.

Mar. 9—Chairman Augie Lazzaro; Secretary, John Winn. Captain complained about men other than delegate coming to see him. Motion made to refer to patrolman the procedure company used in checking off men regarding delayed sailing in the port of New York. Men were awakened at 6 AM to enable the company to get list of men who were aboard and who were not.



**CHARLES WARFIELD** (Alcoa), Mar. 3—Chairman, Ramon Hodges; Secretary, O. T. Dykes. Ship's Delegate reported a few hours disputed overtime. Donated \$1 each for flowers for shipmate's father who passed away. Motion made for permits to be issued to other men. Overtime to be split between firemen.

**ANGUS McDONALD** (Mississippi), Feb. 9—Chairman, N. A. Towns; Secretary, J. F. Lee. Every member to help take care of washing machine. Steward utility would take care of recreation room, and wiper and ordinary seamen would take care of laundry room. Steward suggested that crew tell him of any beefs on anything they would like to eat. Everyone should bring cups back to pantry.

**SWEETWATER** (Mar-Trade), Feb. 24—Chairman, Roy Tune; Secretary, Herbert Totten. Ship's Delegate to see the captain in reference to new bedding. New York headquarters to be notified that the ship has no new agreements and no overtime sheets on board. Steward reports that mess halls, galley and footies will be painted. Waste baskets, ash trays and new dishes to be ordered. Suggestion made for ship's delegate to see the captain in reference to overtime.

**TOPA TOPA** (Waterman), Feb. 23—Chairman, J. Paeris; Secretary, A. M. Brancion. Suggestion that each department hold meeting on opinions for coming new contract. Letter of opinions to be turned into ship's delegate before arrival in Yokohama.

**STEEL ARTISAN** (Isthmian), Mar. 2—Chairman, Arne Hovde; Secretary, H. C. Hart. Washing machine to be repaired. Contributions to be made at first draw by each member of the crew. The steward spoke about glasses being thrown in the sink, and men cutting their hands on broken glass. Wiper talked about the laundry being left in a filthy condition.

**MOTHER M. L.** (Eagle Ocean), Mar. 9—Chairman, Deck Charyon; Secretary, Orville Payne. Vote of thanks for the fine food that was put out by the chief cook. Few beefs in deck department about overtime will be taken up by patrolman. Repair list was discussed and read mentioning the things the crew wants done before the ship sails.

**WINTER HILL** (Cities Service), Mar. 9—Chairman, B. A. Reed; Secretary, O. Raymayhew. Suggestion made to keep messroom clean, have messman clean coffee urn and refrigerator. Suggestion made to have everyone quit smoking on deck.

**LIBERTY FLAG** (Dover), Feb. 4—Chairman, A. Oliver; Secretary, M. N. Escheko. Suggestion made that ship's delegate see captain about painting showers.

Mar. 3—Chairman, A. Oliver; Secretary, M. N. Escheko. Suggestion made that ship's delegate see patrolman about new mattresses and have same delivered before ship sails. Suggestion made that each department delegate make out a repair list. Everyone urged to be present at the payoff.

Feb. 16—Chairman, Johnston; Secretary, A. Oliver. Discussion on chow aboard ship. Crew would like more variety in the menu. A suggestion brought to the attention of the membership to voice their opinions at the meetings and save a lot of beefing afterwards.

**BESSEMER VICTORY** (South Atlantic), Mar. 6—Chairman, Ed. Lessor; Secretary, E. A. Gomez. Ship's delegate reported that chief engineer said he would make repairs for chief cook, but as yet they are not completed. Steward stated that mattresses and pillows have been ordered but not delivered as yet. Ship's delegate stated that port captain will give the okay on securing fresh milk and ice cream and other fresh stores overseas.

**MARORE** (Ore), Mar. 3—Chairman, T. M. Jones; Secretary, Lloyd Jenkins. \$9.00 in ship's fund. Suggestion to notify all new men to keep feet off chairs and return cups to proper place. The last man on standby to clean up coffee pantry. Suggestion made for sanitary man to change linen for his department.

**EVELYN** (Bull), Mar. 9—Chairman, P. C. Willoughby; Secretary, E. C. Dacey. Suggestion was made to see chief engineer about keeping engine room doors closed so the heat would not be so bad in the passageways below. It was sug-

gested that we keep our own washing machine and have the company replace parts as needed. The crew was asked to close messroom door after ten o'clock so the cooks could get their night's rest.

**ARIZPA** (Waterman), Feb. 24—Chairman, R. Lapari; Secretary, J. P. Austin. There is plenty of disputed overtime in the deck department. Engine department reports first assistant boasting he brought a man up on charges, which we think is entirely out of his jurisdiction as an officer on this ship. Discussion about gassing up for the payoff and the penalty for same and to bring to the attention of the patrolman the unfairness by which some members were logged.

**THE CABINS** (Mathiasen), Mar. 1—Chairman, Ben Gurty; Secretary, R. C. Roblee. Ship's delegate reported much disputed overtime; also had conference with captain about repairs. Motion passed to ask headquarters to remind outports to verify validated papers and endorsements for men sent to ships.

**JOHN EVANS** (Mississippi), Mar. 9—Chairman, Snow; Secretary, Blumh. Motion carried for discussion on 16 hours disputed overtime for deck engineer. After discussion a motion was carried to refer the 16 hours overtime and the beef concerning the first engineer approving or disputing the overtime to the patrolman at the payoff.

Jan. 2—Chairman, Lonnie Cole; Secretary, H. F. Myers. It was decided that overtime should be paid for cooks bailing water out of fo'c'sle.

Mar. 2—Chairman, Snow; Secretary, H. Myers. A motion carried by all that everyone check his room regarding repairs and report same to ship's delegate. A motion carried that a letter of commendation be given the captain for his cooperation with the crew. Vote of thanks and appreciation extended to the steward's department for fine service and good food.

**SANTORE** (Ore), March 1—Chairman, T. W. King; Secretary, W. C. Dowley. Discussion on washing machine. There was also a discussion on the distribution of overtime. Deck department delegate saw mate about overtime.

**JEFFERSON CITY VICTORY** (Victory Carriers, Inc.), Feb. 19—Chairman, Jack Bates; Secretary, Robert M. Hammond. Delegates reported no beefs and everything smooth. New washing machine to be installed and used as a spare until Union decides to handle the old one. All agreed that steward department stagger meal hours to avoid congestion in messroom at meal hours.

**INES** (Bull), Jan. 20—Chairman, A. G. Cambell; Secretary, William Jenkins. The crew requested that the ship's delegate contact the captain and see if the allotment of cigarettes can be increased as the crew claims that two packs is not enough. Suggestion that shelves be installed in the crew messroom.

Feb. 12—Chairman, None; Secretary, W. Jenkins. New agreement to be discussed among members of each department and brought up at the next meeting. All hands were asked to contribute as much as possible to the March of Dimes. For sanitary reasons, the crew was asked to put cigarette butts in cups. Crew asked to have a change of library.



**ISRAEL PUTNAM** (Waterman), March 5—Chairman, Pat Fox; Secretary, John Burke. Brothel things up to everyone's satisfaction. All hands are beefing about radio not working. Several members spoke about the noise in the passageways. Crew asked to leave some night lunch for the men on watch.

**RICHARD UPJOHN** (Waterman), March 2—Chairman, J. L. Green; Secretary, C. L. Stringfellow. Motion made and carried for the baker to sail messman for one year before sailing nite cook and baker again. Instructions to be posted on bulkhead for operation of washing machine.

**LOGANS FORT** (Cities Service), March 9—Chairman, Ray Peebles; Secretary, Tommy Lipity. It was suggested that the ship's delegate get more overtime sheets in Wilmington. The crew was cautioned about the use of the new Bendix washing machine. Everyone to keep his overtime sheets up to date. Steward department was complimented on the good food and service.

**JOSEPH L. MEEK** (Mississippi)—Chairman, George Allen; Secretary, E. W. Auer. Delegates reported everything okay. A vote of thanks was given to Baker Paul for his improved pastries and fine bread. Deck maintenance suggested that all hands check fo'c'sle locks to see that they are okay before arrival. Several crewmembers volunteered to attempt to change library with another SIU ship while in port.

**WANDA** (Epiphany Tankers), March 9—Chairman, none; Secretary, Norman H. Madie. Delegates reported no beefs. Crew voted money earned by stowaway be given to him. A vote of thanks was extended to the steward department for their fine work. Three men were logged in Aruba.

**ROBERT E. CLARKSON** (Bloomfield) Jan. 24—Chairman, Alton M. Bell; Secretary, D. T. Lynch. Motion made and carried that each delegate collect name, book number and dues standing of each man in his department and turn it in to the ship's delegate. It was agreed among the crew that anyone leaving the washing machine dirty or marring be

fined \$1 for the first offense and \$5 for subsequent offenses. Engine delegate to see chief engineer about some minor repairs and alterations for crew's comfort.

**AZALEA CITY** (Waterman) Feb. 24—Chairman, Jack Garrison; Secretary, David B. Secher. Suggestion made to have a ship's fund to be kept at a minimum of \$50 by each man giving \$2 a trip also that 50% be taken from this fund for movies held on board.

**LAFAYETTE** (Waterman), Mar. 9—Chairman, R. Seckinger; Secretary, A. Johns. Disputed overtime to be taken up and settled at port of payoff. Motion to dispose of crew-acquired washing machine by sale and turning over proceeds to worthwhile charity upon receipt of new company-supplied washer as per Union agreement. Recommended that dish towels be acquired that have distinctive markings to reduce danger of having them become mixed with face towels. Discussion of coats, their purpose and care of same. Brought to the attention of the membership that ten dollars was collected from performing crewmembers on previous voyage for breaking glass on bulletin board and turned over to chief mate to replace same, but after 3 1/2 months still no glass.



Jan. 27—Chairman, Anderson Jones; Secretary, Peter Patrick. Ship's delegate called special meeting to discuss and take action on one of the brothers for performing. Ship's delegate also made a motion that a petition be written and have all brothers sign it for the removal of this man in Manila.

**CHIWAWA** (Cities Service), Mar. 11—Chairman, Rocky Milton; Secretary, Forrest. Automatic switch on washing machine not working. A vote of thanks to the steward department for service rendered. It is up to the individual members to keep messhall clean. Ship's delegate to ask members to turn in membership credentials to have ready for patrolman. At payoff each member to donate \$1 towards punching bag, gloves, etc.

**ROSARIO** (Bull), Mar. 8—Chairman, A. DeBartolomeo; Secretary, Lawrence P. Conficello. Discussion made on who should clean recreation room. Motion made and carried that man from each department shall take turns on cleaning recreation room.

Feb. 16—Chairman, D. Bartolomeo; Secretary, Jack Smith. Motion made wiper and ordinary seamen alternate one week each on cleaning laundry room.

**JOSHUA B. LIPPINCOTT** (Alcoa), Feb. 10—Chairman, W. Young; Secretary, R. Hodges. Discussion about cleaning recreation room and laundry room. Deck engineer suggested that everyone keep electric fans off when not in use as there are no more fans.

**MOBILIAN** (Waterman), Feb. 3—Chairman, G. R. Brown; Secretary, Riversly Brown. Collection of ship's fund came to the amount of \$25.05. Correspondence from headquarters concerning additional suggestions for 1952 contract was read and discussed. The crew was asked to make a little less noise during meal hours. Discussion on ways and means of collecting vacation pay.

Feb. 22—Chairman, J. Stephenson; Secretary, F. Pinkowski. Literature from headquarters was read. Suggestions from the departments to the negotiating committee for new contract were discussed. Motion made that the ship's delegate, patrolman and the steward discuss the possibility of obtaining milk in Germany.

**STEEL DESIGNER** (Isthmian), Jan. 17—Chairman, Charles Scofield; Secretary, Henry Bearer. The ship's fund had \$9 from a previous voyage. Suggestion made that linen be issued on Fridays at 8 a.m. and 11 p.m. at sea and if arrival is on a Friday then linen will be issued on Thursday.

March 3—Chairman, C. Scofield; Secretary, T. Magnusson. Suggestion that a variety of fruits be put out at night. Ship's delegate mentioned forms sent from the Union in regard to the 1952 contract and suggested that each department hold a meeting and list any improvements so they can be returned to the Union.

**THE CABINS** (Mathiasen), March 14—Chairman, G. Finkies; Secretary, H. Schulman. Suggestion to start a ship's fund voted down. Suggestion for new linen because much of the present linen is in poor condition. There should be a general checking of stores as the cookies and crackers are getting old.

**HIGH POINT VICTORY** (South Atlantic), Feb. 16—Chairman, Aubrey C. Smith; Secretary, Trevor S. Little. Steward said that he would take suggestions at any time for better menus, also that he will work with all departments and he expects the crew to work with him. A motion was made that messrooms clocks be taken ashore and fixed.

**TRANSATLANTIC** (Beise Griffin), March 1—Chairman, Gerald Pettipiece; Secretary, J. Fisher. Special meeting called to discuss the two men who at the last minute on a holiday saw fit to jump ship when it was impossible to get proper replacements.

**BETHORE** (Ore), Mar. 9—Chairman, J. J. Scanlon; Secretary, J. J. Kempa. Ship going to drydock for few days. Try to get all union men aboard. To see patrolman why there was no shore leave at St. Thomas although the captain and first mate went ashore.

## Quiz Answers

- (1) Decreases.
- (2) 160, 240 miles per hour.
- (3) Frances Perkins, Secretary of Labor (1933-45).
- (4) New moon.
- (5) 96.
- (6) Chance. Joe Tinker, John Evers and Frank Chance are immortals in the Baseball Hall of Fame at Cooperstown, NY.
- (7) No. The winner can never collect. It is against public policy for a court to enforce gambling contracts. Tom and Jack each get their money back.
- (8) Four, five miles per hour.
- (9) Birmingham.
- (10) Wind velocity is low.

## Puzzle Answer

|           |           |      |
|-----------|-----------|------|
| GULF      | DEA       | STAR |
| ARAL      | RAM       | TALE |
| SANE      | YRS       | ORAN |
| PLEAT     | STEWART   |      |
| BUS ELS   |           |      |
| MONASTERY | ALP       |      |
| PRIG      | AND       | ASEA |
| SET       | STEAMSHIP |      |
| RUE MOP   |           |      |
| DEFENSE   | AHEAD     |      |
| AMOY      | TRE       | ARGO |
| TIRE      | DIG       | LIRA |
| ARTS      | ENG       | TEAK |

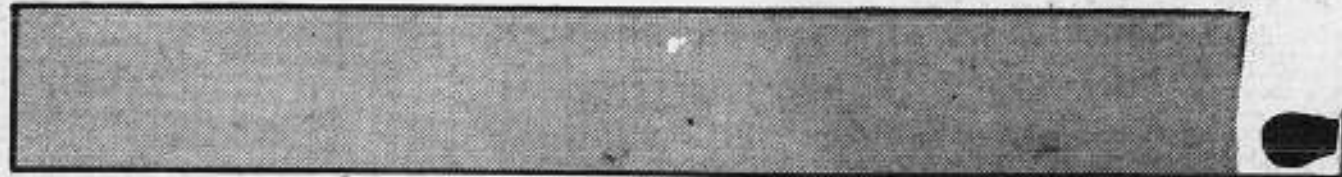


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- Paper Products:** Labels for 'UNION MADE PAPER PRODUCTS', 'UNION BAR', and 'UNION HOUSE'.
- Food and Beverage:** Labels for 'UNION SERVICE', 'UNION LABEL', and 'UNION SHOP'.
- General Labor:** Labels for 'UNION MADE', 'UNION LABEL', and 'UNION SERVICE'.
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