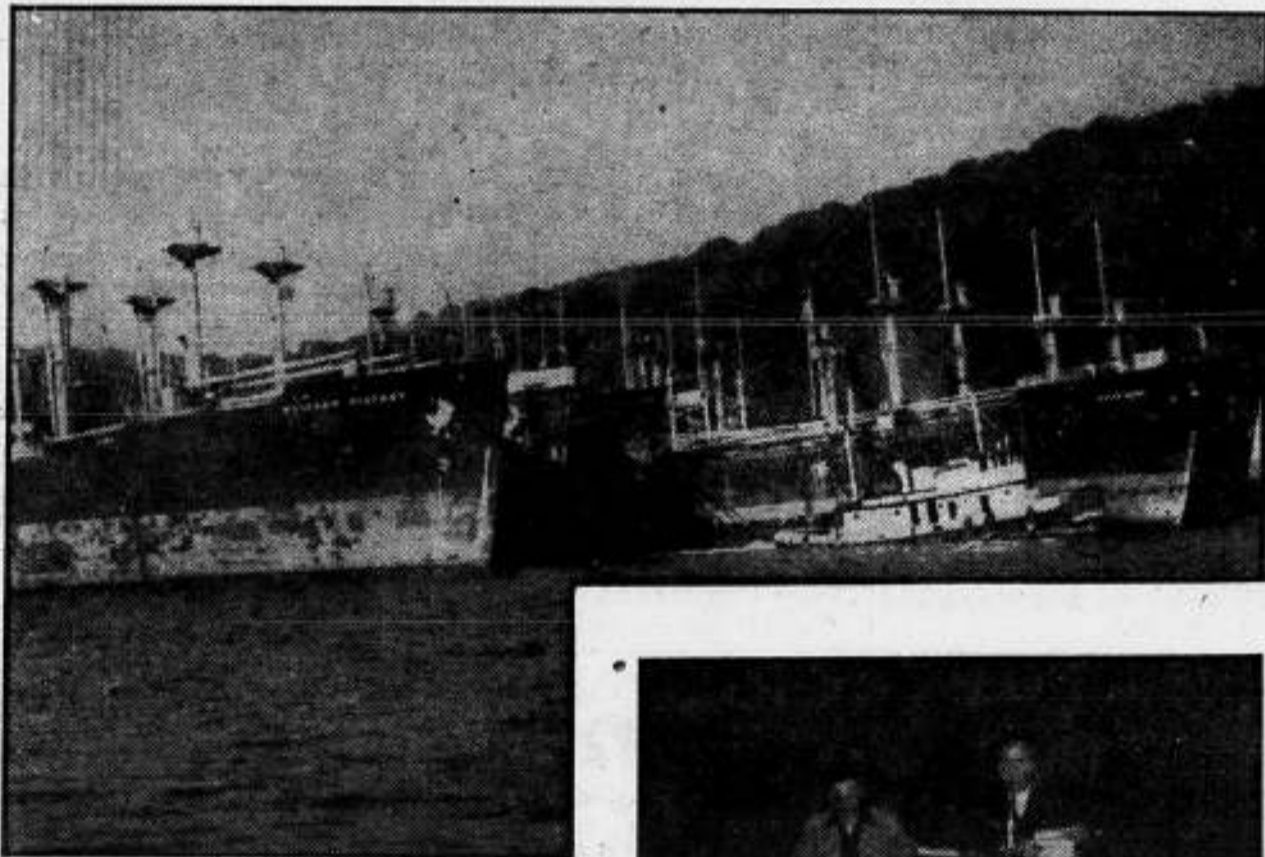


# MTD OPENS BKLYN W'FRONT CLEAN-UP

—Story On Page 3

## Vote Curbs On Foul-Ups Abroad

—Story On Page 3

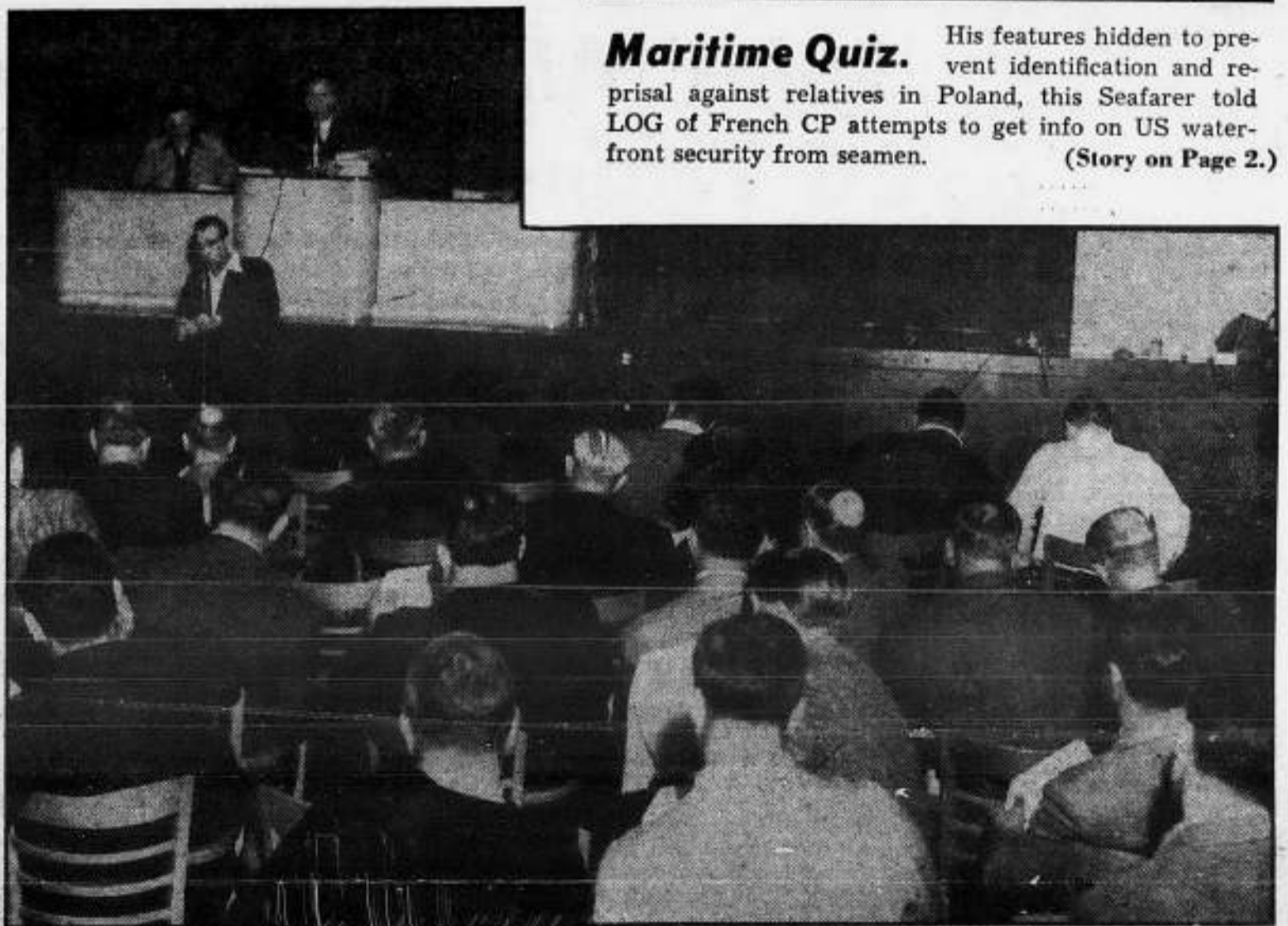


**Lay-Up Time.** A tug nudges ship in line on Hudson River as Maritime Administration winds up its lay-up program. Some will probably come out this fall to handle foreign aid cargo. (Story on Page 5.)



**Maritime Quiz.** His features hidden to prevent identification and reprisal against relatives in Poland, this Seafarer told LOG of French CP attempts to get info on US waterfront security from seamen. (Story on Page 2.)

**On The Line.** Executive Secretary Lloyd Gardner of the Maritime Trades Department (at mike), opens first meeting of the MTD's Brooklyn Port Council. The session, attended by delegates from eight waterfront unions, drafted a far-reaching program designed to eliminate abuses and remove causes of friction heretofore existing on the Brooklyn waterfront. The Council is assured full SIU support in carrying out its long-range program. (Story on Page 2.)



# Shipping Program's Fate To Be Decided Next Week

A long parade of shipowners, maritime unions, shipbuilders, shipbuilding unions and legislators went before the House Merchant Marine Committee this past week to urge passage of the Long-Range Shipping Bill. The bill has the complete endorsement of the SIU.

The testimony in favor of the bill has now been completed, and a number of government agencies are now scheduled to testify against the proposal. The hearings will probably end sometime next week. The Treasury Department, General Accounting Office and the Bureau of the Budget are expected to lead the attack against the bill, which, according to the Bureau of the Budget is "not in accord with the program of the President."

The Senate has already passed the bill, and its fate hinges on the findings of the House committee. After Senate approval last August, the program was shelved until the House group began its hearings this past week.

### "Right Step"

The SIU and other shipping groups have long hailed the program as "a step in the right direction," to help stabilize the merchant marine. The present program of recalling some 365 government-owned GAA ships into the reserve fleet because of a sudden slump in the industry points up the need for some stabilizing influence, according to an A&G headquarters spokesman.

The CIO Shipbuilding Workers Union and shipbuilding interests told the committee that American shipbuilding activities will come to "a complete halt" next year if the lawmakers don't help the industry.

The AFL Metal Trades Department urged passage of the bill so that we can "have a merchant marine of the type, size, speed and health that is expected of the US as the world's greatest power."

Senator Herbert R. O'Connor, Democrat, Maryland, testified that foreign nations give substantial tax breaks and subsidies to encourage the building of new ships for their merchant fleets and urged that the present bill be passed for "the interests of the United States in increasing measure with each succeeding year."

The tax provisions of the bill are the ones under fire by the government agencies. The plan provides for: (1) extension of construction

subsidies to operators who do not have operating-differential subsidies, (2) tax deferment benefits on reserve funds to be used for ship construction, and (3) extension of

tax deferments on voluntary deposits by unsubsidized lines to be used for shipbuilding.

Some other provisions of the bill (Continued on page 17)

## Organizing Top AFL Objective—O'Reilly

(Editor's note: The following represents an interview with Brother Harry E. O'Reilly, Director of Organization of the AFL. O'Reilly served as AFL President William Green's personal representative at the recent Chicago meeting at which the Maritime Trades Department set-up was revised, and presided over the sessions there.)

As AFL Director of Organization, Harry E. O'Reilly is naturally interested in seeing the AFL reach out into new fields constantly. As he puts it, "There is no activity of organized labor more important than organizing." He feels further that the average union member carries the ball by talking up the union wherever he goes.

When asked how else a union man can help promote organization

of non-union workers, O'Reilly declared that community participation helps create a favorable climate for union advancement. "In any case," he added, "it's necessary to be a good citizen in order to be a good trade unionist. But the basis for effectiveness of a union is always organization."

### Danger Still Great

While recognizing that the SIU has done a solid organizational job, O'Reilly feels that the danger of non-union conditions is still as great as it ever was. Non-union wages, he believes, are just as much a drag on organized workers today as they ever were, even though we may be enjoying relatively prosperous times.

O'Reilly emphasizes that for unions to be able to do a decent job, their members have to be more than just dues payers. Keen interest in union principles and a readiness to stand up and fight for them is characteristic of a true union man. "It takes a great deal more than regular payment of his dues for a man to be a real trade unionist."



Harry O'Reilly



The A&G headquarters hiring hall looks a lot more like a Hollywood set, as Associated Press TV newsreel cameramen and a reporter take TV movies of an interview with Seafarer Frenchy Michelet who had received handful of Communist propaganda literature while he was aboard ship.

## TV Covers SIU Red Mail Expose

A SEAFARERS LOG story about a new flood of Communist propaganda mailings to ships brought Associated Press TV newsreel cameramen to SIU headquarters last week. The story, which was widely reprinted in the daily press, told of various ships receiving several pieces of literature calling for release of convicted Communists, a "big five" peace conference including Communist China and many other choice Communist causes.

The AP cameramen and reporters interviewed several Seafarers who had received the literature aboard ships. The film has since been shown in several midwest cities as part of a 15-minute newsreel program distributed by AP to a large number of television stations.

Included in the newsreel was a statement of Union policy on the matter by SIU Secretary-Treasurer Paul Hall as well as an explanation of how the Union is combating the latest propaganda drive.

The AP cameramen and report-

ers interviewed several Seafarers who had received the literature aboard ships. The film has since been shown in several midwest cities as part of a 15-minute newsreel program distributed by AP to a large number of television stations.

## Alcoa To Run To Puerto Rico After July 1

Alcoa has announced that beginning July 1 it will start service from New York, Baltimore and Norfolk to Puerto Rico. It will be one-way service to San Juan initially, with the ships continuing on to South America to pick up bauxite.

The ports of Mayaguez and Ponce will be added to the service at a later date. Sailings from New York and Baltimore will be weekly, with ships leaving Norfolk about every three weeks.

The new service by Alcoa — which operates SIU-manned ships — will be in direct competition with the present runs of Bull Lines — also operators of SIU-manned ships.

However, Bull Lines said the new Alcoa runs will not affect Bull Line schedules. "We certainly are not considering cutting down our runs," a company spokesman said.

## 'Spies' Aim At Seamen; CG Trains For Security

Evidence that French Communists and sympathizers are pumping American seamen for information about US shipping and the waterfront was offered by a Seafarer recently returned from a voyage aboard the Lewis Emery Jr.

In another security development here in this country, the Coast Guard indirectly recognized the need for tightening up US port security when it began a new program of reserve training stressing security provisions.

Meanwhile, further support for LOG charges of security loopholes on our waterfront was provided by another Seafarer who reported that he and many other seamen had signed on a Liberian tanker without having to offer any seamen's papers, passports, discharges or other identification of any kind.

Curious About Validation The Emery crewman, whose name must be withheld in order to protect relatives living in Communist Poland, said that he had been approached by Frenchmen in Cherbourg and Bordeaux, who

(Continued on page 17)



Coast Guard reservists now undergoing port security training watch demonstration of a pumping system in operation. The reservists' two week tour of duty in New York and Seattle is being devoted to security operations.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N. Y., under the Act of August 24, 1912.



Executive Secretary Lloyd Gardner of the MTD explains program of the Brooklyn Port Council in session with newspaper reporters.



Sigmund Brovarski (right), of the ILA and Captain Thomas Atkins of the MM&P are sworn in as officers of the Council.

## MTD Forms Bklyn Group, Begins Clean-Up Of Port

In the most significant action of its brief existence, the newly-established Maritime Trades Department has set up a Brooklyn Port Council with the avowed objective of stabilizing and straightening out the oft-troubled Brooklyn waterfront.

Meeting at the SIU Brooklyn headquarters hall on April 29, delegates from eight unions affiliated with the MTD established the Council, elected officers and approved resolutions and a declaration of intentions designed to eliminate actual and potential trouble-spots in the port area.

### Benefit To Seafarers

Long-sought stabilization of the Brooklyn waterfront, in itself the key section of the world's largest port, would be of direct benefit to Seafarers and members of all other maritime unions. The wildcat strike in the port last fall was just one of several such instances in recent years which have caused grave and unnecessary hardship to Seafarers throughout the country.

It is recognized that under present conditions, trouble can flare up in the port again with Seafarers again being major sufferers should ships be tied up for extended periods. It has been pointed out

also that the port might suffer permanent damage from repeated disruption.

### "Social" Clubs Target

One of the first steps to be undertaken will be to eliminate so called longshoremen's "social" clubs which have been a prime sore-spot. In one instance, the "social" club organized by Anthony Anastasia is actually a front for a move to take seven of the ten Brooklyn longshore locals out of the ILA into a separate organization. The group would have no connection with the AFL and would seek separate contracts from shipowners. This particular "social" club has been branded "dual and hostile" by resolution of the council.

The day before the meeting the Anastasia camp stated they would place a picketline in front of the

SIU headquarters if the meeting were held. But the boast did not materialize, nor did it deter any of the delegates from affiliated unions from attending the session.

Aside from the immediate problem of the "social" clubs, all unions represented at the meeting (Continued on page 17)

## 'Joe Palooka' On SIU Art Panel

Cartoonist Ham Fisher, creator of the world-famous comic strip character "Joe Palooka" will be a member of the panel of five judges that will pass upon the entries in the SIU art contest on May 20, 1952.

Selection of the panel judges was announced as a flurry of entries were submitted ahead of the May 10 closing date. Should some contestants miss the deadline but get their stuff into headquarters in time for the judging, their entries will be accepted in the contest.

Announcement of the winners in the various categories—oils, watercolors, drawings and miscellaneous, will be made at the headquarters membership meeting of May 21, according to the present schedule.

Fisher, a native of a Pennsylvania coal town, sold his first cartoon at the age of 20 to the Wilkes-Barre Record. He first got the idea for his now-famous character, "Joe Palooka," from a prize-fighter in his home town who put on the gloves only to support his orphaned brothers and sisters.

### 1,000 Papers

At first the strip was rejected by the various newspaper syndicates, but subsequently Fisher put it over and it became an instant success.



Ham Fisher

Today the "Joe Palooka" strip runs in more than 1,000 daily newspapers and has an estimated audience of 100,000,000 readers.

During World War II "Joe

Palooka" joined the Army and was used to illustrate various recruiting and instructional booklets and posters for the armed forces. Fisher himself served as war correspondent in Africa, France, Yugoslavia and the Pacific.

Other judges on the panel are: John I. H. Baur, curator of painting and sculpture for the Brooklyn Museum and well-known authority on the fine arts; Edward Easton, president, Newspaper Guild of New York; Leonard Gorlick, consulting display designer to the Silkscreen Processing and Printing Association, and Bernard Seaman, art editor of the SEAFARERS LOG.

Those Seafarers who still want to enter the contest, can get in under the wire by mailing their stuff to the Art Editor, c/o SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32. Be sure to include identification and a return address on each entry. Prizes will be awarded to winning entries in each category.

## Members Vote Foreign Port Foul-Up Curb

Aroused by repeated instances of fouling up by a handful of irresponsibles in foreign ports, the Union membership in meetings held in all branches on April 23 authorized pressing charges against these men.

Adoption of the resolution marks a break with traditional Union policy of not interfering with a Seafarer's activities while

ashore. Up to now, it was pointed out, there was no need for changes in that policy. Action will be taken in cases of fouling up from now on with charges being filed against performers.

### Complaints Received

The resolution was offered after headquarters had received several complaints of serious misconduct ashore by seamen in Middle Eastern and South and East African ports. While not all of the American seamen involved have been Seafarers, some of those incidents involved SIU crewmen. There have been cases of homes broken into, and local residents assaulted and otherwise molested in these ports.

As a result, the feelings of the local populace and local authorities have been aroused against Americans and all seamen are being made to suffer the consequences. The situation is such that the US State Department has expressed concern to all maritime unions that the behavior of some seamen was damaging this country's reputation and prestige abroad.

### Port Bans Possible

Another reason for bringing these performers into line is to

avoid the possibility that certain ports might ban seamen from going ashore. Such action would work great hardship on Seafarers riding the long run to East Africa. Some ports have already placed irksome restrictions on American seamen.

In addition, the membership was told that fouling up of this kind has a detrimental effect on relationships between the Union and the operators and makes it more difficult to go in and ask for improvements when contract negotiation time comes.

As a headquarters official put it, "You can always tell when you're on a ship following a foul-up crew, because the local people lower the boom on you when you get into port."

"We're not going to let a few irresponsible screwballs hard-time the whole Union because they run wild when they hit a foreign port."

The pertinent section of the resolution reads as follows: "We hereby adopt a policy whenever a man is guilty of misconduct due to being drunk, and through such misconduct brings the SIU and American seamen into ill repute in foreign ports, that charges be preferred against such members at the termination of that particular voyage, and the offenders be made to answer to the membership of the Union for such activities."

## Vote Slated On New Outport Halls

Brand new halls for the ports of Baltimore, Galveston and Philadelphia are one step closer to reality as the result of membership approval of a resolution calling for a building fund assessment. Union membership meetings in headquarters and all branches on April 23

that all Seafarers will have an opportunity to vote on adoption of the assessment.

Under the terms of the resolution, the referendum will be held from May 15 to June 15, 1952. A favorable vote is expected in view of the unanimous support of the resolution at the shoreside meetings.

The resolution calls for members to support the assessment move so that Seafarers in the above-named ports can have the same comforts that are now available to men in ports where new halls have been built. As the resolution puts it: "We call on all members to vote in favor of this proposition so that our Brother members shipping from the Ports of Baltimore, Philadelphia and Galveston can enjoy the same benefits, privileges and conditions that we now have in other ports such as New York, Mobile and New Orleans."

### New Facilities Needed

The Union has long been desirous of providing these three ports with the decent, spacious and efficient halls they need and deserve. The need has been emphasized by the institution of the Vacation and Welfare Plans which require adequate facilities for proper administration. The workings of the New York headquarters hall have shown that comfort, convenience and efficiency go hand-in-hand, enabling the Union to conduct its business in far better fashion, while at the same time giving Seafarers a

"home away from home" in between voyages.

As the resolution points out, the construction of new halls "has proved to be good business, not only from the point of view of do-

(Continued on page 17)

## SIU Jobs Rise; Sign 3 New Co's

Continuing vigorous efforts to increase the number of jobs available to Seafarers, the Union has signed three newly-organized steamship companies to SIU contracts.

Each company is starting out with one ship at present, but there are prospects of additional vessels being purchased by these operators.

The companies and the ships they are currently operating, are: Bournemouth SS Corp., operating the Seavictor; North Seas Navigation Corp., operating the Seavigil; and Stratford SS Corp., operating the Tramar. All of the ships are Liberties.

Assistant Secretary-Treasurer Lloyd Gardner handled negotiations for the Union.

## Unions To Share Mariner Ships

The Maritime Administration has announced it is following a policy of consideration for companies, unions and coasts in the allocation of the new Mariner class vessels.

This is the first time, so far as is known, that the Government has taken into consideration the unions manning the ships when making allocations.

An A&G Headquarters spokesman said the new policy appears to be a direct result of an SIU fight for a more equitable system of allocating government ships on the basis of the men who will man them.

The first Mariner, the Keystone Mariner, will go to the Waterman Steamship Company, and be manned by SIU men. The second, the Old Colony Mariner, goes to United States Lines and will be manned by the NMU. The third, the Old Dominion Mariner, will be manned by the SUP. Her operator has not been selected yet.

It is expected that allotment of the remaining 32 ships will follow the pattern of the first three as far as unions are concerned.

## Aliens Need Legal Entry For Papers

Further tightening of regulations governing alien seamen on US ships has been announced by the Coast Guard. From now on, all aliens seeking seamen's certificates must provide specific proof that they have been lawfully admitted to the US and are permanent residents of this country.

An alien who wants to get seamen's validated papers must show the Coast Guard an alien registration receipt card issued by the Immigration Service, or else a formal declaration of intention to become a US citizen as issued by a naturalization court.

Up until now, the Coast Guard had been issuing seamen's papers to aliens without checking on whether or not the alien was legally in this country, admitted for permanent residence. Once the alien got seamen's papers, the Immigration Service found it difficult to deport him, even though he might have been an illegal entrant into the US.

While the new regulation only applies to new applications for validated papers, any alien who loses his present papers and applies for a duplicate will have to supply proof of lawful admission.

# LAST CALL!

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## PR Seafarers Transfer Sick Passenger At Sea

Passengers and crew of the cruise ship Puerto Rico had an unexpected bit of excitement on her last voyage when a sick passenger had to be taken off the ship at sea.

The Puerto Rico was one day out of New York when Mr. Louis Mongiello, one of the passengers, became seriously ill from an attack of gallstones. The Puerto Rico changed course and headed for rendezvous with the Coast Guard cutter Cherokee about 100 miles off Norfolk.

The cutter was met at 2:30 AM and despite darkness and swells, the man was transferred into No. 1 lifeboat and taken to the cutter a half hour later. Handling the

lifeboat were: Powell, the chief mate; Frank Douglass, bosun; Brothers Iverson, Johnson, Swayne and Thompson, ABs; Olsen, AB Maintenance; Bob Steward, electrician, and William Varadi, the third engineer.

The Cherokee then transferred Mongiello to a helicopter and he was flown to a Norfolk hospital.

As a result of the diversion, the Puerto Rico was a day late arriving in San Juan.

## Philly MTC Rallies To Stabilize Port



Meeting of Philadelphia AFL Maritime Trades on region's problems, at nearby Chester, Pa., was headed by SIU Agent Steve Cardullo (third from left) as President, plus (L-R) Nick Danjels, Chester Teamsters; Sec'y Cliff Carter, ILA, and Sec'y-Treas. Henry Varlack, ILA.

## SIU NEWSLETTER from WASHINGTON

The basic policy of Congress relating to the merchant marine appears in the preamble of the Merchant Marine Act, 1936, which says, in effect, that it is necessary for this country to have an adequate merchant marine, manned by American citizens, to carry a "substantial" portion of our commerce.

This policy will be greatly aided by enactment of the long-range bill, public hearings on which have just been ended by the House Merchant Marine Committee.

It was the unanimous position of all witnesses appearing on this bill (Government, labor, maritime employers, and veteran-civic-patriotic groups) that the merchant marine policy cannot be maintained without continuing aid from the US Government. At the hearings, the Committee was told that the fluctuating cycles of earnings of American operators has made them unattractive to private investors.

However, two important stumbling blocks to enactment of this bill appear on the horizon. One is the continuing opposition of Government agencies to certain features of the measure. The other roadblock is that some of the unsubsidized lines, if they are not extended the same tax deferral treatment on earnings as given to subsidized lines, may decide to attempt to kill the measure for this session of Congress.

One of the primary objectives of the long-range bill is to help American operators to plan, financially-speaking, for the eventual replacement of their vessels. In view of the fact that unsubsidized lines compose the bulk of the entire American fleet, there appears to be no valid reason why they should be left out in the cold, why they should not receive the same tax advantages extended by the Government to those lines receiving operating subsidy.

Whether the bill is reported to the House "as is" depends pretty much on the views of Representative Hart, NJ, Chairman of the House Committee, who is a stalwart administration supporter. If he should insist on drastic changes as recommended by the Government agencies, his own Committee could, of course, overrule him by majority vote, but Mr. Hart then may decide to insist on the administrative changes on the floor of the House.

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Giving in under pressure of big business groups, the House of Representatives has voted to investigate the Wage Stabilization Board.

A House unit will look into the matter of the current wage dispute in the steel industry.

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In passing the big immigration and naturalization bill (HR 5678) on April 25, the House voted down an amendment proposed by Representative Lantaff, to strike from the bill the section imposing a \$500 penalty on a vessel or aircraft owner for each alien stowaway on board when arriving in United States.

The House disagreed with the Lantaff argument that existing sanctions against shipping lines provide every incentive for a carrier to prevent persons from becoming stowaways and for the apprehension and detention of them if they do.

The shipping lobby will attempt to kill this penalizing provision of the bill on the Senate side of Congress.

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Senator Humphrey, Democrat, Minnesota, has introduced a bill in the Senate (S. 3069) to extend the privilege of trial by jury to certain cases arising within the special maritime and territorial jurisdiction of the US. The purpose is to expedite the settlement of claims of merchant seamen injured on board ship, including those owned by the US Government. Merchant seamen are not covered by any compensation act and must look to the courts of admiralty for adjudication of claims from injuries in the course of their work.

In admiralty, determination of issues both in fact and law are made by the court. Federal statute, however, makes exceptions in cases arising in certain classes of vessels engaged in coastwise trade and those operating in interstate commerce on inland waters. In these cases, either party to an action in a matter of contract or tort may request the determination of issues of fact by a jury. This limitation on jury trial has been severely criticized by the courts, with Judge Addison Brown, in the Empire Case (19 F.588) inquiring "Why it should be limited to American vessels plying between domestic ports and denied to all foreign vessels, and to American vessels engaged in foreign trade, it is impossible to conceive."

Senator Humphrey says his bill will remove this unjust discrimination and will eliminate delays in settlement of cases involving seamen injured on vessels owned by the US through the waiver of Government immunity from suit.

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With more and more of the new Mariner-type vessels being launched, additional American ship operators are beginning to show interest in ultimately acquiring them. However, because of the troubled world situation, specific arrangements for the immediate employment of this class vessel by companies have not fully crystallized, excepting to the extent that they may be operated on a general agency basis for a limited period of time. Some ship lines are willing to purchase the Mariner at a price of half of the building costs, or roughly \$4,000,000, for immediate use, while others want to use the basic design of the Mariner for completion as a combination passenger-cargo ship.

Congressional Committees are expected to give attention soon to the fixing of a uniform sales price for the Mariner class so that American lines can acquire them.

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As a matter of policy, the Maritime Administration, Department of Commerce, is approving sales of American ships to foreign interests on the following conditions: (1) there shall be no change in the ownership or registry of said vessel (after the purchase); (2) the vessel will not engage in operations prohibited to US vessels; and (3) that the vessel shall, if requested by US, be sold or chartered back to this country on the same terms and conditions upon which a vessel owned by a citizen of the US could be requisitioned for purchase or charter as provided in the Merchant Marine Act, 1936.

**Award For Cartoon Excellence**



SEAFARERS LOG Art Editor Bernard Seaman looks over the Newspaper Guild of New York's Page One Award, given him for "continuing excellence in the . . . field of cartoons . . ." while Patricia Butler, Miss Page One, gives him the scroll that goes with the bronze-covered stick of type. The award was made at the Page One Ball in New York's Hotel Astor.

**Seafarers Give \$500 To Telegraph Strikers**

Western Union telegraph workers who have been out on the bricks for one month received a \$500 boost from the SIU when the headquarters membership voted to give financial aid to the striking Commercial Telegraphers Union (AFL).

The CTU is the parent organization of the Radio Officers Union, one of the affiliates of the Maritime Trades Department that has always worked closely with the SIU on waterfront policy.

The strike began on April 3 after the company persistently refused to make any wage offer in repeated negotiation sessions. It involves more than 30,000 employees of the company throughout the country.

The Union's \$500 donation was

in line with the SIU's long-standing policy of aiding other unions when in picketline struggles with employers. Action was taken after an appeal was received from Local 146 of the Western Union Division which takes in the east coast from Maine to Virginia.

**Aid For Families**

The appeal said that all funds received will be reserved for assistance to needy union members who were having difficulty in meeting grocery and doctor bills as the strike dragged on.

**Catching Up On The News**



Just back from a lengthy trip on the Sunmont, three Canadian Seafarers stop into Brooklyn headquarters to pick up copies of the "Canadian Sailor." They are (L-R) Martial Stonge, OS; Evert Barton, OS; John Newton, AB.

**Lay-Up Recall Nears End; New ECA \$ May Cut Slump**

The Maritime Administration has announced the extent of its present recall program for government-owned ships under GAA charters, and only 49 more ships will be recalled. Less than 10 of these will be SIU-manned vessels, according to indications.

The actual lay-ups will not be finished until after June, and by that time some of these ships may have already been put back into service. Just as a sudden change in the international situation brought on the lay-up program, another sudden change may put the ships back into service before the program ends.

**Hope Seen**

The shifting international picture, a \$7.9 billion aid bill before Congress, and the belief that European countries have been holding off on coal orders in hopes that freight rates would drop are all

factors that may put the ships back into operation.

In any event, it will not be until after June that the lay-up is completed. The ships recalled will be allowed to finish the voyage for which they have been committed, and June 30 has been set as a rough date for the time when they will all be back in the US.

Some of the recalled vessels are being kept on a "stand-by" basis, with skeleton crews aboard so they will be ready to go back into service with little or no notice.

SIU members, however, have no cause for alarm over the shipping

slump, an A&G Headquarters spokesman pointed out, since the Union realized the shipping boom would not last indefinitely and has maintained its job ratio policy of a job for every member.

**316 So Far**

There have been a total of 316 vessels recalled so far, including 51 ships ordered back late last month. At the end of the program, 365 ships will have been laid up. To date, 70 SIU-manned ships have been recalled, with 44 GAA ships, manned by Seafarers, not affected by the program.

There will still be some 250 ships operating under Military Sea Transport Service, including 112 vessels now operating under bareboat charters and a few Cape-type ships being put into service.

"We have no way of knowing," said an MA spokesman, "when the international situation will change and put some or all of the ships back into service, perhaps even before they are laid up. It seems probable, in any event, that some of the vessels will be put back in use toward the end of August when we expect European coal and grain demand to pick up."

**Program Would Help**

The \$7.9 billion MSA aid program is now before Congress. If it is passed intact, it would mean a big jump in shipments of coal and grain to Europe.

At the same time, it is believed that European countries have been holding off cargo orders in hopes that freight rates would drop.

Apparently their wait has borne fruit. About two months ago, the rates were two-and-a-half times higher than the old Maritime Commission recommended rates. Now the rates are from two to three dollars lower than the MC rates.

At the peak, this past winter, there were some 530 GAA ships in operation, with the majority of them wartime Liberties.

To date, SIU-contracted companies have the following standing as far as GAA ships are concerned. Alcoa lost 10, kept 5; Bloomfield lost 5, kept 4; Bull lost 5, kept 1;

(Continued on page 17)

**Union Book Swap Doubles Early Pace**

Clearing the first month of the giant Union book swap, headquarters officials pointed to the mounting amounts of new books passing over the counter, more than double the initial volume of 100 a week.

Validation of new books for old has been snagged necessarily by the individual attention given each book so that the flow has not been as speedy as hoped. Indications are that once the pace slows at headquarters, outpost applications will be put through as soon as possible.

Exchange of the old Union book for a new streamlined version was brought about by the need to replace the large number of books expiring almost at the same time, since this is the first new Union book issue in SIU history. Special emphasis has been placed on assuring that the new book will combine beauty, utility and long-wearing qualities necessary in a document that will see hard wear and possible water spoilage.

**No Cost**

Distributed at no cost to the membership, the book features a moroccan leather cover, waterproof inside pages, gold-stamping of each Seafarer's name and new book number, as well as an additional outside case to add further protection for the valuable contents.

Complete modernization of the Union's bookkeeping system has been instituted at the same time, to insure that Union records will have up to the minute data on each member. A picture of each Sea-

farer is also furnished free of charge for positive identification.

About a week is needed between the time of application until the book will be ready so men who will not be on the beach that long should hold off filing for the book until they'll be around at least that long. Membership response to the new book issue has been highly enthusiastic, despite the waiting.

**Rainey, Finn Ship Collide Off Holland**

The Seafarer-manned Henry T. Rainey, owned by A. H. Bull & Co., was slightly damaged in a collision with a small Finnish vessel, the Rex, off the Hook of Holland in a dense fog.

A company spokesman said preliminary reports indicated that the 7,200-ton freighter was damaged slightly and that no hands were injured. He said repairs would probably be made in Holland and the ship would be brought back to the US.

**AFL Engineers Union Publishes New Paper**

A brand new newspaper designed to keep AFL union engineers abreast of the latest in maritime and union affairs is now being published by the Marine Engineers. Called simply, BME Marine Engineer, the new publication is on a monthly schedule with an entirely new format.

The frontpage of the new paper headlines the BME's new agreement with four major companies providing the highest pay in the industry for licensed engineers, as well as increased benefits of the BME Welfare Fund.

The new paper, in addition to regular maritime and union news, carries letters and stories about union members, Washington news, and other feature items of interest. It is expected to provide a potent organizational weapon for

the young SIU affiliate and make for a better informed membership.

**BME MARINE ENGINEER**

OFFICIAL ORGAN OF THE BROTHERHOOD OF MARINE ENGINEERS • A-7-1 • MAY, 1953

**4 CO'S SIGN NEW PACT**

**New Pact Tops Field; Isbrandtsen Pays, Other Co's Await WSB Okay**

Portion of BME Marine Engineer shows new format and lead stories of initial issue. The paper will be published monthly.

**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.

# Del Sud Unmatched As Picnic Host: Beer, Bar-BQ, Baseball

New Orleans—Thanks to the crew of the Del Sud, Saturday, April 19, was a big day in New Orleans. A big picnic and ball game was sponsored by the crew for the men on the beach and themselves, with wives and children invited. After an afternoon of baseball, fried chicken, beer, soda and cold cuts, all present agreed that the affair was a tremendous success.

In fact the whole thing went off so pleasantly, even though over 500 people were present, that the crew is thinking of making an affair of this kind a regular feature.

Taking care of all the arrangements were a committee of six



Galliano collected over \$400 from the Del Sud crew to pay for the fixings. As a result there were six bar-

relis of beer on hand, as much chicken and potato salad as could be eaten, various cold cuts and 30 cases of soft drinks for the kids. There were plenty of the latter around as the majority of the men brought their families along. It has been a long time since the "beachcombers" had a chance to fill up on such good eats at no cost.

### Split Doubleheader

Highlight of the afternoon was a baseball doubleheader between the Del Sud team and a newly-organized Seafarers Beachcombers outfit. The Del Sudders took the first contest 4-3, but the Beach-

combers came back and blanked them in the second game 7-0 as the Del Sud outfit had to substitute for some of their regulars who were not available in the nightcap.

The only explanation that the Beachcombers had for dropping the opener was that the Del Sudders fundered them in an underhanded manner by overloading them on fried chicken and beer. However, the Beachcombers agreed that it will be worth while losing to any ship's crew by one run, if they can match the Del Sudders when it comes to putting up a top-notch feed.

## Seafarer Meets 'Mr. Rhythm'



Seafarer Bruce Cole (left), now a student at the University of Alabama, gets friendly with Bobbysox Favorite Frankie Laine, during a recent dance on the university's campus.

## Seatrains Wins Another Round With Railroads

The Seatrain Lines won the latest round in its fight with the railroads. This time, the Interstate Commerce Commission granted the line an indefinite extension of its temporary permit to operate between New York and Savannah, Ga.

The extension, which came just three weeks before the permit was to expire, insures that the line can operate at least until the ICC makes a final decision about a permanent permit.

The railroads have fought the SIU-contracted company, which transports fully loaded railroad freight cars by ship, and has tried to get the courts to stop Seatrain's operation. Seatrain, in return, has filed a damage suit against the railroads charging conspiracy and violation of the Sherman Anti-Trust Act.

## SIU Vessel In Sea Mishap A Partial Loss

The SIU-manned Liberty Lilica, owned by the Dolphin Company, was among the five American vessels listed as "partial losses" during the month of March by the Liverpool Underwriters' Association.

In all, 13 partial losses were listed for the month, and 8 total losses — all foreign flag ships. The Lilica was the only SIU-manned ship on the list.

The Lilica ran aground in shallow water in the harbor of Civitavecchia, Italy. Loaded with coal, she was pounded for three days with her crew still aboard. Her hull split and she had water in three hatches.

Her crew was finally taken off, and some flew back to the States, while others travelled aboard a plush liner. One of the planes that the stranded Seafarers took ran into trouble just out of the States and barely made it to an emergency landing field.

## Over 75 Million Spent To Improve Port Of NY

More than 75 million dollars has been spent in the last two years for shoreside reconstruction and rehabilitation in the Port of New York, according to the city's Marine and Aviation staff.

"This represents a schedule of improvement without precedent in any port in the world," said the bureau.

Since January, 1950, the city has committed \$26,710,000 in contracts, and as overseer of all waterfront construction, has approved private projects amounting to \$48,383,000.

### A New Era

"We are in a new era of port-mindedness, but there is still a tremendous job ahead," said the bureau. "It will require further large expenditures and Herculean efforts to overcome the remaining port problems, of which the physical conditions of port facilities is one of the more important."

The city has encouraged operators leasing city-owned facilities to make their own improvements, and have allowed these capital outlays to be amortized through rental discounts.

It reported that substructure fire-prevention has been finished on 108 piers, and that within the next few months, above-deck fire sprinkler system will have been installed on all city-owned piers.

## 'Voice' Plugs SIU Shrimpers

Both the SEAFARERS LOG and SIU shrimp fishermen were plugged on a recent Voice of America broadcast overseas to Europe.

The mentions came in the course of an interview with Paul Weston, member of the American Federation of Musicians and composer of the popular song hit "Shrimp Boats Are A' Comin'" and other tunes with a labor theme. Harry Fleischmann, Voice of America staffer who was conducting the interview, informed Weston that the shrimp fishermen are SIU members, something that he didn't know.

Subsequently Fleischmann pointed out that the LOG had carried a feature on the shrimp fishermen (March 21 issue) in which the fishermen claimed that their work wasn't quite as romantic as the song made it out to be.

## Top of the News

**OLD MAN RIVER ROLLS ON**—Twin flood damage by the Missouri and Mississippi rivers continued as the crests of both streams moved toward an expected meeting at the junction point above St. Louis. Omaha and Council Bluffs survived major flooding thanks to the work of thousands of volunteers in reinforcing dikes and levees, but the Sherman Air Force Base at Fort Leavenworth, Kansas, was under ten feet of water as the Missouri breached dikes there. Heavy rain-falls added to the flood which has inundated thousands of farms in the river valley from the Dakotas through Nebraska and Kansas. The Mississippi meanwhile had flooded St. Paul, Minnesota, and La Cross, Wisconsin, with Iowa cities now taking a beating.

**STEVENSON OUT, HARRIMAN IN**—Governor Adlai Stevenson of Illinois said "no thanks" to Democratic Party bigwigs, when he refused to run for the presidential nomination. With Stevenson rejected, President Truman apparently has thrown his support to W. Averill Harriman, New York banker who has a long record of service in various government agencies, but has never held an elective office. Harriman is currently Mutual Security Director, in charge of the aid program to member-nations of the North Atlantic Treaty Organization (NATO). Meanwhile General Eisenhower added to his strength in the Republican column by trouncing Stassen and Taft in Pennsylvania and taking most of New York's delegates. Eisenhower also drew more write-in votes in Pennsylvania's Democratic primary than any other Democrats except Kefauver and Truman, running far ahead of Stevenson, Harriman, Russell and Kerr. Kefauver headed the list here with far more votes than all other candidates combined.

**NEW ATOM TESTS IN NEVADA**—The use of atom bombs against troops in the field is being studied in a new series of atomic explosions in the Nevada desert. The first test conducted on April 22 involved 1,000 troops who were in foxholes and bunkers approximately four miles from the actual drop. Additional tests along these lines are planned: At the same time, the Atomic Energy Commission plans to test a "super" atom bomb at Eniwetok Atoll in the Pacific Ocean which will be at least ten times more powerful than the bomb that was dropped at Hiroshima. British plans for a test in Australia are also going ahead.

**KOREA TALKS DRAG ON**—A couple of weeks of secret talks have thus far failed to break the deadlock between Communist and UN negotiators on the question of return of prisoners. The UN argument has been that Chinese and North Korean prisoners should not be compelled to go back to Communist lines against their will. Communist negotiators apparently were ready to concede this point when they learned that only 70,000 of the 132,000 prisoners in Allied hands were willing to return. At that point the negotiations broke off, but have since been resumed.

**IT'S DIFFERENT IN ENGLAND**—The English Parliament is seriously considering a law that would permit a wife to take her husband to court if he didn't allow her enough housekeeping money. The bill has been described as the "housewives' charter." Under its terms a wife who wasn't getting enough out of her husband's wages to manage the household could take her spouse to court and the judge would then order his employer to deduct the necessary amount from his wages to be turned over to the wife. If nothing else, the proposed law shows that there's still one country left where the man controls the purse-strings.

**ARMY MEDICOS ACCEPT WOMEN** — The invasion of the armed forces by women won another beachhead when the Army Medical Service accepted three women medical college graduates as internes. The Army already has some 10,000 women in its medical service, most of them nurses and technicians, as well as 16 women doctors, but this is the first time it has accepted women as internes. In announcing the latest step the Army Medical Service called for more women to prepare for a career in that branch of the armed forces.

**WAR WITH JAPAN REALLY ENDS**—The 11½-year-old state of war between the US and Japan came to an end officially on Monday, April 28, when the Japanese peace treaty went into effect. Although the treaty puts an end to the occupation of Japan by foreign troops, US armed forces will remain in Japan for the time being under the terms of a defense agreement. In addition, US bases will be retained on such islands as Okinawa.

**PRISON GUARDS NEED PROTECTION** — As the aftermath of nearly a week-long riot in Southern Michigan prison, guards at the institution are demanding protection by state troopers. Convict rioters had seized nine guards and held them as hostages for five days until the warden and the state agreed on their demands for improvements in the parole system and other items. Now the guards, many of whom are unarmed, are being escorted by four armed state troopers in each cell block. The guards are also asking for removal of the riot leaders to another prison.

**SLAVE CAMP SONGS BROADCAST** — As part of the Voice of America propaganda program, six songs which originated in Russian slave labor camps have been broadcast around the world in 39 languages. The songs were brought out of the Soviet Union by refugees who recently arrived in this country. A choir made up of Russian displaced persons sang the songs for the broadcast, while the soloist was a former member of the Odessa Opera who recently fled his native country.

**FROM TOKYO TO NATO**—General Matthew Ridgway has been chosen by member nations of the North Atlantic Treaty Organization to replace General Eisenhower as head of NATO's armed forces. Eisenhower is coming back to the US after June 1, resigning as of that date to plunge into the Republican presidential nomination campaign. Ridgway's job in Tokyo is being filled by General Mark Clark. The Tokyo position no longer holds the importance it once had since the Japanese peace treaty went into effect, although Clark will still have command of military forces in the area.

Looking For A Good One



Checking over a daily listing of ship movements through the port of New York on a headquarters bulletin board, Seafarers K. Jevnaker, OS (left), and R. Olsen, AB, pick out a good run.

# SIU '52 Response Tops Record For Polio Drive

Breaking all records of the past four years, Seafarers have contributed a total of \$6,877.76 to the 1951-52 March of Dimes drive. This is better than \$2,000 over the previous year's total of \$4,738.57 which was the high figure up until now.

The March of Dimes campaign, only fund-raising drive officially endorsed by the membership, is conducted by the National Foundation for Infantile Paralysis to aid in the care and treatment of polio victims as well as to sponsor research towards a cure for the disease.

**Sum Increases Yearly**

This is the fourth year that the SIU has participated in the fund drive, and each year the sums contributed by Seafarers have increased markedly. Thanks to the generosity of working seamen, the SIU has become one of the largest contributors to the March of Dimes in the labor field.

The campaign got underway for Seafarers at the end of December, when appeal literature and scrolls were mailed out to all SIU ships along with the mailing of the LOG. Subsequently the question of contributions was taken up at hundreds of shipboard meetings. Whatever sum individual crewmembers decided to give was entered with the man's signature, on the March of Dimes scroll. The scrolls and the money contributed were then turned over to Union patrolmen when the ships paid off in a US port. Official union receipts were issued by the patrolman for the sum involved which was turned over to headquarters.

**One Check Written**

Now that all contributions are in and the campaign has come to a close, the Union will write a single check representing the total received and present it to the March of Dimes on behalf of all the Seafarers who chipped in for this cause.

In the four years that the SIU has been participating in the campaign, the amounts have risen as follows: 1948-49, \$912.33; 1949-50, \$3,207.82; 1950-51, \$4,738.57; and over \$6,500 this year.

Seafarers are reminded that no organization is authorized to solicit funds through the SIU without the prior approval of the membership. The March of Dimes is the only organization which has received such authorization, and their campaign is always operated through Union channels.



Plaque hailing Seafarers' record in March of Dimes is accepted by Asst. Sec'y-Treas. Lloyd Gardner (left) on behalf of SIU membership from I. R. Weinberg, national labor director of the drive.

## Taft-Hartley Use Busts Unions, Says Senate Group

A Senate Labor Subcommittee has accused southern textile manufacturers of using the Taft-Hartley Act, the National Guard, the courts and local police as "union busting" weapons in their fights against unionization.

Approved by 11 of the 13 Senate Labor Committee members, the report says the T-H Act, "has in fact served as cover for the ambush of pioneering unions with limited resources," instead of "protecting" labor as it claims to do.

**Law Destroys**

Provisions of the Taft-Hartley Act, the report said, helped two mills to destroy their union locals. It also kept the textile workers out of several others in Georgia and South Carolina.

The injunction was, in one case, used as an "excuse," according to the report, to bring in National Guardsmen and state highway patrolmen who used "brutal violence."

"Freely granted" court injunctions destroyed the effectiveness of picket lines, the report said, while newspapers and radio stations refused to grant time or space to the union. In mill-owned towns, union employes were fired and then evicted from company-owned houses.

## Foreign-Flag Registry Cuts Private Fleet

Ships owned by private firms under the American flag declined by five during the month of March. The totals show 1,286 ships with a deadweight tonnage of 15,339,426 as of April 1, 1952.

The decrease of five ships is the result of four transfers to foreign registry and one casualty. Meanwhile, no new ships of 1,000 gross tons or more were launched during the month.

Private operators also had 143 government-owned vessels under bare-boat charter. Included among them were 62 Victories. Most of these vessels are in turn under charter to the Military Sea Transport Service.

## Tampa Bucks Rail Rate Bias Killing Off Port

Long-existing freight-rate rulings that put Tampa at a disadvantage with other Atlantic and Gulf ports are being fought vigorously by Tampa trade interests. Under existing Interstate Commerce Commission

weeks ago in Washington.

Should the appeal be granted, Tampa shipping industry leaders feel that the port could compete with such ports as New Orleans, Mobile, Beaumont and Houston as well as with South Atlantic ports like Wilmington and Charleston. They claim that they would not necessarily take away business from these ports but that they could go out after the growing South and Central American trade on an equal basis.

The result has been to cut off the flow of goods to and from ships in Tampa harbor.

**Appeals Unsuccessful**

Several appeals for equalizing port rates have been made to the ICC, the latest one being several

## Cartoon History Of The SIU

The 1934 Strike

No. 10



On May 9, 1934, the West Coast longshoremen officially went on strike after talks with the operators bogged down. The seamen immediately joined them. Joint strike committees were formed and the seamen's demands were presented with those of the longshoremen.



The strike started with no funds, no large membership, inadequate plans and no strike machinery. Picketlines were maintained 24 hours a day, with the strikers facing a huge array of strike-breaking apparatus. Police were out the first day, breaking heads on any excuse.



What few scabs the shipowners could buy lived behind police lines, barricaded on the docks, but at no time were the operators able to effectively move the tied-up ships or handle their cargoes. Neither cops nor hardships could break the strike, or the men's determination.

# PORT REPORTS

## New Orleans:

### Vacation Checks Reach 1,000, Peak \$ Total

Shipping still exceeds the number of men registering in the port, but we are beginning to see the effects of the lay-ups. Several wagons which came in during the past two weeks are heading for the boneyard.

On this same score, that of lay-ups, it looks like somebody can't spend our tax money fast enough. The William Tyler Page is being sent here from Mobile to be stripped, and then she will be sent right back there to be laid up!

With the exception of a few performers, the beefs in the port have been very small and of a minor nature.

Paying off during the period were the following: Adoniram Judson, Alcoa Ranger, Alcoa Pointer, Alcoa Puritan (Alcoa); Citadel Victory, Cape Horn, Del Sud, Del Santos (Mississippi), Antinous and Chickasaw (Waterman). The Ranger, Pointer and Puritan signed on again, as did the Del Sol and Del Sud (Mississippi).

In-transit activity was pretty heavy, including: Alcoa Clipper, Alcoa Corsair, Alcoa Pennant, Alcoa Roamer; Steel Maker, Steel Director, Steel Recorder (Isthmian); Del Sol, Citadel Victory; Seatrains Louisiana, New Jersey, Georgia (Seatrains); Fairhope, Morning Light, Afoundria, Beauregard, Monarch of the Seas (Waterman); Evelyn (Bull), and Southern States, Southern Cities (Southern Trading).

This week the port put through its thousandth application for vacation pay, with Seafarer Victor "Zeke" Bonura on the receiving end. "Zeke" is an oldtimer in the area, having sailed SIU in the stewards department since 1940.

Apart from his last ship, the Alcoa Corsair, he had never before been able to collect vacation money. So for "Zeke" and a lot of the boys, this clearly demonstrated the advantages of the SIU Vacation Plan compared to previous set-ups for which so few qualified. He particularly asked to express his thanks for the vision and planning by those involved for the enactment of the new plan.

Just to top it off properly, the thousandth check also represented the largest one collected here so far. "Zeke" and the missus have a husky \$129.19 to use towards some recreation that they might not have had otherwise during his time ashore between trips.

Lindsey J. Williams  
New Orleans Port Agent

## Lake Charles:

### Chance Visit To Hall Sure Way To Move Out

Shipping has been booming down Louisiana way lately, particularly for rated men. We've shipped anything and everything in the way of rated men, but the non-rated jobs have definitely been on the slow bell.

"One misguided soul of a rated man got all fog-bound and made the mistake of walking into the hall to pick up a copy of the LOG. Before he knew what hit him he had volunteered for a job and was personally delivered aboard ship.

During the past two weeks we've

had the Government Camp, Paoli, Cantigny, Salem Maritime, French Creek, Winter Hill, Lone Jack, Fort Hoskins, and Bents Fort, all Cities Service. Over in Texas we had the Trinity (Carras); the Federal (Trafalgar), and an SUP-contracted Pacific Tanker.

You should see the happy smiles on these boys' faces when they come in here to pick up that vacation dough. That's only part of the SIU service, brothers.

Buster Moore, that well known ex-citizen of Mobile has been knocking around here a while. He's riding one of the Cities Service coastwise ferries and taking a mail-order course on how to be a chemist. He's working on the idea of harnessing and bottling the gases in the air to do the work of an OS in his present home.

He's a persistent cuss, and is working on a formula that he hopes will show that gold can be obtained from the air. He knows it can't be obtained from a deck of cards. Right, Buster?

Some of the other boys who have dropped in include D. Horn, Andy Gowder, George Connors, J. F. Mapps, J. Kornek, and J. Phillips. We also had brother George Duncan in for a short stay. George has been sailing offshore for a long number of years, but now wants to run coastwise. Guess it must be love.

Formerly with the National Seamen's Union in Great Britain, he joined the SIU when he came to the States, sailing the Murmansk convey route during the winter of 1942-43. He's always been willing to serve in any capacity while on the beach or aboard ship in the interests of the Union. Generally sailing AB or bosun, George just left us for a coastwise trip on the Bents Fort.

Everything around here is quiet on the labor front, with no outstanding disputes in the area. On the political front, it is a different story. Everybody and his brother has been throwing his hat in the ring in the race for Congress.

I'd just like to throw in a little reminder and tell the boys not to miss their ships. It makes everything rough for your shipmates, and for the negotiating committee that's going to work for you. Besides making it tough for every other guy in the Union, nobody likes the idea of having to place charges, but that's the way it has to be for the good of everyone.

Leroy Clarke  
Lake Charles Agent

## New York:

### Gashounds On Rampage Very Serious Business

We've been rolling in high gear again here with a total of 33 payoffs plus 12 ships signed on foreign articles. Most of the vessels had a minimum of beefs on them.

Paying off were the following: Beatrice, Kathryn, Puerto Rico (Bull); Paoli (in twice), French Creek, Fort Hoskins, Lone Jack, Royal Oak, Council Grove, Chawawa (Cities Service); De Pauw Victory, Cape San Martin (South Atlantic); The Cabins (Mathiasen); Amberstar (Triton); George Kulukundis (Mar Trade); Fairland, Claiborne, Azalea City, Las Vegas Victory (Waterman); Cecil Bean (Dry Trans); Clearwater Victory (Bloomfield); Steel Chemist, Steel Navigator, Steel Apprentice (Isthmian); Anson Mills, Charles Bulfinch, Robin Doncaster, Robin Sherwood (Robin); Omega (Omega); Cape Edmont (Alcoa); Seatrain New York (Seatrains), and Sea Gale (Sea Trader).

The sign-ons included: Gateway City, War Hawk, Claiborne, Azalea City (Waterman); Robin Locksley, Robin Kettering (Robin); Seapearl (Orion); Steel Chemist, Steel Worker, Steel Navigator (Isthmian); Cape Edmont and George Kulukundis.

We have an overtime beef now pending on the Clearwater Victory for restriction to the ship in Casablanca. When the ship arrived there she anchored out, but though there were launches running every day the captain did not go ashore and pick up shore passes for the crew until three days later, which was when shore leave expired.

The company is contacting the port authorities there, and if it is found that the captain was at fault in not getting these passes this restriction will be paid.

### Gashound Epidemic

There are still too many cases of men getting gassed up and going on the rampage both ashore and on the ships. This is a serious problem, and the need for putting a stop to it cannot be stressed too strongly. We have had two serious cases of this sort come up in the past two weeks, and are reprinting for benefit of the membership two letters detailing what's been happening. The first, from Isthmian, concerns voyage number 13 on the Steel Voyager.

"We have just received cable advices from our people at Ras Taura in the Persian Gulf that three seamen from the above-mentioned vessel are being held by the police over some knife incident.

"We are also advised that the

vessel was allowed to proceed only after we had posted bond that some seven other crewmembers, apparently witnesses, would be granted available as witnesses.

"Have no names yet but will advise you further when we get more details of this incident. Am sending you this information in advance."

On a similar subject, we have a letter from Seatraders Inc. regarding the Sea Wind.

"We quote below excerpt of a letter received from the master of the SS Sea Wind, dated Ibcuy, Argentina, March 22, 1952, which we trust you will find self-explanatory.

### Body Paralyzed

"Clifford Kilgus, oiler, was seriously injured by Thomas Melody, OS, when both men were under the influence of liquor. The skull of Kilgus was penetrated quite deeply by a tee-wrench wielded by Melody, and the hospital report just prior to my leaving Buenos Aires was that paralysis had affected the upper body of Kilgus. I have asked United Shipping to keep in touch with the situation and inform the Head Office accordingly.

"I am in the process of getting depositions from those of the crew who have some knowledge of the happenings leading to the unfortunate affair, this at the request of the US Consul. I shall forward Head Office a copy."

"We also quote below excerpt of a letter received from our agents in Argentina, Messrs. United Shipping Agencies, dated March 28, 1952, dealing with the same subject.

### Argentina Foul-Up

"Please also note that as a result of a quarrel between Clifford Kilgus, oiler, and Thomas Melody, OS, the former was badly wounded and has been taken to hospital whilst the latter has been arrested by the authorities. We are in touch with the American Consulate and will not fail to advise you as soon as anything new develops in connection with the above ex-members of the crew."

"We trust that the above information is required by your Union for your files."

These letters will show how serious this situation is and these are only two of many such instances in the past two months. This man from the Sea Wind may be paralyzed for life. You can well see what kind of a reputation this gives the membership of the SIU, not only to the steamship operators but to people in all parts of the world.

Claude Simmons  
Asst. Sec'y-Treas.

## Mobile:

### Shipping Moving Along, But Drop Is Expected

Shipping in this port has been moving along, but will be only fair for the next couple of weeks with a drop expected in ships coming in for payoffs and replacements.

The ships paid off were the Thomas Heywood, Beauregard, Phillip Barbour, Morning Light, Monarch of the Seas (Waterman); Corsair, Roamer, Cavalier, Knute Rockne (Alcoa), and the Joseph Meeks (Mississippi).

The Afoundria, Hastings, Raphael Semmes (Waterman), Pennant and Roamer (Alcoa), signed all on, while the Steel Maker (Isthmian), Fairhope and Antinous (Waterman) were in-transits.

All these ships were in good shape, and there were no beefs on any of them.

One of the boys floating around Mobile these days is Raymond L. Perry who ships as a steward. Ray just got back

from a five-month trip to the Far East, and he's just taking it easy and enjoying the beach.

Ray joined the SIU back in 1943, and has served as ship's delegate or department delegate on most of the ships he's sailed.

"The least I can do for my Union," says Ray, "is work for its best interests and advise newcomers of the history of this great organization. Thanks to the Union, when I get off a ship I get my vacation pay without having to stay aboard for a whole year and then run up to the company office and have to wait a couple of days until someone takes my application.

"All I have to do is walk into the Union hall and plunk down my discharges and get my check. That's what I call a good deal."

Some of the oldtimers on the beach here these days include S. Piner, E. C. Vitou, P. Chattey, J. M. Skinner and H. L. Graham. Meanwhile, L. W. Setowsky, J. H. Jones, T. Burke, H. Allman, W. T. Noel and M. Adkins are in the marine hospital.

Cal Tanner  
Mobile Port Agent

## Seattle:

### Vancouver Payoffs Can Foul Up Transportation

Activity is still on the slow side, but the weather is holding up just fine. You can see we're not overloaded with manpower, however, because we had to call on an out-of-district man for one of the few jobs we shipped.

There was no business either in payoffs or sign-ons, but a few ships dropped around in transit. In and out while we looked on fondly were the Seapender (Orion); Republic (Trafalgar); Fairport, Bienville (Waterman), and Yorkmar and Alamar (Calmar).

One of the big problems continually cropping up here is one concerning members insisting on paying off when their ship comes into Vancouver. For one thing, this port is in a foreign country, and, for another, there's always an issue raised on transportation for the relief.

Most of the same faces around the hall, though a few of the boys grabbed onto the first jobs that came in.

Jeff Morrison  
Seattle Port Agent

## A & G SHIPPING RECORD

Shipping from April 10 to April 23

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.					
Boston	50	34	16	100	16	34	4	54
New York	183	161	136	480	201	193	134	528
Philadelphia	59	61	43	163	67	34	32	133
Baltimore	146	131	80	357	120	118	71	309
Norfolk	110	63	69	242	43	49	48	140
Savannah	30	25	19	74	24	31	12	67
Tampa	9	11	6	26	11	8	12	31
Mobile	74	61	69	204	63	74	47	184
New Orleans	87	69	95	251	93	78	102	273
Galveston	59	37	13	109	61	65	50	176
West Coast	171	46	35	252	68	53	46	167
TOTALS	908	699	581	2188	767	737	578	2022



# PORT REPORTS

**Baltimore:**

## A Boiling Heat Wave Brings Out The Fans

Things have livened up considerably since we last reported, but even at the worst period three weeks ago, members had no trouble shipping from this port. Since the last report, we had 23 ships payoff and 13 sign-ons. Several of them were Bull Line ships on continuous articles. We also lost two more ships to the mothball fleet.

We've been having a heat wave for the past ten days, with a couple of showers to help cool things off for a little while. The weatherman says we've just about reached the peak for now, but we're breaking out the fans and oiling them, because it can get really hot in these parts.

The election fight for the May 5 primaries is raging hot and heavy with all the Congressional seats in Maryland and one Senatorial seat open. Things are shaping up for a good show, with all the inter-party ballyhoo and mud slinging going on in both parties.

John "Shorty" Miller, one of the original members of the SIU, thinks the Isthmian and Cities Service organizing drives were major achievements, and also feels real happy about ABs going from \$62.50 to \$263.70, along with other gains like weekend overtime and better living conditions.

"But definitely two of the best," says "Shorty," "are the Welfare and Vacation Plans." "I'm all for the current building resolution," he said, "and am going to vote 'yes' as soon as possible. Anybody wanting to know how I feel can just read the resolution. The ports mentioned are in dire need of adequate buildings where the members can enjoy the same benefits as other ports, and with seamen's conditions at an all-time high, we should move ahead now."

Some of the other brothers enjoying our sunny city include Dolor Stone, Sam Druary, Richard May, George Fossett, Steve Francowicz, George Nutting, Russell Wright, Ed. MacNamara, George Matair, Bill Brewer, Thomas Dyba, Dorsey Paugh and Fred Lullins. Some of the brothers from the Mae were able to make our meeting the other night, including Red Gibbs, Furman Hipp and Frank Allen.

Earl Sheppard  
Baltimore Port Agent  
⚡ ⚡ ⚡

**Boston:**

## Need More Care Listing Repairs To Cut Waste

Business is pretty fair around these parts for a change, though how long it will hold up we can't say.

We paid off the Jesse Metcalf, David S. Terry, Timothy Dwight (Eastern); Salem Maritime (Cities Service); Montebello Hills (Western Tankers); Ann Marie (Bull); Sea Comet (Zenith), and Tagalam (Sea Trade).

The Montebello Hills and Tagalam signed on again for another trip. We also had the Robin Sherwood (Robin) and Steel Navigator (Isthmian) in as in-transits.

It's expected that the long-running ice box beef on the Ann Marie will be eliminated soon, probably after this trip. The shore gang is tearing out the entire installation which was made recently. It seems the paint they put on was spoiling

all the groceries and costing the company plenty, what with putting new stores on every trip and throwing them over the side each time.

We also had a little chit-chat on the Tagalam, explaining to the boys the necessity to stay aboard until they gave the proper notice of wanting to quit the ship. It's important to keep that in mind when the ship arrives in port on Saturday afternoon and the halls are closed until Monday morning. The Steel Navigator had a gashound aboard, but we straightened him out but good.

All members should take a little care when turning in a repair list, and only put down what is actually necessary. I just run into a list which asked a complete overhaul on lockers and fans, while only one or two needed slight touching up.

The three Eastern Libertys that paid off here are laying up, which doesn't boost shipping any, but we always have tankers hitting this way and coming into all parts of New England.

We're happy to report that all the brothers in the local marine hospital are in good condition and coming along fine.

James Sheehan  
Boston Port Agent  
⚡ ⚡ ⚡

**Galveston:**

## Members Going All-Out For Building Proposal

Shipping out of our sunny little city has been sort of slow since we last reported. In-transits constituted most of our activity, with nine calling, while we had five payoffs and sign-ons.

The ships that paid off and signed on were the Neva West, Marie Hamil (Bloomfield), Sunion (Kea), Compass (Compass), and Oceanstar (Dolphin). The in-transits were the Southern Counties, Southern Cities (Southern Trading), Royal Oak (Cities Service), Cape Horn (Mississippi), Seatrain New York, Louisiana, New Jersey, Texas (Seatrain), and Bluestar (Traders).

**Boost New Buildings**

The members in this port have gone all-out for the new building resolution, looking forward to the day when we will have a modern hall, and the facilities that go with it, in every port.

They feel that the members in each port should have a decent hall and the benefits that are enjoyed in other ports. At our meeting they voted a resounding "yes" for the resolution.

Keith Alsop  
Galveston Port Agent

**Savannah:**

## New Halls Dandy Idea; Clean-Up Due Here Too

Business is moving along fairly normal for this port. Ships paying off came in in true SIU style, some for the last time since three of them are soon to head back into the boneyard at Wilmington, NC.

The payoffs were the Southwind, Southstar, Anniston Victory, August Belmont, Helen Hunt Jackson, Abel Parker Upshur (South Atlantic), Dorothy and Winfield Stratton (Bull).

All signed on again except the Belmont, Jackson and Upshur, which are due to lay up. In-transit were the Seatrain Savannah (Seatrain); Julesburg (Mathiasen); Yaka (Waterman) and Strathbay (Strathmore).



Mugrove

Our branch meeting took up a couple of highly important subjects, including the \$20 building assessment and the action against foul-ups who are making life on the ship and ashore, particularly in foreign ports, tougher on everyone.

**Floor Discussion**

Several brothers took the floor to discuss resolutions regarding the purchasing of new SIU halls in Baltimore, Philadelphia and Galveston, with the consensus over-all that they were a swell idea. The members were highly pleased with the progress the Union has made in the past 13 years.

They incidentally voted to have us scout around for the necessary materials and paint to brighten up the hall here and put it in first class shape. They also voted to approve the action recommended in the resolution on gashounds and performers.

The only other bit of news from these parts is a sad item, the death of brother Theodore C. "Skeet" Musgrove. Present at our last meeting, he passed away that same night at his home here with his family.

A member of the SIU since joining in the Gulf in December, 1938, Musgrove was 52 and sailed in the engine department as an FWT.

The following SIU brothers acted as pallbearers at the burial in Bonaventure Cemetery: Q. S. Lee, Jack Meyer, Marion Wickham, Dick Simpkins, Dave Mann, A. B. Peterson, Henry Bacon, Paul B. Porlier, Buddy Reynolds, Jack Burke, H. Wallace, I. M. Peacock, James W.



There's no question how sentiment lies on new halls' resolution as Seafarers at Galveston branch meeting approve it by hand vote.

Sweat and T. Wilson. The branch also sent a memorial wreath.

E. B. Tilley  
Savannah Port Agent  
⚡ ⚡ ⚡

**San Francisco:**

## Members Are Urged To Visit Blood Bank

Shipping is in a slump in this port right now with seven in-transits making up all of our activity.

The ships in transit included the Steel Scientist (Isthmian); Bienville, Fairport, Topa Topa, Jeff Davis (Waterman), Seamar and Alamar (Calmar).

According to available information, we are going to lay up four SIU Libertys next week. We have one Victory on idle status here now, and expect another soon, but they will go back into operation as soon as MSTs gets some cargo for them.

We'll also get some jobs stripping these Libertys, so that will take care of some of the boys on the beach, since it takes a bosun and nine men about five days to strip a Liberty.

**MCS Election**

On the maritime labor scene, things have been moving along. The MC&S had contracts voided by the NLRB because of a petition by other interested parties for an election to see who will represent the personnel. The MC&S—expelled from the CIO for being Communist dominated—after a stop-work meeting agreed to abide by the NLRB decision, so this will expedite the election. This means that the MC&S-AFL has the right to ship from a neutral hiring hall and to take part in the coming election.

SIU members on the beach have been urged to visit the blood bank at the marine hospital, since the supply of blood has hit a new low. This is something all Seafarers should do, so their shipmates and even themselves will have blood available when they need it most. Some of the brothers on the

beach here lately are Tex Krohn, A. Liedig, Al Kessen, Peter Walsh, H. Pitt, R. Frye, J. Hart, H. Childs and G. Mirabueno. In the marine hospital, we have William Anderson, Ben Wallace, Peter Smith, A. Phelepedes and D. Sorenson.

H. J. Fischer  
West Coast Representative  
⚡ ⚡ ⚡

**Wilmington:**

## 'Black Gang' Rates Sure Bet For Fast Shipping

Shipping has been very good and looks pretty good for the future. We spent so much time during this period drumming up men for replacements that the boys would start running every time they saw me on the street.

The weather's been hot, and for a while, the shipping was even hotter with five payoffs in one week. The Irenestar, Seastar and Purplestar (Triton), plus the Fairisle and Madaket (Waterman) provided the payoff activity. All but the Madaket signed on again.

In-transits included the Strathport (Strathmore); Seaciff (Coral); Republic (Trafalgar); Seamar, Massmar (Calmar); John B. Waterman, Blenville (Waterman); Steel Scientist (Isthmian), and Greece Victory (South Atlantic).

There were repairs and beefs on almost all the ships. We had washing machines installed on the Seastar, Pulpelstar and Irenestar, got some repairs done and had the company issue an extra ten days' stores to them.

**Transportation Set-Up**

Our meeting here featured a discussion on the 60-day shipping rule for permitmen, and a recommendation that the Union Negotiating Committee attempt to secure a transportation system for the West Coast similar to the one prevailing in the East.

One of the brothers in to see us the other day was Warren "Woody" Woodill, who's been with the SIU since early 1948. He's sailed on all runs, including South Africa and Europe, but is one of that growing number of men who's got a yen for the Orient, preferably Yokohama. Originally from Baltimore, "Woody" has been shipping from here for two years.

He always asks his shipmates what other industry can give a man the pay, conditions, welfare and vacation set-ups that the SIU makes sure you collect. He's aiming to see the headquarters hall one of these days because all the raves he heard make him more and more interested.

There's little of note going on around town. But we urge rated engine department mep to chase out here for fast shipping. We're pretty well loaded in the other departments, however.

Sam Cohen  
Wilmington Port Agent

# SIU HALL DIRECTORY

**SIU, A&G District**

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON.....270 State St. James Sheehan, Agent Richmond 2-0140
- DIRECTOR.....Richmond 2-0141
- GALVESTON.....306 1/2 23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. LeRoy Clarke, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1794
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent
- NEW YORK.....675 4th Ave., Brooklyn Sterling 4-6771
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. H. J. Fischer, Agent Douglas 2-5473
- SAN JUAN, PR.....233 Ponce de Leon Sal Colls, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
- SEATTLE.....2709 1st Ave. Jeff Morrison, Agent Seneca 4070
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1233
- WILMINGTON, Calif.....440 Avalon Blvd

- Sam Cohen, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Lloyd Gardner Robert Matthews Claude Simmons
- HEADQUARTERS REPRESENTATIVE Joe Algina

**SUP**

- HONOLULU.....18 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, CALIF.....257 5th St. Phone 2599
- SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
- SEATTLE.....2700 1st Ave. Main 0290
- WILMINGTON.....442 Avalon Blvd. Terminal 4-3131
- NEW YORK.....675 4th Ave., Brooklyn Sterling 4-6771

**Canadian District**

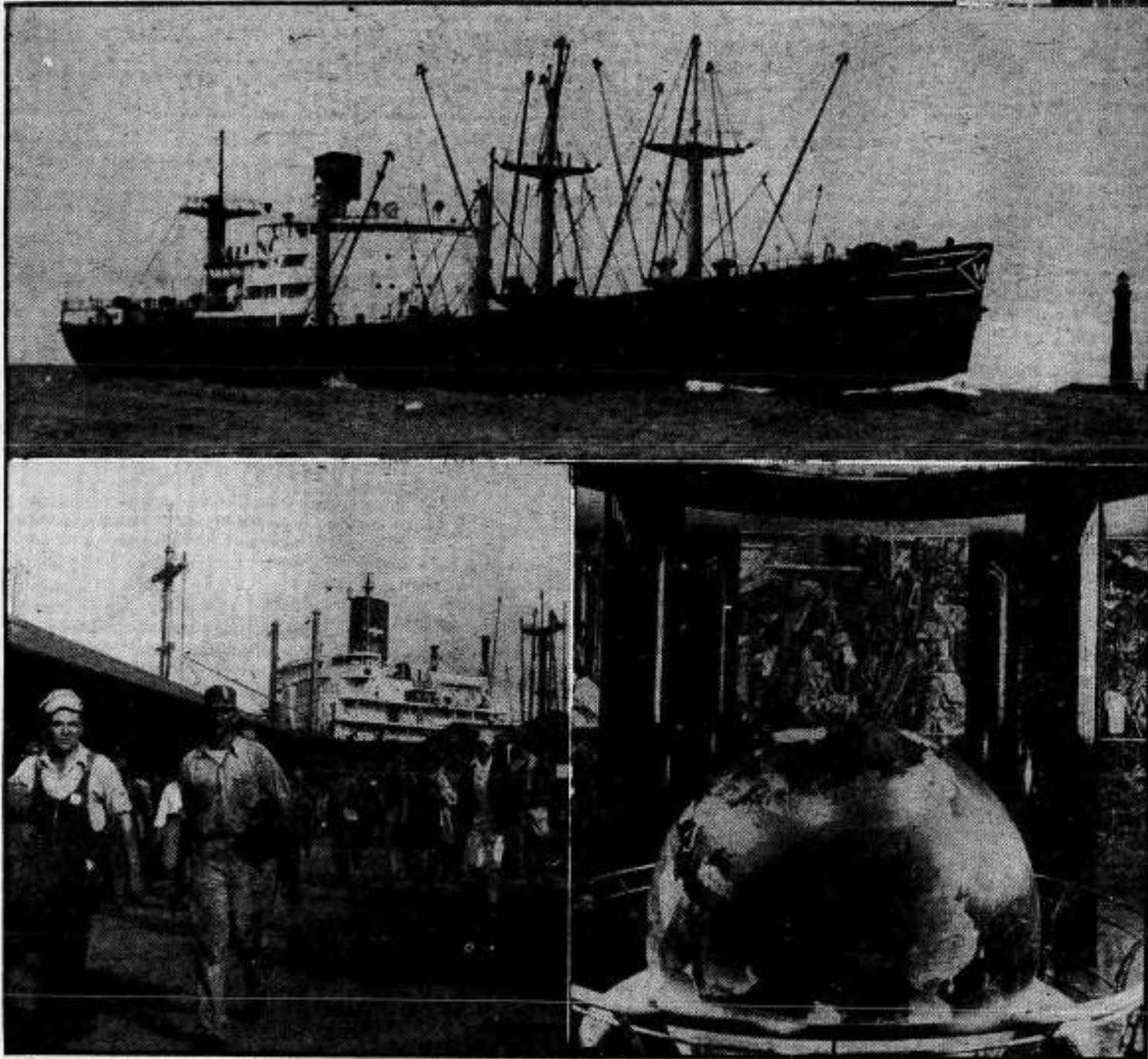
- MONTREAL.....463 McGill St. Marquette 3909
- HALIFAX, N.S.....120 1/2 Hollis St. Phone: 3-8011
- FORT WILIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221

- PORT COLBORNE.....103 Durham St. Ontario Phone: 5391
- TORONTO, Ontario.....86 Colborne St. Egin 5719
- VICTORIA, B. C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B. C.....565 Hamilton St. Pacific 7024
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BACONVILLE, Quebec.....20 Egin St. Phone: 545
- THOROLD, Ontario.....37 Ormont St. Phone: 3-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN, N.B.....177 Prince William St. Phone: 2-3048

**Great Lakes District**

- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, N. Y.....180 Main St. Phone: Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2410

# The Flying W...



City of Alma, typical C-2, steams past Sand Island Light into Mobile where Waterman headquarters, featuring panorama of shipping industry's growth, is located. Shift changes at State Docks Repair Division (left) which handles majority of minor repairs.



Contrasting limited operation of Repair Division are activities on giant scale at huge subsidiary Gulf Shipbuilding Corp. in nearby Chickasaw. Conversion of baby flat-tops after war for SIU-manned Robin Line and building of 31 of its own ships were done here.

A major force during World War II, the Waterman Steamship Company's ships—with their SIU crews—now figure prominently in the free world's plans for defense. As they carry cargo to the major markets of the world, they and the Seafarers that man them stand ready to answer any call—and serve with the same distinction they did the last time.

During the last war, Waterman—with its Seafarer-manned ships—carried more tonnage and cargo than any other operator. It operated its own fleet plus as many as 125 ships for the government at one time—a distinguished war record in an American merchant marine that transported 80 percent of the troops and almost all the provisions sent overseas.

But the impressive Waterman fleet—bearing the familiar "Flying W"—wasn't always so prominent. It was in 1919, just after World War I, that the US Shipping Board allotted the Eastern Sun to a newly-formed Mobile company known as Waterman for the Liverpool trade.

Now, the company and its subsidiaries operate 43 ships from headquarters in the Waterman Building in Mobile, and maintain branches in 25 US cities. In its Mobile base it operates gigantic repair, dry-docking, shipbuilding and conversion facilities.

There is a huge Waterman-built and operated citrus fruit terminal in Tampa—used chiefly by the Pan-Atlantic Steamship Company, a Waterman coastwise subsidiary. There are Waterman-owned docks in San Juan, Puerto Rico, purchased from the government and doubled in capacity. Scattered throughout the US, wherever Flying W ships touch, are branches of Ryan Stevedoring, a Waterman subsidiary.

The Waterman tradition is still carried on by the son of founder John B. Waterman. The current president is Captain Norman Nicholson, skipper of one of the company's first ships.

# Pioneers In Safety And Ship Classing: Plimsoll And Lloyd

Like the landsman, with his good-natured quip to an inexperienced factory helper: "get a left-handed monkey wrench," the oldtimer at sea will often hound a first-tripper with a request for "a Plimsoll line from the gear locker."

Since this line is neither made of hemp or marlin nor easily accessible without stripping the vessel of one or more plates, the novice will be hard put for a time to locate one. Actually, the elusive line really exists, but it is far out of the reach of practical jokers as well as the seaman who is the butt for the jest.

This is due to fact that when Samuel Plimsoll, sitting for the town of Derby in the English Parliament (1868-80), pressed for legislation benefitting the welfare of seamen, he had a very serious purpose in mind for the ship markings which have come to bear his name.

The Plimsoll legislation was an outgrowth of popular indignation in Britain against the practice in the shipping industry—under the stress of competition and in many cases due to an operator's desire to grasp greater profits—where ships were overloaded, sent out to sea and later perished during gales or hurricanes with considerable loss of life. It culminated in the British Merchant Shipping Act of 1875, which prescribed that all foreign vessels must have a load-line marked off on each side.

This, in turn, was one of the first pieces of regulatory legislation in the two-century-old history of a unique profession which had been buffeted about since its beginning in a London coffee-house in 1688.

## Lloyd's Beginning

James II was on the throne of Britain that year when an enterprising innkeeper named Edward Lloyd advertised informal gatherings at which business information of various kinds would be discussed, with ship news a specialty. He drew a large following of customers eager to learn about the locations of vessels, their cargoes, expected dates of arrival, the name of the master, the rig, tonnage, date and place of build, armament carried and other pertinent data of essential importance to prospective shippers, marine underwriters and owners.

The eagerness with which customers swarmed to Lloyd's evidenced a growing concern within the industry for first-hand, accurate information with which to conduct its affairs. Storms, pirates and actual warfare were a constant peril, and news of events sketchy and slow in coming.

The uncertainties of the times found underwriters loath to insure a vessel without clear-cut information on the seaworthiness of both the ships and their masters, while expanded trade to the New World dictated the need for some agency to gather and report news of ship movements. Taking the cue, Edward Lloyd capitalized on his association with various shippers, owners and insurers by setting up his coffeehouse as a clearing-house for all interested parties.

## First Ship Data

In time, hand-written lists containing pertinent bits of ship news appeared, the first formal collation of shipping data. Years back, when voyages were shorter and individual familiarity with ships was greater, members of the in-

dustry could undertake personal inspection of the ships themselves or via agents. But the growth of vessels and trade made it virtually impossible to know if a particular ship was a gamble, either to the shipper or the underwriter.

With the appearance of the lists in Lloyd's, a new industry arose. Groups of specialists in different ports became the authorities on the seaworthiness of ships and the ability of their masters, information which the remainder of the industry sought to conduct its business. One of the first known ship lists printed in book form was dated 1764, 1765, 1766 and contained a multitude of data for many vessels of the period, along with a classification rating of each ship. This consisted of a two-letter symbol, the first letter indicating an inspector's, or as they had become known, surveyor's, rating of the hull and the second a rating of the ship's equipment, plus the date of the latest survey. Down to the present, this use of symbols has persisted in various forms.

The rise of a formal association in 1760 from the irregular gatherings in a London coffeehouse filled a wide gap in the industry, and was a necessary adjunct to it. Though the coffeehouse was gone, the owner's name was retained and perpetuated in what came to be known internationally as Lloyd's of London. The Register of Shipping appeared regularly with the latest reports on the conditions of the ships and their ratings in periodic surveys.

It was principally subscribed to by underwriters, and its use jealously restricted from outsiders or non-subscribers, to the extent that fines were levied for giving out information, and new issues could only be obtained by turning in the old ones.

## Rivals Opened Shop

At various times, rival organizations developed because of apparent inequities in rating vessels from one port over another. However, all prescribed ratings with symbols based on a theoretical term of years from the date of construction during which it was considered that a ship of a given material and build would be seaworthy. No standards were set up



Typical situation in the work of a classification society occurs when vessels are damaged and repairs must be supervised to keep them in "class." Here, an ABS surveyor makes a last-minute check with the captain of the SIU-manned Alaska Cedar after hull damages from an Alaskan storm were repaired.

for construction or survey. The accuracy of the ratings was entirely in the hands of the individual surveyors.

By 1802, nearly 20,000 vessels were almost equally split between two rival books, the Lloyd's "Green Book," and the competing Shipowner's Register or "Red Book." Subscribers provided the only source of income, since no charge was made on a shipowner for surveying and listing his ship.

But as one-sided operations run almost exclusively for the benefit of the underwriters, with competition for freight and insurance contracts inevitable, both were found prone to favoritism.

In 1824 dissatisfaction reached a peak, with steps urged to review the entire classification set-up, especially the long-held view that rating should be determined by age and place of build rather than giving uniform consideration to the overall qualities of each vessel and its state of repair. In addition, a paradox arose, for rating solely by age caused overbuilding, since once a ship reached a certain age it was out of "class," no matter how well it had been kept up. This, in turn, discouraged repairs and produced unseaworthiness of itself.

## Impartial Registry

Out of the rival classification societies and campaigns for reform emerged a revitalized Lloyd's operating on impartial principles, owned by no one group but dedicated to all. This step in 1840 was antedated by a development on the continent, and the appearance 12 years earlier of the Bureau Veritas

International Register of Shipping in Paris, serving a like function in France.

During this period, the growth of a merchant marine and foreign trade in the US likewise saw the rise of small organizations linked to marine insurers, undertaking risks based on ship information they themselves gathered. With almost two-thirds of our foreign trade carried in American ships, the competence of ships' officers became a prime consideration in obtaining these positions of heavy responsibility and gave rise to the American Shipmasters' Association in 1862.

This body issued certificates to masters and mates after appropriate examinations of their nautical skill and seamanship, a function which the government had undertaken off and on two decades earlier. Within a few years, the ASA also began a system of surveying, rating and registering vessels, as well as publishing information regarding the ratings and surveys, which continues down to the present, though reorganized as the American Bureau of Shipping in 1916.

In these same years, classification societies also emerged in Italy, Norway and Germany. A few months before the organization of the ASA was formalized, the Registro Italiano Navale entered the field in Genoa, followed by the Det Norske Veritas (1864) in Oslo and the Germanischer Lloyd's (1867) in Berlin. The German group had no connection with Lloyd's of London, but had merely appropriated the name for its own use. Japan and Russia also have their own societies, the Soviet group forming as late as 1932.

## Societies Similar

They all had a similar function, though eventually mercantile representatives in the various groups were replaced by shipbuilders, naval architects, and designers and builders of marine equipment, as science and technology succeeded rule of thumb methods and instituted structural and power changes in the ships.

The primary purpose of the modern classification society is to establish standards to which "classed" vessels must be built and by which the vessels may be maintained in seaworthy condition. These rules for construction and maintenance are enforced by the surveyors, and are universally regarded as standard.

They represent an effort by the industry to police itself via an impartial agency on matters in which all have vital interests. Their interests are best served by

the certainty that ships on the high seas have adequate structural strength, are propelled by reliable machinery and maintained in a seaworthy condition throughout their lifetime.

## Load-Lines Important

Load-line considerations, roused by the agitation for reform in Britain by Samuel Plimsoll in 1875, are an integral part of the work of a classification society, like the American Bureau of Shipping. Experience has shown that a ship is unsafe—though built in accordance with requirements for hull structure—unless she has an adequate amount of freeboard, as indicated by a load-line.

This is the line drawn along the sides of a vessel showing the limit below which she may not be immersed by loading, although this is by no means a guarantee of safety since proper loading itself assumes great importance. The US followed the British lead in this regard as long ago as 1891 though a really workable law didn't appear until 1929.

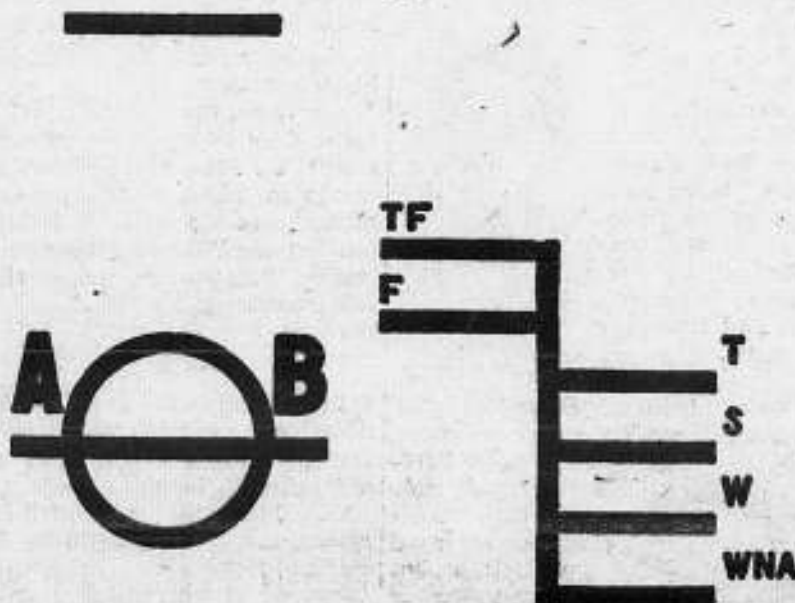
The new measure was prompted during the first world war and afterwards by increased foreign trade tonnage and the need to conform with load-line legislation elsewhere, where failure to have them involved costly delay in foreign ports. An international conference, convened in 1930 in London, established agreement on uniform rules.

## Constant Checks Made

Operations of the classification society involve constant checks on the condition of the ships in the design stage, during construction and while in service, with special attention to damages wherever they occur. The American Bureau and Lloyd's of London are the only self-supporting institutions with neither stock nor dividends, and offer no direct financial benefit to their members.

Today the American Bureau maintains surveyors in ports of more than 70 countries throughout the world. It has registered over 8,300 vessels grossing more than 36,000,000 tons, representing about three-fifths of American-flag vessels of all sizes, and virtually 100 percent of the privately-owned American-flag merchant fleet of sea-going ships over 2,000 gross tons. The remainder in the 8,300-figure are foreign-owned or registered or both.

Its starred A-1 symbol or registry mark, like the A#1 used similarly by Lloyd's, indicating the top classification for hulls, down through the years has come to be used colloquially in a general sense to imply anything that is first class or first rate.



Load-line marking (starboard) indicating the maximum draft permissible under various conditions appears amidships below deck line (line above AB disc). The initials TF, F, T, S, W, WNA respectively signify tropical fresh water, fresh water, tropical, summer, winter and winter north Atlantic load-lines. The AB shows the ship is in "class" with the American Bureau.

# IN THE WAKE

Cavalry with an assist from mother nature captured a naval fleet during the French revolutionary war. French troops invaded the Low Countries in the winter of 1794-95 when traveling was easy because of the thick ice formed over the rivers and bays. Frozen in the ice at the time, the Dutch fleet was an easy mark for horse-mounted hussars who rode out on the ice and captured the country's entire naval force.

The cult of the fish was regarded as sacred among the Phoenicians and Assyrians, in Egypt, and in certain Indian legends it represents Brahma. Part of the reason for this reverence was the belief that fish are symbols and purveyors of knowledge because they are able to explore the farthest depths of the sea.

On his historic voyage around the world in 1520 Ferdinand Magellan explored the region of South America now known as Patagonia in search



of a southwestern passage to the East Indies. Some of the Spaniards noticed very large footprints on the beach from natives with exceptionally big feet who came down to meet them. From this, they named the region Patagonia, from the Spanish patagon, "clumsy big foot."

The term regatta used to describe a boat race is said to come from the Venetians and was the name given in the Middle Ages to annual boat races held on the Grand Canal in Venice between gondoliers. It is possible that it stems from the Latin regus for "king" and that it at first referred to an entertainment given before the doge or "little-king". The economic production of drinking water from sea water is very old, dating back at least to the time of Aristotle (350 BC).

Christening a new ship by breaking a bottle of wine over its bow

is believed to be a survival of the ancient custom of dedicating each vessel to the protection of a god. Ancient ships often were decorated with the images of the deities to which they were consecrated and the wine probably represents the liquid offering poured in connection with sacrifices. This liquid offering symbolized the blood of a human or animal offering.

The measurement of ship tonnage is derived from the tun, the name of a large cask in which wine, ale and other liquids were formerly transported. A tun contained 42 cubic feet of space, held 252 gallons of wine and weighed about 2,240 pounds. In Henry V's reign (1413-1422), when taxes were levied on ships, a tun was taken as the unit of measurement to determine how much a ship could carry. Thus tonnage (later tonnage) came to mean the number of tuns or casks of wine a merchant ship could carry. The British still retain the long ton unit of 2,240 pounds.

Shellfish are believed to be the original source of purple dye, discovered by the Phoenicians, an ancient nation of sailors who lived along the eastern coast of the Mediterranean. The dye was secured in minute amounts from mollusks known to the Romans as purpura, apparently accounting for the derivation of purple. Since the accumulation of the dye was costly and cumbersome it was highly prized by nobles and princes and became the symbol of rank, even down to present times.

Generally credited to seamen, "by the great horn spoon" is an apparently meaningless oath having no more connection with the sea and ships than their use in the galley of vessels in Colonial days for ladling out soups, porridge and similar food, as spoons made of the horns of cattle and sheep were common at the time. One theory about them lacking substantiation is that seamen at one time referred to the constellation known as the Big Dipper (Ursa Major, "Great Bear") as the great horn spoon, since it would be natural for them to swear by the constellation they used to locate the North Star.

# THE INQUIRING SEAFARER

Question: Why do you ship out of Galveston?

(Photos taken in Galveston branch hall.)

**B. J. Robbins, FWT:** I'm a true Texan! But also because I sail a lot on towboats in MAW here in Galveston and like that type of job. My home is in Lockhart, Texas, so it's handy and convenient for me. I used to ship out of New Orleans, but prefer staying in Texas, and shipping here.



**Charles Batson, FWT:** I guess I just like the port, and the way the patrolmen and agent run things, although I'm waiting for the day we get a better hall. My home is in Alabama. I sailed out of Mobile in '47 and '48, but I prefer the runs out of here, and can usually pick my berth.



**B. W. Biggs, AB:** I've been sailing out of here since 1930. I've sailed out of almost all the ports, but I generally end up back here. I guess it's kind of my old stamping grounds. I've been here in the depression and the good days and I guess I just like it here, and will stick around.



**Blanton Petty, FWT:** I wouldn't sail out of anywhere else. I like the people, the officials, the climate and everything about the place. I've sailed out of all SIU ports, but will come back here from now on. Living is high all over, but it's not too expensive here, and the climate is good.



**H. Allan, oiler:** I live in Galveston and have been sailing out of here for six years. I was born here and will continue to sail from here. I tried New York a couple of times and will go up there soon to see the new hall, but for steady shipping will sail from here for some time to come.



**Delosantos Raul, oiler:** My home is here. I was born here and have my family here. I've sailed now and then from Baltimore and New Orleans, but always come back here. Ships are plentiful and the selection is good. Since 1943, when I joined the SIU, this has been my home port.



# MEET THE SEAFARER



FRED ADERHOLD, bosun

There were quite a few Seafarers in the Galveston SIU branch hall one afternoon a few weeks ago, waiting for the Cape Greig to crew up for the Far East shuttle run. Among the men the LOG reporter found there looking forward to the anticipated one year voyage was a veteran bosun, Seafarer Fred Aderhold.

Aderhold has been working on ships more or less steadily since 1915 when he joined the US Navy. After a four-year hitch in the service, he decided that going to sea was right down his alley. Soon after his discharge in 1919 he obtained an AB ticket and shipped out on the Begosa, an old wooden sailing vessel.

### First Voyage

The first voyage was hardly a howling success. While the Begosa made it to Antwerp, her port of destination, she became waterlogged and couldn't make the trip back. As a result the crew had to be sent back on a cattle boat. Nevertheless, Aderhold has continued to sail steadily for the past 32 years interrupted by short spells of shoreside work in shipyards.

As an oldtimer in the business Aderhold carried a card in the old International Seamen's Union and subsequently came into the SIU. He was in the thick of some SIU organizational battles in the early years while riding the Florida on the Miami-Havana run.

Aderhold participated in the sit-down strike aboard that ship in 1938 and also the P&O strike of a year later, one of the early waterfront victories scored by the fledgling Union on the Atlantic Coast. He was also aboard the ship when the SIU successfully rivaled the NLU in an NLRB election to determine union representation.

### Only Passenger Ship

Despite all his years at sea the Florida is the only full passenger ship that Aderhold has ever sailed. Ordinarily he's not choosy about his runs, for as he put it, "I take what comes and sail everything." During the war he made the run

to Murmansk, but was fortunate enough to escape the torpedoes that spelled doom to so many merchant vessels on that wartime sealand.

### Son Sailed Too

The veteran Seafarer got married in 1919 when he first started shipping out. Although a native of Tampa, he hasn't been there for about ten years and now makes his home in Galveston and has been shipping out of the Texas port for six years now. His one son followed in his father's footsteps for a while. He shipped long enough to get his AB ticket, but has since given up the sea and is now in the exterminating business.

While he himself has no intentions of stopping sailing, Aderhold can understand the attraction of settling down. "If I were a young married man," he said, "I'd want to stay home with my wife." Actually, he estimated that he bought about ten chicken farms during his life and tried to settle down, but none of these attempts worked out satisfactorily.

### Back to Sea Again

At the end of each one of these unsuccessful experiments, Aderhold found himself heading back to his first vocation, the sea. Now he says, he's definitely made up his mind on the subject and will stick to seafaring, come what may, in the future. The way he put it had an air of finality. "I'm going to keep on sailing," he said, "until the end comes."

Aderhold sums up his preference for the sea under several headings. "First of all," he said, "I think it's a darn nice life. Then you make more money than you could make anywhere else, and it's a much healthier kind of job than most."

"Of course," he added, "conditions have improved better than 100 percent since the SIU came into being. I remember that many a time I got up early in the morning and made the rounds of the docks, asking every mate and skipper I ran across if there were any berths. Things are certainly quite different now."

# The Seafarers Puzzle

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

(Puzzle Answers on Page 27)

# TEN YEARS AGO

A Japanese announcement of a daylight bombing raid on Tokyo had the entire world speculating on where the planes—reported to be US bombers—were based. Three weeks later the US announced the history-making flight of Gen. Jimmy Doolittle's B-25s from the flight deck of the aircraft carrier Hornet . . . An SIU-SUP-led fight was won when a "statement of policy" was signed in Washington binding the WSA to recognize collective bargaining and maritime labor contracts for the duration of the war.

Bataan fell to the Japs, and 3,500 Americans were evacuated to Corregidor, where Jap planes were averaging 12 bombing raids a day . . . The Allies prepared for a spring offensive in Libya by Field Marshal Rommel . . . Laval back in power as a virtual French Premier . . . The House Naval Affairs Committee voted against a bill to outlaw union contracts containing overtime pay or union security clauses . . . The SIU notified the former crews of the Jean Lafitte and Warrior that thousands of dol-

lars in bonus money, in addition to what they received at the payoff, was waiting for them at the Waterman SS Co. offices.

A key struggle for the control of the Bay of Bengal got under way. Japs sank two British cruisers and a 10,000-ton carrier, but British retained control of half the bay. Full control of the bay by the Japs would lay coast of India open to invasion . . . US Supreme Court ruled that a sitdown strike aboard ship, even when in port, was mutiny . . . Pro sports gaining in popularity because of the war, according to a Gallup Poll . . . The SIU urged government to consider equipping merchant sailors with rubber, waterproof lifesaving suits to keep down the merchantmen casualties.

Navy's first aircraft carrier, the Langley, sunk in waters south of Java . . . OPA put price ceilings on sale of household appliances . . . Fifth person indicted on sedition charges, William Dudley Pelley was picked up by agents of Justice Department

# SEAFARERS LOG

May 2, 1952

Vol. XIV No. 9

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer

Editor: HERBERT BRAND; Managing Editor: RAY DENISON; Art Editor: BERNARD SEAMAN; Photo Editor: DANIEL NILVA; Staff Writers: HERMAN ARTHUR, IRWIN SPIVACK, ART PERFALL.



## Time For A Halt

Some particularly flagrant instances of fouling up in South and East African ports have taken place in recent months. As is usually the case, such action by an irresponsible handful (most of them having no association with this particular Union) has reflected unfavorably on the reputation of American seamen and on the SIU.

It has been a long and hard struggle for the Union to win a measure of respect and community standing for the SIU and the working seamen affiliated with it. While it has always been a Union policy that the Seafarer's activities ashore are his own business, we have to depart from it in this instance to protect the good name of the Union and its membership.

Enforcement of the new resolution in the last analysis depends on the crews themselves. The Union doesn't deny to any Seafarer the privilege of relaxation and entertainment after many days aboard ship. But if the crewmembers see a shipmate obviously making a terrific nuisance out of himself and causing hostility towards American seamen then it's their duty to press charges against the errant individuals.



## A Positive Program

If anyone had any doubts about the intent of the Maritime Trades Department to take effective action on waterfront problems, those doubts must be dispelled by now. The tone and content of the meeting at which the Brooklyn Port Council was established make it clear that the MTD means business. Those who would disrupt the waterfront and fish in troubled waters have received fair warning that their trespasses will be tolerated no longer.

It is encouraging too, to note that the Brooklyn Port Council did not confine itself simply to attacking trouble-makers, important as that might be. The Council also approved a positive program for improving conditions on the Brooklyn docks and removing the causes of unrest that have led to wildcat stoppages on several previous occasions.

The stake of the Seafarer in all this should be obvious. It is in the interest of every man who sails out of the port of Brooklyn—or any port—that the waterfront operations be conducted fairly and efficiently for all concerned. Repeated stoppages, uncertain labor conditions on the docks and continuous unrest benefit no one, least of all the Seafarer, longshoreman and men of other crafts who make their living out of the maritime industry. In the long run these conditions could have a destructive effect on the port's commerce and cause the permanent loss of many jobs.

The SIU then, is behind this major effort 100 percent. It is happy to see that all other AFL maritime unions in the council are equally determined to correct conditions which have developed in the port over the years.



## Ship Bill Backed

For the past ten days, the House Merchant Marine Committee has been listening to testimony on the Long-Range Shipping Bill. A long parade of witnesses from groups inside and outside the maritime industry—veterans' groups, shipbuilders, maritime and shipbuilding unions, chambers of commerce, ship operators, and Congressmen themselves—have testified. The SIU, too, has thrown its support behind the bill.

So far, not a single non-government word has been raised against the bill. But, the Bureau of the Budget, the Treasury and the General Accounting office are slated to attack the program.

It seems evident, since these agencies are concerned about the provisions that give a break on taxes, they are worried about losing a few dollars in revenue. On the other hand, this bill will encourage the building of new vessels, the replacement of obsolete ships, and help put the American merchant marine in a position where it can compete with foreign ships built and manned by underpaid labor. The US should have learned that a strong merchant fleet is vital to our nation's defense. We don't think this bill is a cure-all, but since it will help build and stabilize the merchant marine, we're backing it until something better comes along.

# LETTER of the WEEK

## Hurricane Crew Solid Union Gang

To the Editor:

The Hurricane hit port again in the States, and looking back on a few months on board her during the run to and from Germany we find this ship 100 percent, a good example of real SIU Union solidarity in action.

The crew has been trying to get a recreation room on here for two years. Finally we got fed up with the company run-around on that subject the last time in New York. The boys decided to get something done on the subject, so with a "stand pat" action on the part of the crew and Paul Gonsorchik's able handling from the headquarters end of the deal, we got it. Except for a few minor additions, it is well on its way to being a room worthy of the time spent by us in obtaining it. It's just another sample of a heads-up crew getting its due.



Golder

### Customs Strict

The customs in Germany seem to be getting stricter every trip. Last time this ship was there, we heard they caught a seaman trying to smuggle in \$1,300 in American money. However, they were very considerate and gave it back to him after deducting \$1,000 as a fine for his pains. The customs over there have you down to your shorts now when you go out of the gate and we are secretly hoping that this situation does not get any worse. The German police are feeling their oats too. They gave a couple of our guys a bad time, but thanks to Captain Boden we squeezed through that one.

There were no major beefs on this trip with all things running pretty smoothly in good SIU style. When we got in for payoff in the port of Norfolk, all was well except the payoff itself. We came in with no cargo, and were due to sail from Hampton Roads at 7 PM the night of April 23 after picking up a few hundred tons of tobacco.

### Men Paid Off

The company evidently did not believe us (departmental delegates Webber, Fava, Colon and myself) when we told them inasmuch as we were entitled to a payoff and had ten guys wanting to get off, we expected one. For a while they behaved as if there wasn't going to be any payoff whether we were entitled to it or not, but we got that beef, and the payoff, squared away the next afternoon.

We want to thank Ben Rees and Patrolman Haga in Norfolk for a good payoff. These men did their usual solid job.

At this writing we are now heading up the Hudson River for Albany. This ship is so unpredictable and unscheduled from day to day that the galley cannot even tell when we are sailing or where to.

Jimmie Golder  
Ship's delegate

## 'Wherever You Go ...'



## As I See It

by PAUL HALL



**E**ARLIER THIS YEAR, YOUR Union was called down to Washington by the Maritime Administration to confer with them on how best to meet the manning needs of government-owned ships. At that time the Administration expressed considerable concern over the fact that foreign aid cargoes had been held up because some maritime unions had run short of skilled seamen.

Your Union representatives went down to Washington and told those present at the meeting in no uncertain terms, that the SIU had manned every ship that had been given us. This was readily acknowledged by the Maritime Administration people. Further we told them that whoever was responsible for ship allocations had fouled up matters considerably by not taking into account the ability of the unions involved to man those ships.

Let us hope that the strong position your Union took at that time will bear fruit in the allocation of new Mariner class vessels now coming off the ways. In chartering these brand new ships to the various private operators, the Maritime Administration is supposed to make a point of considering the ability of the various unions to crew them up. It seems possible then that the SIU will receive a fair share of these vessels which promise to be the backbone of a new American merchant fleet.

This news would be especially welcome at this time when the Maritime Administration is in the process of laying up the Liberty and Victory ships it took out of the boneyard last year. Seafarers would be assured that they will get a sizeable proportion of new jobs being made available through allocation of the Mariners. Let us hope that this time the Administration will stick to this plan of allocation.

**W**ITH ALL THE EXCITEMENT that has gripped the nation over the steel industry case, everybody seems to be looking

at the legitimate beefs of the steel workers themselves. These fellows, as well as the men in the oil fields and refineries who hit the bricks just the other day, have long been waiting for the employers to give them the simple economic justice they deserve.

The steel workers and oil workers, no less than Seafarers or workers in any other industry, are entitled to decent wage increases. Unlike Seafarers, they did not receive a single penny in raises in the year 1951.

Nobody, least of all the giant corporations involved in these cases, can honestly deny the fact that they have been doing very well on the profit side. They can well afford to give the men who make the money for them a somewhat larger share of their earnings. Looking at it from here it seems that if the steel companies had devoted a little more energy toward working out a wage settlement and a little less toward lobbying for a price increase, this whole rhubarb might have been avoided in the first place.

**E**VERY ONCE IN A WHILE WE run across an incident which demonstrates anew that the SIU is truly a Brotherhood of the Sea. Down in New Orleans last week the Seafarers of the Del Sud provided an example of this brotherhood when they were hosts at a picnic to the men on the beach in that port.

Judging from all reports it was a very pleasant occasion that was thoroughly enjoyed by all present including the families of the men involved. We understand it was so successful that the crew is planning another such affair in the future.

The men on the Del Sud are to be commended for their thoughtfulness and hospitality. The fact that Seafarers will stick together in this fashion shows the true community of interest that has been developed in the SIU.



The crimp hauls his prey from a ship in New York. He charged \$3 for the ride, \$2 for a hack, and \$3 per bottle of rotgut.



After hauling cargo to Buffalo all summer, canal-boaters and their families tied up for winter at Coenties Slip.

## FROM AN OLDTIMER'S SCRAPBOOK . . .

In the old days, the seaman was a breed apart whose life never touched that of ordinary, shoreside mortals. His days ashore were few, usually spent in the seamen's boarding house or flag house at the mercy of the crimp to whom he was perpetually in debt. These drawings from old newspa-

pers and magazines show how a seaman lived 75 years ago. As one writer put it in 1873, "In a few days all he has earned by very many days of severe toil is exhausted, his hands are unsteady, his head giddy, home ties are thought of impatiently and again dreary fore-castle life is resumed."



Some shipowners operated through the "Exchange" where ships were crewed up and the payoffs were conducted.



Men signed on at the shipping commissioner's office, but more often than not, the master bypassed this procedure.



Men and boys look over wages an agent offers for a whaling voyage.



Seamen catch a few minutes' relaxation outside the boarding house.



At the ship chandler's store, a seaman tries on some new clothes.



Food, drink, women and crimps were the flag house's stock in trade.



A few oldtimers hold a gabfest while keeping warm at the stove.



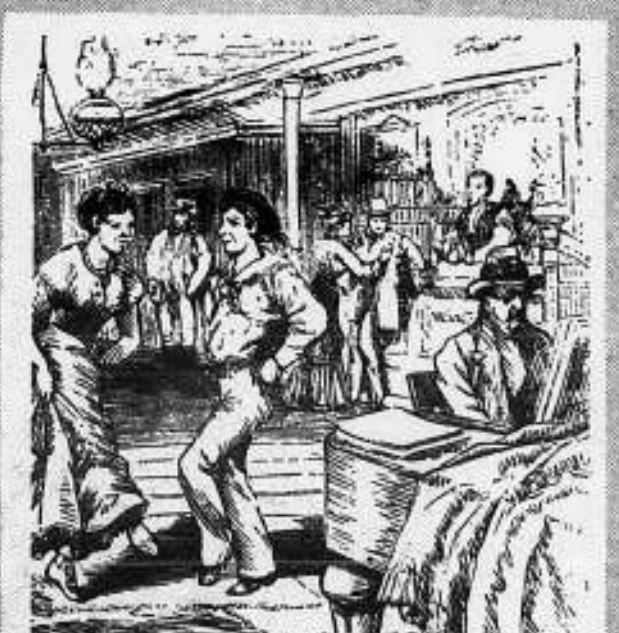
Men hang around outside the agent's office waiting for a job offer.



The boarding house owner saw to it that his money didn't last long.



A waterfront supply store displays its wares for passing seamen.



Sailor and girl dance a hornpipe to the beat of a flag house piano.

# MARITIME

A steady stream of tankers in and out of Vladivostok has been reported in recent months by US planes cruising over the Sea of Japan. The traffic, which passes through US radar screens has been so heavy that observers believe virtually all the Red planes in Korea are fueled by the tankers . . . The auxiliary schooner Dorothy P. Sarty put into New York loaded with 800 barrels of herring. Although this was the 10-foot craft's first trip outside the Grand Banks, none of the crew wanted to go ashore. "We've only been out 5 days," said one, "and we can see the skyline from the pier. What else is there to see?"

The Navy's newest and fastest troopship, the USNS Barrett, originally planned as one of three sister ships for the American President lines, completed her 1,200 mile shakedown cruise with flying colors. She'll be the first completely air-conditioned troopship . . . The Swedish freighter Yvonne put into New York to get fire department and Coast Guard help to put out a fire in her cargo of coal in the number four hold. The fire started shortly after she left Newport News, Va., bound for Sweden. Crewmen kept it under control but were unable to put it out without help.

Japan's merchant fleet has hit 60 percent of its pre-war level. A total of 1,056 ships are listed with a gross tonnage of 2,541,185, an increase of 1,170,000 gross tons since World War II . . . The third Mariner-class cargo ship, the Old Dominion Mariner, was launched in Newport News, Va., last week . . . The new Dominican sugar port of Rio Haina, located 15 miles west of Ciudad Trujillo, the capital, has started operation . . . The British freighter Manchester Merchant was the first ship through the ice into the Port of Montreal. The skipper, Captain E. W. Raper, was given the traditional gold-headed cane for commanding the first ship of the season.

Contracts for two new tankers have put the US shipbuilding industry over the 2 million deadweight ton mark for the first time since the war. A new high of 105 ships are under contract for coastal or Great Lakes yards . . . The Sun Shipbuilding and Dry Dock Co. of Chester, Pa., has announced it is hiring 1,000 additional employees to take care of increased business which includes a contract for a 30,000-ton tanker . . . Plans to refloat the Liberty ship William Eaton, which ran aground on Toshima, an island about 60 miles south of Tokyo, ran into a snag when high winds broke the vessel in two. Seven crewmen left aboard had to be rescued from the broken stern.

Russian inland river boatmen must be "unceasingly educated in the spirit of Bolshevik requirements and discipline," according to the Moscow Communist party organ, Pravda, which complained of inefficiency in the Russian inland waterway boat services . . . The Tairea, one of the few remaining passenger vessels with 3 smokestacks is to be scrapped. Owned by the British India Co., she was on the Calcutta and Far East and African runs for 28 years . . . The Maritime Administration has received bids for the purchase of 14 government-owned ships damaged during the war and now lying in foreign waters.

Indonesia is operating four schools to train seamen for its merchant marine. Two are elementary navigation schools to train seamen for local and small scale inter-island trade. The others give training to aspiring mates, engineers and radio operators . . . Imports of metallic ores through the Port of Baltimore in February continued high with manganese ores setting a new record . . . The Port of Philadelphia handled 8,749,392 tons of cargo during March. Inbound and outbound cargo was about equally divided . . . The Hong Kong Supreme Court indefinitely postponed a test case stemming from the US embargo on shipments of critical cargo to Hong Kong or Red China. The China Mutual Trading Co. is making the test by suing American President Lines for damages and delivery of a cargo of drugs.

The Marine Robin, a C-4, is being converted into a Great Lakes bulk ore carrier for the Hansard Corp. To be renamed the Joseph H. Thompson, she'll be the largest vessel on the lakes . . . A Senate committee is considering a system of tolls on inland water, and giving the Interstate Commerce Commission authority over possible improvement of navigable waters . . . The US had more merchant tonnage on the ways in the first quarter of 1952 than at any time in the last two years. The activity helped the US retain second place in shipbuilding among maritime nations. Britain still holds the lead.

Britain has asked the New Zealand government to speed up the handling of ships visiting New Zealand ports and do away with the present "bottleneck" . . . The Mutual Security Agency has accused three oil companies of overcharges totalling about 50 million dollars on shipments financed with foreign aid funds. The charges were made against the Socony-Vacuum Oil Company, Esso Export Corp., and the California-Texas Corp. The MSA said the overcharges were made on shipments of Middle East crude oil to Western Europe.

# THE LABOR ROUND-UP

The labor front has been far from quiet lately, with the steel situation presenting the most important and most changeable picture. Here is a picture of the various trouble spots as they now stand:

**Steel Seizure**—The government's seizure of the steel industry on the eve of a strike has been ruled unconstitutional by a Federal District Court judge who granted an injunction nullifying the move. As a result, some 600,000 United Steelworkers of America—CIO, have walked off the job, leaving only maintenance crews to shut down the big blast furnaces. The Government, however, is now appealing to the Supreme Court for a final ruling on the matter. The steelworkers announced they would fight for the full benefits recommended by the Wage Stabilization Board.

**Telegraph Strike**—The Commercial Telegraphers Union (AFL) turned down a Western Union "offer" to have 31,000 striking employees return to work while negotiations continue when the company said no money offer would be made.

**Aircraft Agreement**—The Wage Stabilization Board recommended that two aircraft companies sign union shop agreements. The companies are the Boeing Aircraft Co., Wichita, Kans., with 16,000 employees represented by the International Association of Machinists, and the Douglas Aircraft Co., Long Beach, Calif., with 10,000 workers represented by the CIO United Auto Workers.

**Odds 'n Ends**—The AFL and CIO joined other groups in asking that a Senate Select Committee on Consumer Interests be set up . . . Columbia University's student newspaper hit the school administration for hiring "a scab labor force of students" in an attempt to break a strike by its cafeteria workers . . . The CIO Textile Workers in Kannapolis, NC, a mill town controlled by the giant Cannon cotton mill chain, is fighting attempts by the local radio station to break a broadcasting contract with the union . . . With labor members dissenting, the WSB approved a raise of 5 cents an hour retroactive to last July for over 1,000 workers in the Todd Shipyards, San Pedro, Calif. . . The Pennsylvania Railroad has become the third major road to sign a union shop agreement with the Brotherhood of Locomotive Firemen and Enginemen since Congress approved the union shop for railroads in Jan., 1951.

# On the Job

The most important instrument used in the navigation of a ship is, of course, the magnetic compass. Consisting essentially of a magnet attached to a round card with graduated markings, it indicates where magnetic north is, and with due allowances for deviation of the magnetic pole from true north, enables the navigator to determine in which direction the ship is going.

The card of the magnetic compass is graduated, or divided, into 360 degrees in a clockwise rotation, starting with zero degrees at north, going to 90 degrees at east, and so on, around the compass. In addition, it is graduated into 32 points. Naming the points in the order in which they come is called "boxing" the compass. Each point is equivalent to 11¼ degrees of arc and are further divided into half and quarter points.

The 32 points are named as follows:

North	Southeast by east	West southwest
North by east	Southeast	West by south
North northeast	Southeast by south	West
Northeast by north	South southeast	West by north
Northeast	South by east	West northwest
Northeast by east	South	Northwest by west
East northeast	South by west	Northwest
East by north	South southwest	Northwest by north
East	Southwest by south	North northwest
East by south	Southwest	North by west
East southeast	Southwest by west	

There are two types of magnetic compasses, the liquid and dry card. Another type of compass, the gyro-compass, is a mechanical device containing a set of coils which are sensitive to the earth's magnetic field. The magnetic currents are converted to electrical impulses which operate a hand on a dial. The advantages of the gyro-compass are that it can be used much nearer to the poles where the conventional magnetic compass is rendered virtually useless because of the wide difference between true north and the location of the magnetic north pole.



The most common type of magnetic compass is the liquid, or spirit, compass. This has four coils of magnetized steel wires in cylindrical cases sealed under the compass card. The coils are placed parallel to the north-south axis of the card which is provided with a float to reduce the pressure on the pivot.

The float, or air chamber, contains a hollow cone, open at its lower end. Within this cone is found the sapphire bearing which rests on the pivot and supports the card. The pivot itself is fastened to the center of a cast bronze bowl. The bronze bowl is filled with a liquid consisting of 45 percent pure alcohol and 55 percent distilled water.

Since the compass will be affected by any metal in the vicinity, men handling the wheel should never under any circumstance carry knives, keys or other sizeable metal objects. These could cause small but significant errors in steering. Nor should portable electric lights, portable megaphones or telephone receivers be permitted in the vicinity of the compass.

Formerly when giving steering orders to helmsmen it was permissible to use the words "starboard" and "port". This has been prohibited by act of Congress because of confusion which arose in their use. All orders given to the helmsmen must be given as "right rudder" and "left rudder", right rudder meaning turning the wheel clockwise, or to the right, so that the vessel heads to starboard, left rudder being a counter-clockwise, or left, turn so that the vessel heads to port.

Some typical wheel commands and their meanings are as follows:

**Come right ten degrees**—Change ship's course ten degrees to starboard on compass.

**Left five degrees rudder**—Turn the wheel until the rudder indicator registers five degrees.

**Meet her**—This command is given when turning. Turn the rudder indicator over to the opposite side to check or slow the swing of the ship but don't stop her.

**Nothing to the right**—Steer the given course and go nothing to the right of it; make any errors to the left.

**Ease the wheel**—Take off half of the degrees registered on the rudder indicator.

**Rudder amidships**—Put the rudder indicator on zero.

**Steady as she goes**—Look at the compass or landmark at the time of the command and steady the ship up on same.

## Burly

Follow Burly Every Issue In The Seafarers Log





# MTD Starts Dock Clean-Up Ship Bill Faces Test Before House Hearings

(Continued from page 3)

—local unions of the ILA, Masters Mates and Pilots, Tugboatmen, Radio Operators Union, SIU, SUP, Marine Engineers, and shoreside Operating Engineers—wholeheartedly endorsed a broad program of reform which is expected to lead to sweeping changes in Brooklyn dock conditions.

### Ten Major Points

The program includes ten major points relating to internal union conditions as well as conditions on the job. They are:

- 1)—A guarantee of internal democracy in all affiliated local unions, including monthly meetings, monthly financial reports and "secret balloting" on all issues in all affiliated locals;
- 2)—a guarantee of mutual support to improve wages and conditions for all unions involved, including a program aimed at "lowering existing eligibility requirements for obtaining welfare and vacation benefits for memberships of all local unions;"
- 3)—provision for penalizing officials or members forcing or receiving kickbacks by expulsion from the union; 4) and 5)—similar provisions applying to shylocking and pilferage;
- 6)—a statement supporting all

members who perform their jobs in an honest fashion irrespective of any previous prison record;

7)—a recommendation that the membership of Brooklyn ILA locals be given the opportunity of voting as to whether they are in favor of the present "shapeup" hiring system or whether they would rather have the "rotary hiring" system;

8)—a study of the financial problems of irregularly-employed waterfront workers with a view toward establishing machinery for making loans at no interest so as to eliminate loan sharks;

9) A public relations program to make the community familiar with the problems of the law-abiding men who work on the waterfront;

10)—provision for the designation of officials by affiliated unions to act as authorized representatives who can make commitments on behalf of the affiliated unions.

Delegates also adopted a constitution for the organization and elected officers, including Sigumund Brovarski, ILA Local 205 as chairman; Captain Thomas Atkins, MM&P Local 88, as Vice-Chairman; Steve Cardullo, SIU, as Recording Secretary and Frank Garay, Radio Officers Union, as Financial Secretary.

### Prepared To Act

Speaking before a battery of TV and newsreel cameramen following the meeting MTD Executive Secretary Lloyd Gardner, who is also Assistant Secretary-Treasurer of the SIU, made it plain that the MTD is dead serious about its announced program. "I would like to give warning," he said, "to anyone who tries to disrupt the Brooklyn waterfront that such an attempt will be met by the Maritime Trades Department with all of the power at its disposal."

SIU Secretary-Treasurer Paul Hall added, "The whole weight of the Seafarers International Union

is solidly and squarely behind this program and we will do everything in our power, financially and otherwise, to see to it that it is carried out."

Establishment of a functioning Brooklyn Port Council just about completes the organizational phase of the MTD program. Councils have now been set up in all major East Coast ports with the Brooklyn council expected to be the focus of MTD activity in the immediate future.

With all councils now functioning, the MTD is in a position to attack the organizational and functional problems facing affiliated waterfront unions in all ports, with consequent improvement in waterfront conditions expected as the outcome.

(Continued from page 2) have been attacked by the agencies on the basis of technicalities in the language.

The National Federation of American Shipping, however, backed the bill and said the subsidy and tax provisions are needed so American vessels "may be acquired with a capital investment equal to that of competing foreign vessels so that American vessels can compete with foreign-owned ships built and operated by cheaper labor."

Representatives of unions, a large number of shipbuilding and shipping companies, the VFW, the American Legion Chambers of

Commerce, and other groups all supported the measure.

The bill, said an SIU spokesman, is not a cure-all for the merchant marine, but it would be a big help in cutting down the boom and bust cycles of the industry, and help level those cycles out.

Some of the supporters suggested various changes in the bill, and the government agencies are expected to offer extensive amendments when they testify. The backers of the measure are afraid that any amendments may virtually kill the bill, since it would have to be passed by the House and then go back to the Senate for a vote on the amended bill.

## US Seamen Spy Targets In France

(Continued from page 2)

posed as De Gaullists or war veterans. They were exceedingly curious, he said, as to the details of US ship movements, information about US validated papers and other maritime matters.

A former resident of France (he lived there from 1940 through 1943) the Seafarer was fair game for this kind of approach because he speaks French fluently. Naturally, he said, a Frenchman approaching a seaman and speaking English would be immediately suspected, so that the Communists are anxious to strike up friendships with French-speaking seamen and gain their confidence.

Once they thought they had made contact with him, he said, they carefully start asking questions. A typical inquiry ran as follows: "I have a friend on the SS \_\_\_\_\_, who couldn't ship because he couldn't get validated papers. What is this validated papers procedure?"

Another man, posing as a French seaman, expressed a great deal of interest in details about tanker movements and the US oil industry. He was also curious as to limitations on the movement of foreign seamen in US ports.

Nor was the propaganda angle neglected, the LOG informant said. French Communist newspapers and literature were brought aboard the Emery. In Bordeaux, where

the Communists are apparently strongly concentrated, they tried to agitate among men on an Army transport.

### Girls Seek Information

The feminine angle was worked too. One girl displayed great curiosity about the wildcat longshore strike in New York last fall, a walkout that aroused considerable enthusiasm in the Communist press.

Spanish-speaking crewmen were approached also, in this case by men posing as refugees from Franco Spain. They too were anxious to find out everything about the US waterfront and seemed particularly concerned about the active leaders of the anti-communist movement.

The informant knew of one instance in which a seaman lost his validated papers. He felt that they might possibly have been stolen.

Having been back and forth to France these last few years, this Seafarer is convinced that the inquiries are an organized attempt to get information. Three years ago, he said, the emphasis was on securing sympathy for Communist objectives, and longshoremen would board US ships and talk up good relationships with Russia. Today, information appears to be the chief concern. The above-named ports, plus Le Havre and Rouen are points of concentration, especially when arms shipments arrive.

"I know how these people operate," he concluded, "and it is easy to tell that these fellows are phonies by the way they approach you and the questions they ask."

### CG Training Program

Here at home the US Coast Guard's concern about possible security problems has led to the establishment of a port security training program for reservists. At present about 150 reservists from the East Coast area are receiving two weeks of instruction in security problems in the Port of New York.

"The Coast Guard said that this program would continue regularly until July 1, with new groups of reservists called in on two week intervals. While the men are not on active duty, the Coast Guard has the power to call up these reservists for such duty if it feels the need is great enough.

### Liberian Ships

The ease with which a man could get in or out of the country on a foreign flag ship, particularly those under Panamanian and Liberian registry, was exemplified by the case of Seafarer Peter Arthurs. In previous issues the LOG had pointed out that these ships would be an ideal two-way entry and escape route for subversives.

Arthurs said that on one occa-

sion before he started sailing with the SIU he went up to the offices of a well-known American-flag tanker outfit that also operates under Liberian registry. Although he was not a US resident then, he said, they took him on without asking for a passport, discharges or seamen's papers. Other crewmembers, including several Americans, were hired in the same unregulated fashion.

### No Papers Sought

"We would hang around the company's office," he explained, "and when they had a ship to crew up they would just pick out some fellows that struck their fancy. They wouldn't ask anybody, even an American, if he had seamen's papers.

"The only thing they asked me was if I had any experience. I said yes, and offered to show them my discharges but they weren't even interested in seeing them."

A few weeks ago, he said, he went down and visited this particular ship while it was docked at Todd's shipyard in Erie Basin, one of the port's vital areas. A considerable number of crewmembers that he had sailed with on this ship a year and a half ago were still aboard, running regularly between the US and Aruba.

## Vote Slated On New Halls For Outports

(Continued from page 3)

ing a good job for our own membership, but also in that it creates a good impression with the general public."

In order to do the job at the earliest possible date and in proper fashion, it was necessary to secure additional funds, because the heavy investment in New York headquarters did not leave sufficient money in the Building Fund to provide for these three ports.

### First Class Union

As SIU Secretary-Treasurer Paul Hall put it, when speaking in favor of the assessment, "The SIU has always held to the policy that Seafarers travel first class. We could pay \$1 in dues, but then we would have a one buck Union. The entire membership invested so that Seafarers shipping out of New York could have the comforts we're all enjoying here at headquarters, which everyone agrees is the finest Union hall of its kind.

"It's only fair that the men in the outports who chipped in for this building and those elsewhere, should get the same kind of deal."

## Write To Carras For Back Wages

Seafarers who have retroactive pay due them from the Carras Company should write to the company at 21 West Street, New York City, for their checks.

When writing, men should enclose their name, z-number and the name of the vessel they were on. Also include a mailing address where the company can send the check.

## Lay Ups Near End; ECA \$ May Cut Slump

(Continued from page 5)

Eastern lost 10, kept 2; Isthmian lost 6, kept 1; Mississippi lost 7, kept 13; Robin lost 5, kept 1; South Atlantic lost 11, kept 11, and Waterman lost 11, kept 5.

The ships recalled as of the end of March—names of the 51 ships recalled late in April were not yet available—include: Alcoa: Joshua B. Lippincott, Walker D. Hines, Rudolph Kaufmann, Peter V. Daniel, James B. Richardson, Adoniram Judson, Knute Rockne, and William R. Davie.

Bloomfield: James Kyron Walker, Robert Ellis Lewis, and Clara Barton.

Bull: Cornelius Ford, Charles Carroll, Joseph A. Brown, Robert Lansing, and William James.

Eastern: Casimir Pulaski, David S. Terry, Jesse H. Metcalf, Thomas P. Leathers, Thomas Stone, Timothy Dwight, Henry Baldwin, John F. Appleby, and James Witcomb Riley.

Isthmian: Daniel H. Lownsdale, John Lind and Zane Grey.

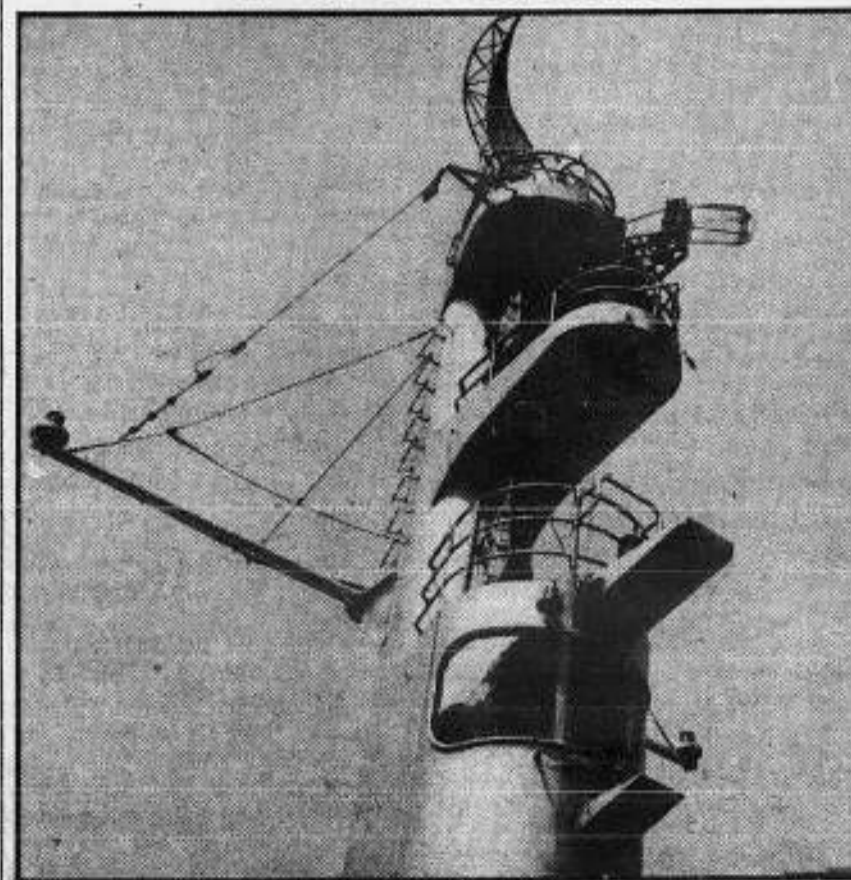
Mississippi: Francis E. Warren, Jonathan Trumbull, Henry Meigs, James B. Duke, David Starr Jordan, and Joseph L. Meek.

Robin: Jacob Chandler Harper, Anson Mills, William Sturgis, Charles Bullfinch and John Fiske.

South Atlantic: Cornelius Gilham, Charles D. Paston, Nathaniel Silsbee, William H. Aspinwall, Greenville M. Dodge, Abel Parker Uphur, August Belmont, Helen Hunt Jackson, Joseph Pulitzer and Dale Y. Johnson.

Waterman: W. S. Jennings, William Harper, William Tyler Page, William A. Richardson, Philip P. Barbour, Thomas Heyward, Benjamin H. Grierson, and George Gipp.

### Topping Off Superliner



Top secret radar installation with enclosed crew's nest is one of the features of the new superliner, the United States, which is scheduled to make its maiden voyage in July.



**Seafarer's Final Resting Place**



Shipmates of the late Burl Eugene McDonald, AB, stand at attention after burial ceremonies in Buenos Aires. As reported in the February 8 LOG, McDonald's untimely death came January 25 when he fell overside in the harbor. Photo by A. S. Parsons.

**Pop Is Proud Of Flo's Debut**

Florence Hand, nine-year-old daughter of Seafarer James Hand of Tampa, made a modest debut as a thespian when she appeared on the boards in a play produced by the Children's Theatre of Tampa.



Florence

Florence was a member of the cast of "The Clown Who Ran Away" which showed for four performances at The Tampa Little Theatre in Park on April 7, 8 and 9.

The local press gave the performance a big splash including a large photo of Florence and two other cast members doing a specialty number, straw hats and all.

The play itself drew a sizeable audience at all four of its showings.

**The FOC'SLE FOTOGRAPHER**

By SEAFARERS LOG Photo Editor

Seafarers interested in securing a list of all photographic equipment manufactured in the United States and abroad should pick up the May issue of Photography. This particular issue lists every piece of photographic equipment available here and abroad. It covers all cameras, lenses, films, synchronizers, meters, etc.

Important in this listing are descriptions of all the equipment and their prices here in this country. It's a good idea to pick up this issue if you are contemplating making any purchases abroad. Since the local prices are listed it will give you a good idea of what sort of a buy you are making.

Don't forget the duty that will be slapped onto the cost of purchases that you bring back into this country. Also keep in mind that most equipment can be purchased here at discounts running up to 25 percent. So remember these two items, duty and discount before making those foreign purchases.

The Signal Corps recently unveiled "Two Minute Minnie," a camera that goes beyond the Polaroid camera since it doesn't even use film. The camera converts invisible electric images into finished prints two minutes after the shutter is tripped.

The prints are processed without a darkroom, the same plates can be used over and over again. The process is called Xerography, an electrophotographic process in which light is recorded on a plate that has been sensitized by a charge of electricity.

When light hits the plate, the charge leaves in proportion to the amount of light received, leaving an invisible electric charge. Finely ground black powder then is blown across the plate. Wherever there is electricity on the plate the dust sticks—the more charge the more dust. The powdered image is transferred to ordinary paper coated with an adhesive layer such as rubber cement. The finished print is protected by a film of transparent plastic.

The camera offers many advantages for military use since all print processing is done in the camera. This does away with darkrooms; the plates aren't light sensitive until they have been charged. A small supply of plates can be used over and over again merely by wiping off the image. Important is the fact that atomic radiation won't fog these plates as it will ordinary film.

The Parker Pen Company has shelved its new sub-miniature camera. As originally planned it was the size of a king-size pack of cigarettes. Yet despite its size it was to yield a large negative. By reflecting the image from a mirror internally, the needed depth of camera was cut in half. It was to be extremely simple to operate and was to sell for well under \$20.

Its main feature was to be simplicity in operation. As the camera became more simple to operate the internal mechanism became more complicated and when it emerged from the lab the camera called for a price well over \$20. Parker felt that its new price couldn't compete with the many foreign cameras and the whole project was dropped.

Eastman-Kodak has just released Ektachrome Roll Film Type B. This is a color film for use indoors. It is balanced for tungsten light including flashbulbs. It is being made up at present in both the 120 and 620 size and retails for about \$1.79.

The Polaroid camera that gives you a finished print in 60 seconds is now being made up without bellows or lens for use with cameras that can take cut film holders up to the 8X10 size. Its main purpose is for "on the spot" industrial and scientific photos, immediate proofs of studio set ups and shots of all types where dark-rooms are not available.

An electronic laboratory in New Jersey is making up electronic flash units in kit form to sell for under \$30. If you find it a nuisance to carry flashbulbs on a ship or can't get them in certain ports, this unit is something to consider. It works off dry cells and is good for 1,500 flashes, which brings the cost per shot down to a fraction of a cent. The whole unit weighs 6 lbs. If you are interested drop us a line. The unit can be purchased wired for an additional \$3.

**Quiz Corner**

- (1) The product of two successive numbers is 209 greater than their sum. What are the numbers?
- (2) The US Constitution tells (how a new political party can get on the ballot), (who is commander-in-chief of the Army and Navy), (how many members are in the President's cabinet), (at what age a citizen may first vote)?
- (3) The moon appears to rise and set because of the (rotation of the earth), (revolution of the earth), (rotation of the moon), (revolution of the moon)?
- (4) If A varies directly with B and A is 12 when B is four, what is B when A is four?
- (5) Nine generals have been President of the US during the course of history. Name three.
- (6) What race horse has won the Kentucky Derby classic more than once?
- (7) A weather element determined without the use of an instrument is (ceiling), (humidity), (visibility), (wind velocity)?
- (8) Muckrakers were (farmers who raised wheat), (early 20th century writers who believed in reform), (novelists of the Jacksonian era), (Teddy Roosevelt's Rough Riders)?
- (9) The member of the Triple Alliance who withdrew from it in World War I to fight on the opposition side was (Germany), (Austria-Hungary), (Italy), (Turkey)?
- (10) The first angle of a triangle is 30 degrees less than the second and the third angle exceeds the second by 15 degrees. How many degrees in each angle? (The sum of the three angles of a triangle is 180 degrees.)

Quiz Answers on Page 27.

**Blond Samaritan—'52 Model Provides Haven For Seamen**

Nowadays with the various newspapers and weekly periodicals throughout the nation constantly crammed from margin to margin with world shaking crimes, there remains hardly any space for the once ubiquitous little stories of man's humanity to man.

Current criminals, both national and international, from the depths of the underworld to the depths of the Kremlin seem to dominate all our attention.

Thus it is with somewhat justifiable pride that we write about the seemingly incredible, but quite true, case of Lube Plant, guardian angel of American seamen.

Lube (pronounced "Looby") is the pert, saucy little blond owner of the Wilmington Hotel. She's private banker, mother confessor and "sociable funster" to all sea-

men. She has been known to provide sailors with funds so that they could rent rooms in hotels other than her own when she had no vacancies. My own experience was a good illustration of same.

**Room and Loan**

Being entirely fundless I requested a room on credit, which was immediately granted, followed by the offer (and acceptance) of a personal loan.

Through frequent tapping this rapidly assumed quite alarming proportions and represented no small percentage of the little blond samaritan's working capital.

A typical "Lube-ism" is directly quoted as follows:

"So I get beat a little bit, OK.

So I get rich a dollar less, a year later."

Although her hotel has been located in the Los Angeles suburb of Wilmington a little less than two years, she is none the less remarkably well-known from port to port around the world. The hotel itself is a homey, comfortable type with open sesame to refrigerator and coffee pot, although the last-named is on a rigid schedule for after hours. These quarters are, of course, closed to the public.

It's a business proposition, but what a business! Whoever heard of a hostelry actually operating like one of those large, old-fashioned, turn-of-the-century families?

Thad Du Puy

**Iran Prisoner Gets Life Sentence In Oxide Mines**



Prisoner (left) stands on launch, hands manacled behind his back on the way to the oxide mines. Iranian police who were guarding him are at right.



All of us have heard about Devil's Island and Siberia, but the Iranian government has a place of its own for prisoners which is equally unpleasant. I learned about it in the course of my last trip to the Persian Gulf aboard the Steel Voyager.

We happened to stop in the port of Bandar Abbas, Iran, where we picked up a cargo of red oxide. While we were loading, an Iranian boat came alongside with several of the local police and a prisoner.

Later on, I got to talking with the Iranian police captain who came aboard our ship. He told me that the prisoner was a Rus-

sian national who had killed a man in a fight. The man was brought to trial, found guilty, and sentenced to life imprisonment in the oxide mines.

The mines themselves are on an island offshore which is pretty barren. I don't envy anybody sentenced to spend the rest of his life there, working in a mine, in that Persian Gulf heat.

Joseph Heckl

**Misses Busy Subway Rush**

Anybody who gets a little homesick while in Japan can get a touch of New York by taking a little ride on a subway line if you happen to be in the port of Osaka.

Of course it isn't much of a line as subways go, because the whole thing is only a little more than six miles long. But it has one big advantage. It's pretty new, with one section completed just a couple of months ago, and another part under construction and due to go into operation pretty soon.

The city fathers here have big plans for extending this thing to make it a real subway system with branches and transfer points throughout the city. Right now it's more like a shuttle line. They figure that it will cost them about \$130 million to finish the whole job, which is a nice piece of change in Japan. Like in the US, too, they're having trouble raising the money and don't know which way to turn to soak the taxpayer for the dough.

One thing I must say for riding the Japanese subways. Although they can get pretty crowded like the ones in New York, the people haven't been trained to push and shove the same way they do back home.

Maurice Sanborn

# No Spring Fever On Atlantic As Fierce Winds Smash Ship

Standing in water up to your armpits in a raging gale and mountainous seas isn't exactly my idea of smooth spring sailing—but when the old Atlantic decides to kick up, there's not much anyone can do about it.

The Kyle V. Johnson is a good ship, but I doubt if I'll ever forget my trip aboard her. I understand she's headed for the mothball fleet—and a well-deserved rest.

I signed aboard her March 14, in Halifax, NS, expecting to have a pleasant trip because I figured the winter storms were just about over, and there'd be weather more to a sailor's liking—sunny skies and smooth sailing. What a surprise I got.

Everything was sunny and smooth—until we got two days out of Halifax. Then, like a bolt from the blue, the wind started howling. It got up to about 125 miles per hour.

The sea started kicking up too. The waves piled up. The wind and the sea seemed hell-bent to chalk up another victim for Davey Jones' Locker.

**Lifeboats Demolished**  
The wind and sea kept hammering away all night. For a while it looked like our last trip.

## Be Sure to Get Dues Receipts

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

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

Suddenly, the number three lifeboat was thrown against the engine skylight. Its forward davit was ripped from the deck and went along with it. A couple of other lifeboats were smashed by the seas.

The number three boat was bouncing around on deck and threatening to rip up the number four hatch. It had to be secured, so out we went.

At the same time, the oil drums which had been lashed on the boat deck also decided to break away. They too needed extra lashing.

With the seas breaking over the ship so that we were up to our armpits in water at times, and the wind howling and beating against us, we started securing the boat

and the drums. We had to hang onto something secure all the while—or else be swept over the side.

The captain and chief mate did everything they could to make sure nobody was swept over, but it still was no picnic.

### Bulwark Goes

Just when we were getting secured, about 40 feet of starboard bulwarks right next to the bow was torn loose. Only part of it was left, and that had to be secured before it started ripping the deck apart.

We finally got through it, though, and the rest of the trip was what I had wanted—sunny skies and smooth sailing.

Omer Boudreau

# Globe-Girdling, Isthmian Style, Runs 3,264 Hours

Some people go around the world for pleasure in 40 days. Others, who may be in a hurry, do it in a week by plane. But for the crew of the Steel Navigator, it was a business voyage, (mostly business any-

way) of 3,264 hours' duration.

We started out from New York at high noon, December 1, 1951, all set to see the world in SIU style. It wasn't until April 15, 1952, that we got back to the home port at 6:30 in the morning, making it a 136 day voyage, less 5½ hours that we won't quibble about. It added up to a nice payoff, plus that vacation dough.

Our trip went in an east-west direction. After leaving New York, we stopped for two days at Newport News, and then made the run down to and through the Panama Canal, up to Long Beach, California.

We touched two other ports on the Pacific Coast, San Francisco, where we spent the Christmas holiday, and Oakland, before leaving

for the long haul across the Pacific Ocean to the Philippine Islands.

This was the longest run of the trip without a stop, lasting for 17 days until we arrived at Manila. The year 1952 came while we were at sea, just one day out of Oakland.

### Stepped Up Stops

Once in the Far East, the stops came with far more rapidity. We put in at Bugo, then Manila again, and from there to Saigon, Indochina. Next it was to Bangkok, Thailand; Djakarta, Indonesia; Singapore, Port Swettenham and half-a-dozen other stops in the Malay States, Ceylon and India. Finally we headed home via Aden, Suez and Halifax.

All in all we passed through two major canals, stoppèd at 21 different ports for periods of from ten hours to six days (not long enough to get bored anywhere) and touched the territories of 12 different countries—the US, Panama, Philippine Islands, Indochina, Thailand, Indonesia, Malaya, Ceylon, India, Aden, Egypt and Canada.

Anybody craving variety can find plenty of it on these Isthmian around-the-world cruises. There certainly is plenty of it, provided you don't mind signing on for a trip that's likely to run about four months, or maybe more.

Daniel Dean

## Mother's Tabby



Ship's mascot on the Mother ML snuggles into arms of Orville Payne, chief cook.

# The SPORTS LINE

By Spike Marlin

They all said that Ray Robinson was slowing up, that he wasn't as good as he used to be. No doubt there's something to it, but you could never tell that by the job he did on Rocky Graziano.

Fading or not, Robinson can still do more things faster and better than anybody around today. And when he has to be, he's all business inside the ropes. His fantastic sequence of four and five combination punches, hooks, jabs and uppercuts all in rapid-fire fashion was very much in evidence that night.

The two men presented a strange contrast of personality and style. No sooner had Ray entered the ring than he turned his back on all pre-fight proceedings and spent the next 15 minutes loosening up in his corner. He studiously ignored all greeters from Joe Louis on down. In contrast, Rocky hopped and swayed from side to side, head down like a miniature bull elephant, stopping to chatter with all who came over to him.

### Managerial Brushoff

Just before the bell, Robby's manager, George Gainsford, tried to tell him something. Robby brushed him aside like an annoying mosquito, a gesture that plainly told who was king of the roost.

It took only about five seconds to see that Robinson was "up" for this one. He came out shooting a series of raking left hooks and vicious right hands to the gut like a high-powered finely-precisioned piston rod. Rocky was a willing mixer though. He clubbed back the only way he knows how, with loop-

ing overhand rights and lefts. When he got Ray in a clinch, he rabbit-punched with his right hand. Ray wasn't having any of that. In the next clinch he locked Rocky's right hand and massaged the back of his neck, as if to say, "Two can play at this game."

In the second round, Robinson changed tactics. He danced away lightly from Rocky's charges, all the while pouring in a ceaseless tattoo of sharp left jabs with an occasional crisp right cross to Rocky's jaw. When they landed, Rocky's head snapped and his eyes glazed over.

### Dazzling Maneuver

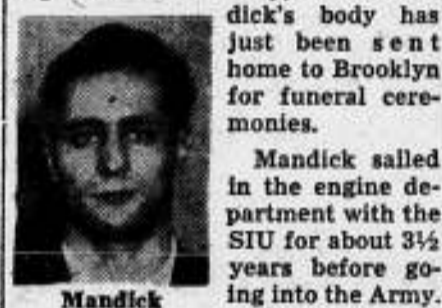
Just before the round's end Robinson executed his most dazzling maneuver, an eye-catching flurry of left hooks, all the while dancing in on his left toe. No ballet dancer was ever more graceful.

The end came early in the third. Ray cornered a slowed-down Graziano against the ropes and shot in a short-armed right hand flush on the chin. The punch exploded at the point of greatest impact, just before the elbow straightened out. Graziano slid down the ropes to the floor. He lay on his left side, his right foot twitching feebly in the air like a fly whose wings have been pulled off. He finally made it to his feet, but it was all over.

After the fight the TV fans were treated to an interview with Jake LaMotta, whom Robinson had butchered just a year before to win the title. "Robinson," LaMotta declared solemnly, "is the greatest combination puncher in the world." You said it, Jake.

# Mandick Killed In Korea

Word has been received by the Union of the death of a former Seafarer, Pfc Eugene Mandick, who was killed in Korea while covering a retreat in July, 1950.



Mandick

Mandick's body has just been sent home to Brooklyn for funeral ceremonies. Mandick called in the engine department with the SIU for about 3½ years before going into the Army. According to Brother Gordon Hann, who shipped with Mandick on several trips, Mandick's twin brother, Arthur, also was a Seafarer. He, too,

is now in the Army and is a veteran of the Korean War.

The deceased Seafarer was only 20 years old when death came in the early days of the Korean campaign. When last seen, Mandick was operating a machine gun in one of the many desperate rear-guard actions which took place in the early days.

Arthur first learned of what happened to his brother when he ran across men from his brother's unit shortly after he arrived in Korea. They told him that they lost touch with Eugene in the course of that retreat.

Aside from his brother Arthur, Mandick is survived by his parents, Mr. and Mrs. Thomas Mandick of 323 12th Street, Brooklyn, not far from the SIU headquarters.

# Galley Gleanings

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions.

A good meal pepper-upper can often add that extra little something needed to put a menu over. Sometimes, to the despair of the steward, many side-dishes are proffered, but none preferred. Simplicity frequently provides the margin of success.

Brother Jesse W. Puckett, steward, recently beached at the USPHS hospital in Seattle, has a pretty good idea of the tastes of seafaring men, since his own sea-going career dates back to the time he was 12. A salad, he notes, is a colorful dish of greens anyone

can throw together, but properly spiced with a tangy dressing, it assumes a new role. As a sample, Puckett offers "Polish Salad Dressing".

Here's what you need: 1½ cups vinegar, ½ cup sugar, 1½ teaspoons salt, 2 cups oil, 1 teaspoon pepper, a fifth of a teaspoon of cayenne pepper and 2 large cloves of garlic very finely chopped. Just mix and beat everything very well before serving on any green or tossed salad. If you like, the same mixture can be used on cole slaw. The big item is taking a little time to make something different from the usual run-of-the-mill dressing.

Incidentally, Puckett suggests the following as sure to make a hit with the peanut butter hounds: Take 5 pounds of very finely chopped cabbage, 2 cups of finely chopped celery and 2 cups of peanut butter and mix them all together. Add enough mayonnaise dressing to moisten, then make little balls of the mixture. Serve on lettuce with any dressing desired. They'll call for more.



Puckett

# Seafarer Sam Says

## KEEP HER SIU-MANNED!

Men who pay off a ship in a foreign port during an extended voyage hurt themselves and the Union.

The job vacated is lost to the SIU for the remainder of the trip. The loss works a hardship on the rest of the crew.

Take it, and stay with it!



**Seafarer Wants To Educate Crew**

To the Editor:

Sorry not to have sent these items to you sooner, but you know how the "postoffices" are on the Persian Gulf run. I sure do like that new LOG. I can't give you an opinion of the crew, because there are only three SIU men on the ship, but they're all for it. The rest of the crew are aliens, non-union.

The Fort Bridger has been out here a year this month, with six more to run on the articles. The skipper is now on the 121st line of the articles. We've got a whole new crew except for the old man, third mate, sparks, the chief cook, a BR, and yours truly as bellyrober—and with the grade and variety of food available over here I can truly qualify to that title, much to my disgust.

We have a pretty convivial crew now. We had 16 Neapolitans in the last crew, but since we are not running to Italy any more, they went home to their families. I haven't been back to the States in a year. We have some Americans, NMU and even one MM&P second mate as an AB—he missed his ship—but only the three SIU. The rest, German and Canadian mostly, are a good bunch. Likes Air-Mall LOG

We're enroute to Ras Tanura to load for Germany. We're getting long trips now, with 45 days at sea and two in port. Sure like those new LOGs, and the 3-edition air mail is sure OK. The only hitch is that this bucket moves around too much.

How about sending out some copies of the tanker agreement, plus all the educational literature you can put in a package. Sure need to give some of these guys some education.

Missed some LOGs from Feb. 28 to March 31. They're probably waiting in Suez. Enclosed are a few steward department suggestions for consideration by the negotiating committee.

Will you have the Camera Editor give me the dope on a III F Leica with a Summarit f:2 lens? I bought it in Germany for \$212. What will be the duty on it? Are there any restrictions? Does that \$500 allowance cover this situation? I'll be coming back as a passenger. This is one of the best 35MM cameras made, and I could never buy one in the States for less than \$400.

I'm sticking it out for the Articles (18 months) so keep those LOGs coming.

Lee de Parlier  
Ship's Delegate

(Ed. note: Those tanker agreements are on their way. You can bring that camera in under the \$500 limit.)

**Asks SIU List Of Ship Sailings**

To the Editor:

I wonder if the Union could list the ships that are coming and going in New York harbor in the shipping hall so that the fellows could have an idea of how the shipping situation is. A lot of the boys go running around looking for the Journal of Commerce which has such a list, but you can't always find this paper.

If the Union would put up a list like this in the headquarters, it would be very helpful. A man would know pretty much what to expect in the way of runs and ships for the next couple of weeks.

Sometimes a fellow wants a particular run for good reason, but he doesn't know if he should wait for it and pass up other jobs he might

**LETTERS**

have taken. This way a man will know what kind of run is coming up and can plan what to do.

Harry Washburn

(Ed. Note: The Union welcomes constructive suggestions from Seafarers and tries to put them into effect if at all possible. You'll find a picture on page 5 of our new ship's bulletin board which has a daily listing of ship arrivals and departures.)

**Foul-Ups Need A Good Lesson**

To the Editor:

Some of these performers had better wise up to what they're doing and how it affects all of us or they're going to wind up in the deep six. You can get pretty well fed up with this type of character after you've seen him in action once or twice.

I've been noticing reports in the LOG about how some of the brothers run wild in certain foreign ports, particularly on the Robin Line run. Naturally it isn't up to the Union to play nursemaid to these guys when they're over there, besides which the Union can't do anything about them until they get back to the States.

But the SIU has down through the years tried to raise our conditions and has as a result built up the public impression of the seagoing man. So when these performers and foul-ups go into action, they're just killing everything that's been done up to now, and we can't allow that.

Hurt Brothers

If some guys won't toe the line even after being shown the way, they just don't belong. Anybody who's going to jam up my chances of making a living, and I'm speaking for the great majority of brothers who like to raise a little row now and then in its proper place, is going to get his lumps one way or another.

You can see what these foul-ups can do to our Union when you consider that every time something nasty happens, it becomes typical of all seamen, not an individual situation. When our Union Negotiating Committee goes into contract powwows with the shipowners this summer that's just the kind of thinking they've got to fight.

Every little punk action makes it tougher to present the fair side of the issue. We'd better crack down on these characters before it's too late.

Frank Carter

**Thanks SIU For Wall St. Film**

To the Editor:

In behalf of the officers, executive board and membership of the Home Office Employees Union (Int'l Alliance of Theatrical Stage Employees) the writer wishes to express his sincere thanks and grateful appreciation for the loan of the motion picture print of "The Battle of Wall Street."

This film was shown several times by this local union to its general membership and to a general meeting of all shop stewards, and the consensus was that the SIU did a wonderful job in assistance to the Financial Employees Union as well as a magnificent job in the filming of the incidents during the strike.

It is our opinion that this film should be of inestimable value in vigorously pushing forward the aims of legitimate unionism. Will you again extend to the International officers the writer's personal appreciation for the loan of this print.

Russell M. Moss  
Executive Vice President

**Harmless Photos Cause Him Grief**

To the Editor:

I was coming off the Sea Gale recently which is docked at the Army base in Brooklyn, and had a roll of film in my pocket, also some prints of pictures that I took in Antwerp and aboard the ship. At the gate I was stopped by a customs man who asked me if I had anything.

I told him that I wasn't carrying anything, only a roll of film and some pictures, which I showed him. None of the pictures or negatives had anything to do with the Army base, just some shots of my shipmates and also of the SIU headquarters.

Well, this customs man took me over to an MP and he called over two more MP's. They gave me quite a rough time just because I had a roll of negatives in my pocket. Finally they let me go.

I think this is a pretty raw deal when a man can't even take some pictures of his shipmates without being treated as if he was a criminal. I'd like the fellows to know that if you have a camera or film, some of these customs fellows can give you an awful lot of trouble.

Evaristo Rosa

**GI Has Praise For New LOG**

To the Editor:

Thanks for your kind and immediate attention to my request for the LOG. Your package with back and current issues arrived and was received with open arms. I noticed my letter printed in the Letter of the Week column, and thank you for this kind gesture.

I could hardly believe my eyes at the size of the new LOG. It sure is a fine feeling to know that the SIU has gone forward once again by publishing the finest trade journal in the history of organized labor. All of SIU's past accomplishments are reflected in the present LOG. As the SIU moves forward in the task of providing not only the American seamen, but seamen of every flag, with the highest standards of living and best working conditions and the highest wages ever dreamed of, so has the SEAFARERS LOG kept pace by insuring that the members of the SIU are, and will be, the best informed seamen throughout the world.

Army Releases

There were quite a few letters inquiring about obtaining releases from the armed forces, in the various editions sent me, and at the end of each letter I noticed an editor's note, informing the correspondent he was being sent an application form. That there ever was such a form is certainly news to me and I am very glad to hear that there is a chance for former seamen to obtain a discharge to return to sea.

Asks Application

I have a friend here who is a former third mate and he would like to know if there is a separate form for former ships' officers, or if he may use the same one as unlicensed personnel. If so, I would like to have three copies of these applications, as I also have a brother who is an ex-seaman and I am sure he would like to return to sea.

How will the new issue of Union books affect us fellows who are in retirement? Will the new books be made out now, or will we have to wait until we pick up the old ones?

Also, I still have the old engine department papers, issued by the Department of Commerce. Are they good anymore, or do I have to apply for new ones? From what I read in the new LOG, I am

afraid there is a lot that has happened since I entered the service of which I am unaware. Any or all information that you may have concerning seamen's papers, Coast Guard clearances, shipping regulations, etc., would be appreciated. Also a copy of the latest agreement and wage scale.

A/2c John D. Marchitto

(Ed. note: The release forms are on their way, although for the time being no discharges are being issued because there is currently a surplus of seamen.)

**Get US Dollars In Argentina**

To the Editor:

Anybody going to Argentina should make sure that the captain has American money to give out on a draw. If you take the draw in Argentine pesos you only get 14½ for a dollar, whereas when you get dollars you can get 26 to 30 pesos for each dollar anywhere.

Also, make sure that you don't buy anything to take home with you unless you get a customs permit to do so. Otherwise the customs officials will come aboard and seize them.

The Crew of the Sea Wind had its stuff seized and taken ashore, but the captain on our ship protested several times to the American consul and the authorities and got the stuff back.

However, the stories that we're now hearing in the crew mess-room about the senioritas and the good time the crew had prove it was well worth the long trip from Baltimore.

Joseph Rudolph  
Ship's Delegate

**He'd Like To Go Back To Sea**

To the Editor:

I'm an ex-able seaman, 27 years old. I'm not a Union member, but that's not because I didn't want to be, but due to circumstances at the time.

I did four years in the Navy, and also sailed on the Great Lakes ore carriers.

Right now, I'm with the US Foreign Service, but my heart is still with the ships. I am still interested in joining your Union and would do so if there are any possibilities. I'd appreciate any information you have on this.

I am sending along a check for \$2 to cover the cost of the LOG. I've only seen one issue, but I like it and would appreciate having it sent to me.

Francis John Savage

**Rough Weather Spoiled The Trip**

To the Editor:

It's smooth sailing now—with plenty of OT—and the Thomas Leathers is a good feeder with a good SIU crew, but the trip over wasn't so nice.

From the time we left Newport News, March 10, until March 30, we really had a rough time.

Yes sir, all the rigging is damaged. All the lifeboats were smashed and a couple of davits ripped out of the deck and the seas made a mess of everything.

There wasn't much sleeping while the rough weather was hitting the ship, but she's still afloat and moving slowly toward Rotterdam. Hope we'll have better weather on the trip back.

Francisco Gaspar  
Ship's delegate

**Inquires About Discharge Info**

To the Editor:

I would like to know if you could help me with a little information about seamen getting discharged from the Army so they could go back to sailing. My first sergeant said I could apply for one, but that if I am discharged I must keep on sailing until the Korea situation is over with.

I sailed in the last war from 1944 to 1947 and I am now a retired member of the SIU. I would like to know if I sail until I am over the draft age, and then quit sailing, can the draft board put me back into the Army? I am 25 years old, married and I have been in the Army since February 25, 1952, which is only a couple of months. I would also like to know if you could send me the release papers for seamen.

Pvt. Daniel Mollahan

(Ed. note: We're sending the papers, but right now the Army isn't releasing any seamen.)

**Feels Stewards Rate Increases**

To the Editor:

First of all, I would like to thank Brother Bill Hay for his fine letter in the April 4 issue of the LOG. He had some very good points in it regarding the steward's department. With all the new pay increases for day workers, they seem to have left out steward department men, who are day workers, putting in 8 hours in a spread of 12. Or aren't steward department men considered day workers?

With the new pay increases, a wiper who could have just started going to sea, could get a pay scale above second and third cooks. These men have to have a little more experience than a wiper to sail as cooks.



Ulrich

Another example is bosun's and deck engineer's wages compared to the steward's and chief cook's pay. Doesn't a chief cook have a more responsible job than a bosun or deck engineer?

Responsible Job

A chief cook is responsible for feeding 40 or more men aboard ship. He has to know all about butchering of meats and cooking of food to perfection so that the crew will be happy and well satisfied. Still, his wages are lower than the other two rated men.

There are probably a lot of other steward department men who feel they have been left out in the pay raise that day workers received. I hope that our officials give this consideration when they open contracts with the ship owners.

Paul Ulrich

**Suggests LOG List All Fines**

To the Editor:

The crew of the Seatrain Savannah thinks that the LOG should publish a list of all fines imposed, such as the \$50 fine for missing the ship or quitting at the last minute without a replacement, the \$10 fine for men not doing sanitary work as required and so on. The LOG should also state that it is up to the ship's delegate to turn men in for these violations.

It seems that when a ship's delegate turns a man in he immediately becomes a heel or a stoolie. Something should be done to curb the abuse off the ship's delegate. After all, he has to live on the ship with the men.

Douglas Acker, Jr.  
Ship's delegate

## He Praises Union Efficiency, Gains

To the Editor:

The smooth and efficient operations of a machine depends largely on the man or men operating it. Smooth and well-ordered operation is the rule in the SIU. With this kind of operation we have become the foremost and leading union in the maritime industry.

The gains that have been made by our Union in the past few years are ample proof of this. The union operates on an economical basis, which means a saving in money for each and every member. A comparison of wages received by most unions under existing



McKay

contracts, and the amount of benefits they receive, if any, show that they pay more union dues percentage-wise than the members of the SIU.

Few unions have a union paper that can compare with the LOG. The LOG is a well-edited paper dealing in matters of importance to all labor, as well as members of the Union. The policy of the Union of assisting other unions is a well-established fact in the entire labor movement.

All officials of our Union are seamen, and are elected by the membership to represent them. This is sound democratic policy which has made the SIU respected by the entire labor movement.

The election of capable and efficient Union officials which we now have, will continue to keep us a Union second to none in the entire labor movement.

William McKay

## They Go Places On Golden City

To the Editor:

I am on the Golden City which must have set some sort of a record by hitting seven ports in seven days. We started by getting into Bremerhaven, Germany, on April 4. From there we hit Bremen on April 5; Brocken, April 6; Hamburg, April 7; Rotterdam, Holland, April 8; Antwerp, Belgium, April 9; and Cherbourg, France, April 10. The next day we were on our way to Baltimore.

I think that is really moving around a little. No one missed the ship and everyone turned in every department. It's a smooth-running ship, SIU style.

Danny Pocerelli

## Art Contest Real Hit To Seafarer

To the Editor:

With our first annual SIU Art Contest nearing the final turn, I'm really eager to see what the boys have been turning out. I hope I'll be in town when the judging is made and my brother Seafarers' work is put on display.

One thing I know is that in a bread-and-butter Union like ours, where there's plenty of emphasis on the bread-and-butter aspect, other considerations aren't forgotten. This art competition is a good example of what I mean.

It not only gives the boys a chance to pull off the wraps from some of their creations, but helps draw out some pretty fine talent that you see going on all around you on the ships. Some of my shipmates on many occasions have done art work that would put the professionals to shame, considering the material they had to work with, plus the time they were able to put in after work.

Tribute to Men

This contest is a swell tribute to these men, since it will give them the recognition for their ability that they deserve. Of course,

# LETTERS

everyone can't be a prize-winner. But at least they'll know there's legitimate handling of this deal and maybe next year they may walk off with one of the awards.

This is not a pitch for myself, because I just don't seem to have the knack for this stuff. But if I can rouse up some of the bashful boys to send their work in, we'll make this a top-notch contest to show that the SIU guy is not only talented on the job, but applies some of his skill to creative art after hours too.

Gil Schap

## Del Santos Crew Marrying Kind

To the Editor:

We're having a good trip on the Del Santos, but we're thinking about asking the company to change the ship's name when we get back.

We figure that the Del Matrimony would be a much better tag for her because of the number of weddings we've had on the trip.

While the ship was in Santos, Brazil, we had four weddings, and two more brothers are planning to get married when we leave and start north. So that makes six guys who've tied the knot on this trip.

Alton R. Booth  
Ship's delegate

## Agrees Ill Seamen Get Run-Around

To the Editor:

Reading about the case of Brother Kupscznk in the last issue of the LOG reminds me of the time I got sick aboard the Robin Goodfellow in 1946. We were in the port of Lourenco Marques, Mozambique, when I had to be taken in for an operation. I was treated well at the hospital, but when I got out, the Robin Lines agent put me in one of the cheapest places in town to stay until he was going to arrange transportation for me.

I waited around for a month and a half with no results. Finally, I went back to the agent, asking them for my transportation. One ship, the Robin Locksley, was available in the port and I asked to be put on her as I wanted to get back home.



Santiago

Gets Run-Around

The agent told me that I had to go to see the master personally, because all passenger vacancies were taken. I went up to see the American Consul to find out what was going on. He told me to go see the agent. So they had me in a run-around from the agent to the captain to the consulate and back again. I didn't have any money left and didn't know what to do.

Finally, one day I met a friend of mine by the name of Victor Offerra who told me that there were four jobs open on a Liberty ship. I went to see the master and he hired me as AB. That was how I got back to the States.

It seems that according to my experience and that of Brother Kupscznk, Robin Lines pull the same treatment all over when they have sick seamen on their ships. They should have a little more consideration to the men who work their ships for them. Some of the agents think they are doing you a favor, or just don't want to bother taking care of you. I wonder if there is any action that can be taken so as to protect sick seamen in foreign ports.

Marcellino Santiago

## He's Passing Out The Cigars Now

To the Editor:

I just want to let my shipmates know that I have become a proud father of a ten pound baby boy. My wife gave birth February 12 in Touro Infirmary in New Orleans. We have named him Johnnie Drexell Baxter.



Johnnie

Merton (Slim) Baxter

## Crew Airs Gripes About Officers

To the Editor:

The Transatlantic may be a good ship—except for a couple of the officers—but the company is going to have a bunch of gripes and claims on its hands when we get back!

Most of the gripes are about the chief engineer, and the crew seems to feel that when we get back it will be—new chief, same crew, or else same chief and a new crew.

But Bosun Gerald Pettipas also has a gripe about the mate, who he says is also carpenter on board. When we started the trip, the mate renovated the captain's cabins and the master stood watches.

Mate Does Work

When his attention was called to this, he assigned the dayman to assist him at OT rates, but when the rest of the crew slept, he became the dayman, sweeping decks, running the deck gang and when he was asked about it he said that was what they do in the NMU and the Lakes. He raises and lowers the hook without calling the bosun to turn to.

The bosun also complained about the chief engineer, who has made our trip miserable. First he threatened to cut off our water because the ship was 1,000 pounds overloaded and could not carry enough water to make the trip.

When a steam line was carried away at the anchor winch, it was left exposed and the bosun burned his leg on it. When he told the chief engineer about it, he was told to "sue the company if you want to, don't bother me," and that's what he's going to do.

George Prota, a wiper, was assigned by the chief engineer to spray paint over the boilers in the tropics—where the temperature was 106 degrees under the ventilator. He was standing on the catwalk on the verge of heat exhaustion when he fell through an unprotected escape ladder opening which had no chain, and injured his back. It still pains him on occasion.

Told To Sue

Our great chief engineer told him he was paying him OT to paint, and not to fall down ladders, and that he was too busy to be putting up chains, and that this was a ship and not a nursery anyway. He told Prota to "sue us if you don't like it," and that's just what Prota's going to do.

Ship's delegate John E. Fisher says that the chief engineer always disputes any kind of overtime and raves and rants, and says he's running a ship and not a union. Fisher says the whole engine department has made the trip under threats, with the chief yelling all the time, and working the wipers from bell to bell, even in the tropics.

On our trip south, the armature in the dough mixer burned out because it was so old. The skipper said to get a new one in Rio, but the chief says "Hell no, let them

mix it by hand like they used to do in the old days."

This chief is responsible for some nasty acid burns that one of the wipers got. The chief was putting a barrel of boiler compound on top of the main engine. The bung was over the platform and the acid spilled out and burned the oiler's shoulder so badly it hasn't healed in over a month.

We don't mind minor gripes now and then, but this chief is too much to take.

Crewmembers  
SS Transatlantic

## LOG Will Follow Where He Goes

To the Editor:

I, being another poor seaman who lost his freedom of the sea by being drafted into the Army, would like very much to have the LOG sent to me here at camp rather than at my home address. I enjoy the LOG very much and I believe that it is the best Union newspaper published in the US.

I have benefited by being with the SIU and have learned a lot from the Union and the swell guys that sail out of it. I have made many friends since coming in to the SIU in September, 1950, when the Union signed the Cities Service fleet.

Pvt. Robert G. Campbell

## Turned Down On Discharge Plea

To the Editor:

Several months ago I filed through Army channels to Washington for release from service as per directions from SIU headquarters.

On Monday, April 14, I was notified that my application was turned down due to the fact that at the present time there is not a critical shortage of merchant seamen. The above is, in part, a quotation from the directive.

I originally joined the SIU in 1943 and sailed until being drafted in February, 1951.

If you can advise me any further on this matter I shall greatly appreciate it.

James O'Sullivan

(Ed. note: Unfortunately, due to the recall of government-owned ships the shortage of seamen has disappeared and the Maritime Administration is no longer requesting discharge of seamen from the Armed Forces.)

## Shipping Industry A Black Sheep?

To the Editor:

All this talk about preparedness gives me a howl. The Government prods industry and science night and day for a build-up in every field, new ideas with an eye to the future and then lets the cobwebs on the shipping industry pile up.

The only new developments in the shipping industry since the war are these 35 Mariner ships, a welcome sign although only two of them are ready for fitting so far, and the dribs and drabs in new oil and ore carriers.

There's plenty of activity in aircraft, weapons and push-button gadgets but the shipping industry seems like a stepchild in the whole process. Now I'm not heavy in the brain department like some of the people who should know better, but I know what this means to my job and how it would show if any emergency cropped up.

Why Is It?

Most of us understand why these ships pulled out of the boneyard are heading back there, because there aren't any cargoes for them to haul right now. But with everything else working on a long-range basis, why is the shipping industry left out of the picture?

This long-range shipping bill that was discussed pretty fully in the LOG (Feb. 8, 1952) seemed, on the whole, a good deal for the future of the industry, since it seems to be lagging behind all the others in the way of progress.

If there's some reason for bottling it up in Congress, since I understand the Senate passed the bill last August, I wish someone would come out and explain why. There's a lot at stake if US shipping is getting the cold shoulder from government planners. We ought to know why.

Robert J. Phillips

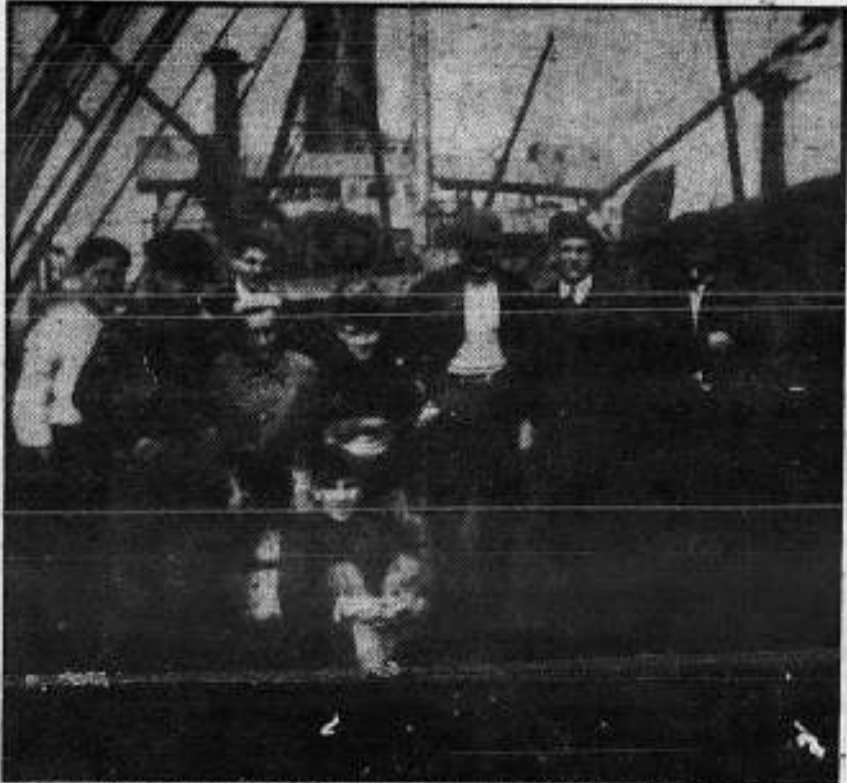
## Anybody Recall Minnesota Trip?

To the Editor:

Here's one for some of the old-timers to try their memory on. If any one on this picture taken 32 years ago on the Minnesota is still sailing, let the LOG know when you will be in port and I will be happy to visit you at the finest clubhouse in the world, I mean the one at 675 4th Avenue in Brooklyn, our SIU headquarters.

Thanks for sending me the LOG. It is without a doubt, the finest, most inspiring and interesting paper published anywhere, or by anyone, union or otherwise. Regards to all my friends.

George Groves



Crewmembers of the Minnesota, known as the "hoodoo ship" of the North Atlantic, posed for this one in March, 1920. That's George Groves seated on deck and Sylvy Savery with ukelele. Others identified are Herman Wachter and Walter Schneider. Perhaps some readers will recognize old shipmates.

LETTERS

SEAFARERS CASH BENEFITS

Far East Tour Is Nearing End

The Steel Fabricator is now in Suez, on its way home from the Orient on a trip which will last about four months.

Down in Java, Djakarta is a cheap and popular port. Our stay there was marred by the murder of a Seafarer off the Steel Apprentice in port at the same time.

Most Seafarers are familiar with the Radio Bar in Tanjong-Priok. It is a good place to stay away from as it has long been the center of trouble for seamen.

Our ball team was victorious over the Steel Director in Jeddah, Saudi Arabia, and followed this up with a surprise win over a highly-touted team from the President Polk in Singapore.

Tops among our suggestions for the new agreement which we have forwarded to the negotiating committee, is the need for crew gangway watchmen on Isthmian ships.

Second to this is a request for a clause in the agreement concerning draws, to be given every five days in port.

That is all we have on our minds, now. We are all looking forward to collecting our vacation pay (the first for most of us) and to meeting old friends at our own Union bar.

Life Tough In Non-Union Job

I retired my book in 1949 and came home to Lexington, NC, to marry and settle down. It proved to be a difficult adjustment insofar as labor conditions are concerned.

I don't have the many advantages Seafarers had while I was active as a seaman. Here unions are in their infancy.

There is no union and no contract. Whatever the company decides, the people abide by. Sometimes they are good, sometimes not so good.

When the unions do move in, I'll be ready to cooperate in every way. I think the most valuable asset I brought home with me was the knowledge of unions and their functions as the Seafarers taught me.

Parents Find LOG Enjoyable

I received the March 21 and the April 4 edition of the LOG and enjoyed them very much. The April 4 edition had pictures and also quotes from the boys, Joseph C. Pelham and Richard F. Ransome, while in New Orleans, La.

Former Seafarer Asks For LOG

I have recently seen several issues of your SEAFARERS LOG which I found to be very interesting. The LOG is like no other labor newspaper that I have ever seen.

He Regrets He'll Miss Art Contest

Regrettably, I cannot enter the SIU Art Contest this year as I will be over here in Japan. However, I will have four or five entries next year.

Mom Seeks '46 Strike Veterans

I had just gotten off of the De Soto from Mobile at Pier 6, Bush Terminal Brooklyn, when I ran across Mom who runs Mom's Place near the docks.

Mom said to say hello to some of the boys and ask them to stop by and see her when in the neighborhood.

I plan to be in New York for a while, so any of my old buddies who want to get in touch with me can find me at headquarters.

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

TOTAL \$119,760.58

Vacation

REPORT NO. 6 By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered by This Report—April 14-April 26

The steady pace of benefits paid out by our Vacation Plan continued without interruption these past two weeks. We've already gone well past the \$600,000 mark and the payments are sticking very close to original estimates that the Plan would shell out around \$2,500,000 a year, or \$50,000 every week.

Both the number of men collecting and the total amount paid out these past two weeks covered by this report is practically the same as in the previous two week period.

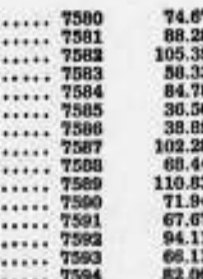
Within the next three weeks or so, we expect that there will be some men coming in for their second round of checks since they will have another 90 days sea time by then.

Table with columns: Name, Check No., Amount. Lists names like Albert Vereica, Christopher Kellehen, Roscoe Tillett, etc.

Alberto Diaz, messman: If you should be stuck on the beach for a few days, this dough comes in real handy.

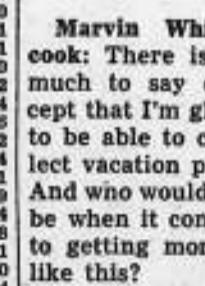


Table with columns: Name, Check No., Amount. Lists names like Jesus Araya, Abraham Feinstein, Leslie Tyler, etc.



Marvin White, cook: There isn't much to say except that I'm glad to be able to collect vacation pay.

Table with columns: Name, Check No., Amount. Lists names like William Lane, Henry Cortez, Harold Stivers, etc.



George Hashagen, AB: I've been out for the last six months, so I got myself a pretty good-sized check.



Table with columns: Name, Check No., Amount. Lists names like Manuel Galvan, Charles Gallagher, Leo Gallagher, etc.

Joseph Flynn, AB: I've been out for the last six months, so I got myself a pretty good-sized check.

Table with columns: Name, Check No., Amount. Lists names like George Hashagen, C. L. Tai, Hong Yu, etc.

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$119,760.58

Vacation Plan April 14 - April 26 Welfare Plan April 6 - April 19

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 corresponding check numbers and amounts.

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J. Frank Keelan, AB: Every seaman should be tickled to death at all this. It's just about the best kind of a deal that the Union has ever gotten for the fellows.



Clarence Dushane, deck engineer: There's no question this is quite an improvement over the earlier setup where you had to stick with one company.



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

George Alexander, cook: The best part of it is that you don't have to stick to one ship a whole year. If you feel like leaving earlier you can, and still collect.



Axel Lindgren, FWT: When you remember the time that we got no vacation money no matter how long we worked, then this check feels just like found money.



James P. Johnston, messman: This is just like getting money from home without having to write for it. In other words, it's a very pleasant surprise.



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

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(Continued on page 25)



SEAFARERS CASH BENEFITS



TOTAL

\$119,760.58

Vacation Plan April 14 - April 26
Welfare Plan April 6 - April 19

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

(Continued from page 24)

Table with columns: Name, Check No., Amount. Lists names like Harry Bennett, Gordon Fletcher, Frederick Drouant, etc.

Table with columns: Name, Check No., Amount. Lists names like Stephano Digrolomo, Joseph Keelan, Ralph Rice, etc.

Table with columns: Name, Check No., Amount. Lists names like Franglako Gounaris, William Costin, Jose Gracia, etc.

Table with columns: Name, Check No., Amount. Lists names like William Reynolds, Rudolph Blanton, Bill Mpontakaris, etc.

Table with columns: Name, Amount. Lists various hospital and relief station contributions like CENTRO ESPANOL TAMPA, FLORIDA, USPHS HOSPITAL GALVESTON, TEXAS, etc.

Robert Ferrandiz, 2nd cook: I never had anything like this happen to me before since I started working and believe me I've been working a long time.



Table with columns: Name, Check No., Amount. Lists names like Woodrow Billiter, Luis Canales, Hebert Laiche, etc.

Table with columns: Name, Check No., Amount. Lists names like Arthur Smith, John White, John Pedersen, etc.

William Seltzer, chief cook: This is wonderful. Under the old system you had to stick it out whether you wanted to or not in order not to sacrifice vacation pay.



Table with columns: Name, Check No., Amount. Lists names like William Pollard, Jakob Hansen, John Scully, etc.

Welfare

REPORT NO. 27

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—April 6-April 19

Summary table showing Cash on Hand, U.S. Government Bonds, Estimated Accounts Receivable, Hospital Benefits Paid in Period, Total Hospital Benefits Paid Since July 1, 1950, Death Benefits Paid in Period, and Death Benefits Paid Since July 1, 1950.

Table for USPHS HOSPITAL SAVANNAH, GEORGIA. Lists names like Earl A. Bink, William B. Creech, J. E. Garrett, etc.

Table for FIRLAND SANITORIUM SEATTLE, WASHINGTON. Lists names like Emil Austad, Francis I. Gibbons, William B. Jones, etc.

Table for USPHS HOSPITAL SEATTLE, WASHINGTON. Lists names like Francis I. Gibbons, William B. Jones, Jesse W. Puckett, etc.

Table for USPHS HOSPITAL BRIGHTON, MASS. Lists names like H. R. Blanchett, Richard P. Bowman, Henry V. Keane, etc.

Table for USPHS HOSPITAL MOBILE, ALABAMA. Lists names like Herbert Allman, Jim Burke, Tom Jones, etc.

Table for USPHS HOSPITAL SAN FRANCISCO, CALIF. Lists names like Russell D. Roberts, Peter Smith, Daniel Sorenson, etc.

Table for USPHS HOSPITAL BALTIMORE, MARYLAND. Lists names like Thomas Ankerson, Harry L. Baum, Roland R. Bell, etc.

Table for USPHS HOSPITAL FORT WORTH, TEXAS. Lists names like Joseph F. Wise, J. H. Ashurst, etc.

Table for USPHS HOSPITAL FORT STANTON, N. M. Lists names like Donald McDonald, Jack F. Thornburg, etc.

Table for USPHS HOSPITAL SAN JUAN, P. R. Lists names like Julian I. Astencio, Joseph G. Bracht, etc.

Table for DEATH BENEFITS. Lists names like Remie Doucette, Cornelio Castillo, John Padrik, etc.

Table for CHARITY HOSPITAL OF LA. NEW ORLEANS, LA. Lists names like Ivy E. Matherna, etc.

Table for USPHS HOSPITAL NEW ORLEANS, LA. Lists names like H. A. Bishop, Leroy G. Boster, Robert P. Burton, etc.

Table for USPHS HOSPITAL FORT WORTH, TEXAS. Lists names like Joseph F. Wise, J. H. Ashurst, etc.

Table for USPHS HOSPITAL FORT STANTON, N. M. Lists names like Donald McDonald, Jack F. Thornburg, etc.

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Table for DEATH BENEFITS. Lists names like Remie Doucette, Cornelio Castillo, John Padrik, etc.

Table for CHARITY HOSPITAL OF LA. NEW ORLEANS, LA. Lists names like Ivy E. Matherna, etc.

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

**PENNMAR (Calmar), March 20—Chairman, J. Markham; Secretary, E. Korzon.** Complaint was made that some of the officers fail to cooperate during fire drills. Station cards should be placed above each man's bunk. Inferior quality of some of the goods in the storeroom will be brought to the attention of the patrolman at payoff. Crew passed a vote of thanks to the steward department for work well done from Longview to New York. Deck crew gave a vote of appreciation to the chief mate. Chief mate thanked the crew for bringing in a clean ship and performing all duties in good SIU style.

**SEATRAN LOUISIANA (Seatrains), April 20—Chairman, Walter E. Bessler; Secretary, Kenneth M. Skonberg.** Chief engineer promised that sewage drains in 12-4 and 4-2 rooms would be taken care of by shore gang in New York this trip. Bookshelves were put up by deck engineer. Names of men who missed ship were mailed into hall.

**PUERTO RICO (Bull), April 21—Chairman, Thurston Lewis; Secretary, Jim Murphy.** Ship's delegate reports that soap needed by crew messman for their work has not been provided. Total of \$14 was donated to ship's fund; \$4 was collected from those absent from last ship's meeting. A motion to rescind the present system of electing ship's delegates (a new delegate every four trips, rotating departments) was defeated after much discussion. Quentin Renaud was elected next ship's delegate by acclamation. Messman will set out coffee for wipers.

**MAE (Bull), March 2—Chairman, Carl E. Gibbs; Secretary, Richard V. Geiling.** One overtime beef will be taken up with paymaster in Baltimore. Ship's delegate will buy playing, pinocle and canasta cards as well as chess and checker sets from ship's fund. Seat cushions have not yet been received, although steward has ordered them. Agreed that the ship's delegate buy and keep on hand at all times a supply of stamps for the crew.

**March 4—Chairman, Carl E. Gibbs; Secretary, Richard V. Geiling.** Delegates reported no beefs. Suggestion was made that a television set be purchased from the ship's fund. Since the crew bought the two washing machines now in use on the ship, patrolman will see if it is possible for the company to contribute to the purchase of this set. Brothers Gibbs and Geiling volunteered to find out about prices and terms. Question was raised as to why the bars of face soap cannot be larger. Steward explained why this was so, and said that if anyone needed more soap he had only to ask for it. After some discussion, it was decided to get a new messman in Baltimore, since the present crew messman and pantryman have been incompetent. The 8 to 12 ordinary promised to spend more time and effort on his sanitary work.

**ROBIN TUXFORD (Seas Shipping), March 23—Chairman, George Schmidt; Secretary, Pete Prevas.** Disputed overtime will be taken care of in port. Since ship's delegate Smokovich has been appointed acting bosun until arrival at US port, Clarence Cousins was elected to act as ship's delegate for the rest of the voyage. Motion was made and seconded to fumigate the ship before leaving the States again, as there are many rats and roaches on board. Discussion was held on repairing the blowers. Ship's delegate will investigate the hot water in the cold valve in the showers. Union business should be kept away from the purser, and whatever typing is necessary should be done by the steward.

**CARRABULLE (National Navigation), April 13—Chairman, M. H. McKay; Secretary, Pete Piasick.** Ship's delegate reported a balance of \$105.71 in the ship's fund and explained his talk with the captain about draws in US money at ports where the exchange difference is great. Crew decided to send a \$25 contribution to US Marine Hospital for tubercular seamen and money for the March of Dimes upon arrival at Curacao. All hands will donate \$2 to ship's fund at the next draw in Curacao.

**SOUTHERN STATES (Southern Trading), April 21—Chairman, McArthur; Secretary, M. S. Netto.** Delegates reported no beefs. Letter was sent to hall to find out about new wage scale. Motion was passed to buy new tablecloths, pillow cases and shower curtains. Motion was made that SIU negotiate with Southern Trading as soon as possible about ar-

ranging transportation in those ports where there is no public transportation service from isolated docks and plants.

**POINTER (Alcoa), March 14—Chairman, M. Nicholas; Secretary, F. P. Russo.** Delegates reported everything in order. Agreed that wiper and ordinary will clean laundry; recreation room will be cleaned by steward department. All hands will clean washing machine after using it. Crew asked not to make unnecessary noise in passage ways and near sleeping quarters.

**SUZANNE (Bull), April 20—Chairman, Ken E. Beckerich; Secretary, L. B. Goch.** Motions passed to use fresh lemon and orange juice and to install proper baking equipment. Suggestion was made about the installation of chains. Improvement in food was discussed.

**CAPE HORN (Mississippi), January 20—Chairman, George E. Egner; Secretary, Frank L. Bartlett.** Delegates reported everything okay. Suggestions were made to paint the crew messhall and install grating in the laundry.

**February 27—Chairman, Frank L. Bartlett; Secretary, Union H. Sanders, Jr.** Bosun asked hands not to throw garbage out of porthole on gangway. Steward said that messman would make coffee every morning at 9:30 AM. Oiler asked that a messman be assigned to messhall during meals. Steward agreed. Crew members were asked to put glasses and cups back in the pantry, as ship's supply is short.

**March 27—Chairman, L. O. Carney; Secretary, Frank L. Bartlett.** Motion passed for steward to get 120 days' stores requisition for next outgoing voyage. Crew asked to keep small pieces of soap off shower decks. Suggestion made that everyone be sober at payoff.

**CANTIGNY (Cities Service), April 21—Chairman, G. Galliano; Secretary, Peter V. Hammel.** Captain suggested that the

company might repair television aerial and advised against spending money from ship's fund for this purpose. He also offered to help crew repair set. Request was made that crewmembers cooperate in keeping recreation room clean.

**SEATRAN SAVANNAH (Seatrains), April 13—Chairman, T. B. Lawson; Secretary, Doug Acker.** Steward told crew that extra towels would be available during summer months. Men were asked to keep the laundry clean and be sure to empty pockets before putting clothes in the washing machine. Cots will be distributed on request.

**SALEM MARITIME (Cities Service), April 4—Chairman, L. L. Pickett; Secretary, Mike Michalik.** Beef about food purchased in New Zealand will be reported to food committee in New York. Discussion was held on keeping the messroom clean and not using coffee cups for ashtrays. Delegates will check screens for portholes and doors. Discussion on maintenance of washing machine.

**April 18—Chairman, Henry P. Leavey; Secretary, Mike Michalik.** Bosun is working on deck and mate doing carpenter work. Steward delegate reported beef about member and captain. Martin J. Hitchcock was elected ship's delegate by acclamation. Agreed to draw \$10.00 from ship's fund—which now stands at \$47.15—to buy checker set and games. Discussion held on amount of milk put out for 12-4 watch. Discussion held on keeping messhall clean. New members were told the rules regarding washing machine maintenance. Talked about meal service.

**WILD RANGER (Waterman), March 2—Chairman, T. J. Connell; Secretary, C. DeSilva.** Delegates reported everything okay. Request was made that the crew's quarters be painted and that necessary gaskets be installed in portholes. New mattresses, shower heads for deck department and a new iron were also requested. The ship's delegate will speak to the patrolman about moving the laundry from aft to midship, since present location is inconvenient and dangerous when ship carries deck cargo. Request

## '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.

was put in for portable desks in all quarters.

**March 23—Chairman, Red Connell; Secretary, Otto Robert Hoepner.** If payoff is on Saturday, each man will get a \$10.00 draw; if it is on Monday, captain will wire in for a larger sum. One messman work-a-way hired at Bremen, Germany. Repair list will be made up and turned in to patrolman in New York. Suggestion was made to keep sweets, jams and pickles in messhall. Crew was asked not to spit in fore'sle sink and drinking fountains; each department in turn will clean the recreation room from Sunday to Saturday PM. If the laundry is not moved to midship, as requested at last meeting, catwalk should be put up on after deck and proper lighting installed along the way to the laundry. Messhall will be kept locked in Europe, and man on the gangway will hold the keys. Patrolman will get checkers for recreation room in European ports. Patrolman to define sections of department passageways for cleaning. Chief electrician should overhaul fore'sle fans and order necessary parts.

**April 13—Chairman, Red Connell; Secretary, Otto Robert Hoepner.** Ship's delegate will see the captain about opening slopchest at sea for clothing. Bosun will see the chief mate or captain about painting rooms. Chief steward will improve daily menus. Sufficient night lunch and more fresh fruit should be put out at night. New lock with spare keys should be installed in crew's messhall. If deck crew works at night and in the morning, midnight lunch should be served in place of penalty meals or overtime.

**CAROLYN (Bull), April 20—Chairman, C. Hensley; Secretary, R. E. Dickey.** Total of \$58.00 was collected for March of Dimes. Suggestion made that the medicine chest be checked thoroughly. Crewmembers suggested that the captain put out half the amount of cigarettes on hand during the trip south. Suggestion was made that an alarm be installed in the messroom for the standby man.

**JOHN FISKE (Robin), April 20—Chairman, W. B. Aycock; Secretary, J. R. Lane.** Motion was made to arrange for water in the engine room. Motion was also made that all hands be present when bringing up water deal in engine room with patrolman and that all engine department hands put down overtime when coming up topside for water, to give foundation for beef. It was suggested that all hands be sober at payoff. Motion was made that E. R. Bailey be given the ship's crew approval to continue sailing on SIU ships. Each department delegate will turn in his repair list to ship's delegate who will give them to the chief officer.

**SEATRAN NEW JERSEY (Seatrains), April 24—Chairman, Red Barnett; Secretary, Sir Charles.** Nordstrom nominated ship's delegate by acclamation. A balance of \$7.35 was reported in the ship's fund. It was reported that not enough meal and milk were on board for the voyage. Men are being assigned to different jobs without the knowledge of the bosun. Safety lifeboat string is rotten and should be checked.

**NATHANIEL B. PALMER (Palmer), January 9—Chairman, George Bauer; Secretary, Marvin Hauf.** Launch service and draw in Bombay will be brought to the attention of the patrolman. Discussion was held on basing overtime amounts on a percentage of the wages earned, not just deciding it according to two different wage scales. Ship should be fumigated upon arrival in the States. Discus-

## NOTICES

**Robert Jay McAlpine**  
The above-named man or anyone knowing his whereabouts since New Orleans payoff of SS Choctaw Trail in Jan., 1946, should contact Paymaster, Pacific Tankers, 311 California St., San Francisco.

Selective Service has issued draft classifications for the following men: Michael Aversano, 1A; Joseph A. Calvino, 2A until Oct., 1952; Thomas J. Sgardella, 1A; Gabriel L. Willamsen, 2A until Oct., 1952.

tion held on placing charges against deck engineer due to continual drunkenness.

**January 20—Chairman, George Bauer; Secretary, Marvin Hauf.** Added to repair list were: Engine department heads; steam line to scullery sinks; handle on galley door; new keys for all rooms. Ship's delegate will see the proper department heads about these repairs. Repair list will be made up and turned in at least two weeks before payoff, to allow time for all minor repairs.

**March 6, 1952—Chairman, George Bauer; Secretary, Marvin Hauf.** Delegates reported no beefs. The repair list was discussed. Discussion was held on the poor baking for the past five months. Steward said the baker shouldn't ship out as such, since he doesn't try to improve his work. Baker should not be permitted to sail under that job classification for at least a year, and this should be stamped on his permit. The whole matter will be taken up with the patrolman. All hands should be sober at payoff.

**SEATRAN GEORGIA (Seatrains), April 20—Chairman, Paul Ulrich; Secretary, J. J. Malone.** Paul Ulrich was elected ship's delegate by acclamation and the \$25.00 in the ship's fund was turned over to him. Added to the repair list were: Fan for messmen's quarters; drinking fountain for crew's messroom; screen doors for the four passageway exits; a new clothes wringer for the washing machine and some new ashtrays.

**MONROE (Bull), April 25—Chairman, Theodore Smith; Secretary, Juan O'Quenda, Jr.** Old washing machine was sold



for \$35 and this money added to the ship's fund, which now stands at \$47.40. The \$1 contribution from new men will now be omitted. Ship's delegate and patrolman will inspect the ship's water system.

**JAMES H. PRICE (South Atlantic), April 13—Chairman, S. Garcia; Secretary, J. Ranieri.** Delegates reported everything in good shape. Motion was passed to order stainless steel or porcelain sinks for thawing out meat. All men absent from the meeting must donate \$2 toward the starting of a ship's fund. Ship's delegate discussed conditions of life aboard ship for the benefit of men making their first voyage. All rubbish should be put in waste paper baskets.

**AMEROCEAN (Blackchester), March 12—Chairman, G. Bocz; Secretary, R. Hunt.** Delegates reported no beefs. Crewmembers agreed to take better care of the laundry. Stevedores will keep out of crew quarters.

**ROSARIO (Bull), March 23—Chairman, Jack Smith; Secretary, John J. Scanlon.** Ship's delegate will speak to the captain about fixing the sinks in crew's pantry. Any crewmember who needs a new mattress should see the steward. Steward's department will clean the passageway.

**STEELORE (Ore), April 10—Chairman, Ralph Dayer; Secretary, James Conklin.** Engine and steward's department showers and toilets are to be painted. Oilers, firemen, quartermasters and others are unable to relieve their watches on time. Patrolman will be asked about the fire

## PERSONALS

**Ray McAndrews**  
Your gear off the Yaka is being held at the Waterman office in Jacksonville, Fla.

**Rufino Roca**  
The shore-gangway watchman in Savannah has sent your papers and gear off the Helen Hunt Jackson to the SIU hall there. You may claim them by writing that office.

**John Petusky**  
It is important that you get in touch with your sister. Write Mrs. Ann Rivers, 31 Hancock Rd., Wakefield, Mass.

**Buddy L. Young**  
Get in touch with Charles "Chuck" Ayers at Rt. 1, Box 155, Burnsville, Ala.

**Seatrains Texas**  
Fireman on Seatrain Texas who loaned money to Joe Costello should contact him at 38 St. Johns Place, Brooklyn, NY.

**William H. Martin**  
Get in touch with NYU College of Dentistry, 209 E. 23 St., NYC., regarding appointment for treatments.

**Charles A. Case**  
Important for you to get in touch with family. Your parents are getting better after both being ill at Meadville Hospital and hope you'll write.

and boat drill at 11:30 AM. A new washing machine for the crew has been asked for. Complaints were made about the rusty water in the showers and wash basins and the drinking water, which is always warm.

**WILLIAM H. CARRUTH (Transfuel), March 2—Chairman, J. B. Buglewski; Secretary, Bing Miller.** Ship's delegates reported on repairs made in Galveston, draws and customs in Italy. Motion was made that all hands refuse to sign on until the ship is fumigated. Shower curtains should be hung in engine department showers. Passageways and recreation room should be kept clean. Discussion was held on repairs to be made by the crew, washing machine for new crew members, mattresses and inner springs. New plumbing will be installed in deck department's toilet. Bed springs in 4-8 oiler's fore'sle should be checked.

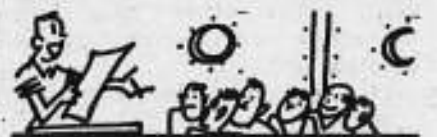
**April 13—Chairman, J. B. Buglewski; Secretary, C. H. Randolph.** Two first-trip wipers have not been doing their sanitary work, although the engine delegate showed them how. Suggestion was made that these men be brought before the patrolman and that department delegates testify against them. Crew passed a vote of thanks to the steward's department for the good food. The steward thanked the crew for good work. Chief engineer was thanked for his cooperation.

**MARORE (Ore), April 2—Chairman, Eugene G. Senf; Secretary, Floyd Jenkins.** Balance of \$5.00 left in ship's fund after buying a washing machine. Electrician will repair toaster in crew's mess as soon as he can get parts. Since the ship is going to the yard, crew would like to get wind scoops, as there are none on board. Suggestion was made that each man clean the laundry after using it; one man be assigned to laundry from each department. Suggestion made that crewmembers be fined \$2.00 if they leave cups on deck and in recreation room. Contribution will be sent to Manhattan Beach USPHS Hospital.

**SANTORE (Ore), April 6—Chairman, W. Walter; Secretary, H. Riggo.** Motion made to dispose of old washing machine and keep motor for parts. Motion passed to get the water fountain and ice box repaired. Shortage of milk will be looked into. Variety of mixed drinks should be kept on hand. More cups are needed in the pantry; crew should return cups to pantry after use.

**MARTIN BERHMAN (Alcoa), April 14—Chairman, Richard A. Mountain; Secretary, Joseph Duffey.** Before arrival at Honolulu, the captain said he would not get a replacement for crewmember who missed ship at Portland; he also announced that there would be no more fresh milk. Radiogram was sent by the crew to SUP agent, who met ship and cleared up both these matters. Crewmembers will buy washing machine from chief engineer. Motion passed to ask the captain to put out a draw in US money at Calcutta, as this is optional for him. Newly elected ship's delegate will find out from the captain if the company agent at Singapore would mail letters for the crew. Suggestion was made that crewmembers keep their feet off the seats in the messhall. A few of the crewmembers are not doing their share of the work. A committee will be appointed at Calcutta to take care of getting the boilers repaired, since they are in a very dangerous condition, according to the unanimous opinion of the engine department. If the captain does not have them repaired, crew will go to the US consul.

**SEAWIND (Seatraders), April 19—Chairman, Edward Lamb; Secretary, Charles Martin.** Ship's delegate reported that the chief engineer says the ice box in the crew's messhall cannot be repaired and a new one must be ordered. Motion passed to get sufficient food supplies for the entire voyage in the States (non-perishable food, canned goods, tea, coffee, flour, etc.) and to have the patrolman, delegate and steward check stores before



the crew signs in. Motion passed that captain be required to live up to the agreement on the purchase of milk in foreign ports. Deck department agreed to let steward department paint its own quarters, as the captain expects the whole ship to be painted and cleaned up in two weeks. Delegates will see that fore'sles are clean for the new crew coming on. Steward asked all men leaving the ship to turn in their cots. Vote of thanks was given to the stewards department—especially the cooks and steward—for making a little go so far.

**DEL NORTE (Mississippi), April 12—Chairman, Bob Foster; Secretary, H. Crane.** Air conditioning units will be repaired when the ship returns to New Orleans for fifteen days. Retiring ship's delegate thanked the crew for keeping the ship on a smooth-sailing course. Brother Swain was elected new ship's delegate by acclamation. Athletic director is looking for more men for the ball club. Ship's fund now stands at \$215.27. All previous motions on the air-conditioning unit, gearing of the lifeboat winches and other repair matters should be brought up-to-date and acted upon at the end of the present voyage. Motion was raised that all flower sprays bought for the dead will cost \$50.00 in the States; in foreign ports, the rate of exchange will determine the size of each bouquet. All hands are asked not to dump wet garbage through the portholes, amidship, as they are left open for fresh air.

**ALCOA PENNANT (Alcoa), March 22—Chairman, Charles Ayers; Secretary, James Pursell.** Delegates reported everything okay. Motion made for crew to go

(Continued on page 27)

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

(Continued from page 26)

on record as opposed to beef being taken on board in Trinidad. Suggestion made not to throw firecrackers on ship anymore.

**EDITH (Bull), April 10—Chairman, J. Williams; Secretary, L. Rire.** Motion made to draw from the ship's fund for a radio and filter for the crew's use. Fan in the messhall does not work properly. The keys for the foc'sles are missing.

**ROBERT LANSING (Bull), April 7—Chairman, Charles Taylor; Secretary, H. Diddlebeck.** A vote of thanks was extended to the steward and his department for their good service. The wiper will talk to the patrolman about the washing machine.

**CECIL N BEAN (Dry Trans), April 12—Chairman, A. Hansen; Secretary, N. E. Ellis.** Ship's delegate reported that beefs will be taken care of at payoff. Motion made and carried that repair list be turned in to the patrolman. Bosun and delegates were critical of the steward.

**CLEARWATER VICTORY (Bloomfield), March 1—Chairman, E. R. Buckley; Secretary, W. G. Povey.** It was decided that each man should be responsible for cleaning the laundry after using it. A few beefs in regard to leaking pipes in the galley, no fans in the reading room, the radiator in the reading room can't be turned off and no bunk lights aboard, for replacing burned-out bulbs.

March 24—Chairman, H. Welsh; Secretary, W. M. Povey. Steward said the ship is badly stored regarding fresh vegetables. The crew complained that their messman gave poor service. Coffee urn in the pantry is out of order. Crew asked for new percolator to make more coffee in the messhall.

April 12—Chairman, E. Buckley; Secretary, W. Povey. Suggestion that all dele-



gates see the patrolman at once to straighten out the matter of overtime in Casablanca that was disputed. Boatwain asked each man to make up a list of repairs needed in his forecastle and turn it in to the ship's delegate.

**MAIDEN CREEK (Waterman), April 13—Chairman, Charles C. Fritz; Secretary, Paul B. Gladden.** Captain said that all rooms will be painted before the trip is over. Delegates report everything okay so far. Request for less noise while the watches below are sleeping. Repair list to be placed on bulletin board so that necessary repairs can be made.

**ANSON MILLS (Seas Shipping), March 9—Chairman, Stanley Cieslals; Secretary, James Kelley.** Suggestion by bosun to please stop door banging while watches are sleeping. Discussion on the care of the laundry and the recreation rooms. Minor repair list for engineers to eliminate.

April 4—Chairman, J. Kelley; Secretary, C. Stangenberg. Engine department delegate made a suggestion to take up a collection for fireman who received a rough deal at the hands of the French police. Delegates made out repair lists and turned them in to the department heads.

**PAOLI (Cities Service), no date; Chairman, Bill Laugford; Secretary, A. E.**

## Quiz Answers

- (1) 15, 16.
- (2) Who is commander-in-chief of the Army and Navy (the President). The other items arise through precedent or are governed by state law.
- (3) Rotation of the earth.
- (4) 1 1/4.
- (5) George Washington, Andrew Jackson, William Harrison, Zachary Taylor, Franklin Pierce, Ulysses Grant, Rutherford Hayes, James Garfield, Benjamin Harrison.
- (6) None. The Derby is a race for three-year-olds.
- (7) Visibility.
- (8) Early 20th century writers who believed in reform.
- (9) Italy.
- (10) 35, 65, 80.

## Puzzle Answer

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

**Measey.** Brother Tagges asked that medical supplies get special attention as there is an insufficient supply of them. A bad smell was reported in the crew mess refrigerator. Attempts to eradicate the smell have been unsuccessful.

March 20—Chairman, MacIntyre; Secretary, Laugford. Ship's delegate gave a talk on performing at the last port, and if it happened again a report would go to the patrolman.

**FORT HOSKINS (Cities Service), April 15—Chairman, Ed. Avrand; Secretary, K. Stainmetz.** All the hands were asked not to throw cigarette butts on the deck. Suggestion made for new contract form to be turned over to the Union.

**LONE JACK (Cities Service), April 13—Chairman, T. Casey; Secretary, D. Singleton.** Motion made and carried to set a \$50 limit on the ship's fund. Motion also passed to see that the scuttlebutt is repaired. Washing machine needs to be permanently installed. Suggestion made to make a repair list with four copies.

**MARINA (Bull), April 11—Chairman, Virgil Swanson; Secretary, John J. Breen.** Delegates reported everything running smoothly. All repair lists to be handed to the patrolman when the ship docks. Chief engineer refused to fix fans, chains or anything else for the steward's department.

**ALCOA PENNANT (Alcoa), April 4—Chairman, D. Parker; Secretary, James Pursell.** Repair list made up and turned in. Delegates reported everything okay. Juice box auctioned off and money to go to punching bag. Suggestion made that when finished eating everyone leave the messhall in order that the messman can clean up.

**AZALEA CITY (Waterman), March 23—Chairman, Jake Garrison; Secretary, J. David B. Sacher.** Delegates reported no beefs. Suggestion made to have something done about the water back aft. Suggestion made to put in for a new washing machine as per new agreement. Repairs have not been made and something should be done about it.

April 4—Chairman, Jake Garrison; Secretary, David B. Sacher. Suggestion made to have something done about the noisy steam lines back aft. The delegates were asked to do a better job of making up the repair lists. Suggestion to have each department clean the laundry on a weekly basis.

**STEEL NAVIGATOR (Isthmian), April 10—Chairman, James Seeds; Secretary, N. F. Nielson.** Motion made to have the ship and particularly the messhall fumigated of red ants. Brother Dean brought out report of a lack of respect by permitmen for the bookmen. Repair list to be drawn up by department delegates and to be turned over to the ship's delegate.

**HURRICANE (Waterman), April 26—Chairman, F. A. Fava; Secretary, P. San Miguel.** Whoever is getting off the ship should first pick up vaccination cards from mate. The crew unanimously passed a vote of confidence to the steward and his department. Motion was made to get a larger quantity and a greater variety of fresh fruit in addition to a better grade of cookies, as those put on board for the last trip were stale and inedible. Suggestion was made that the ship's delegate contact the chief engineer to see about moving the boiler tubes, to provide more room outside the laundry for hanging clothes.

**FRANCES (Bull), April 27—Chairman, Van Whitney; Secretary, Mike Zelonka.** Beefs from deck department will be straightened out by boarding patrolman.



A laundry schedule for all three departments will be posted on the bulletin board.

**ANNE BUTLER (Bloomfield), April 20—Chairman, C. A. Gardner; Secretary, Donald Norfub.** Motion made that company install a new washing machine. Motion passed that crew refuse to sign on for another voyage until company cleans domestic water tanks—which have been rusty for the past four trips.

**ROBIN SHERWOOD (Seas Shipping), Feb. 14—Chairman, S. Zubovich; Secretary, J. C. Howard.** Delegates reported no beefs. Motion made by ship's delegate to have bosun equalize overtime to see if low man wants it before asking other.

April 5—Chairman, J. Morini; Secretary, S. Ortiz. Delegates reported no beefs. Discussion on a brother who was sick in the port of Saint Vincent in the Cape Verde Islands. Discussed about the chief steward not doing his job as he should. Repair list for all three departments to be turned in to the patrolman.

**CHIWAHA (Cities Service), March 25—Chairman, Rocky Milton; Secretary, Robert Ritchie.** Ship's delegate reported pending beef against the captain. Painting of the messhall deck to be brought to the attention of the first mate. A committee of three was appointed to purchase recreational games for the crew to use. Discussion on getting new library books and Union literature for education of the new men. Discussion on purchasing a movie machine or television equipment.

**JOSEPH A. BROWN (A. H. Bull), March 14—Chairman, Henri Robin; Secretary, Robert R. Bowley.** Ship's delegate reported that \$26.42 was sent to the March of Dimes at the last payoff. Ship's fund now stands at \$12. Ship's delegate is to see the chief mate and the engineer about painting the engine department's quarters. Suggestion made by steward's

## 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.

department that all cups, glasses and dishes used by crewmembers be secured after use and that an effort be made to leave the messroom and the recreation room in a tidy condition for the messmen in the morning. An explanation was made by Chairman Robin to the new men as to their rights in a shipboard meeting as compared to their rights in a shoreside meeting. All crewmembers were urged to cut down on the noise in the passageways at night.

April 19—Chairman, J. Hickie; Secretary, J. Forget. \$21.60 reported in the ship's fund. Subject of leaving dishes and messhall in untidy condition was dis-



cussed. Bean coffee will not be used as replacement for regular standard brands. Second engineer has asked that no clothes be hung in the boiler room.

**OMEGA (Boise Griffin), April 8—Chairman, H. A. Arlinghaus; Secretary, S. Rothschild.** Suggestion made by the ship's delegate to have repair lists made up for all departments. Motion made to get an electric iron aboard ship and the washing machine needs repairs. Suggestion made to check slopchest and stores before signing on.

**ALEXANDRA (Carrs), March 14—Chairman, B. Ruggie; Secretary, H. K. Pierce.** Delegates reported no beefs. Ship's delegate stated that there will not be any smoking on the deck at any time. A vote of thanks was given to the steward's department for the fine job of work they have been doing.

**STRATHPORT (Strathmore), April 13—Chairman, O. M. Brooke; Secretary, A. C. Carpenter.** Suggestion made to give the steward's department a vote of thanks for their fine service and excellent meals. All hands were asked to keep the recreation room clean.

**STEEL DIRECTOR (Isthmian), March 30—Chairman, M. J. Ralph; Secretary, H. C. Brannins.** Delegates reported everything in order. Motion made and carried for the steward to explain why he ran short on stores. Repair list to be turned in to each department delegate. Steward asked that linen beyond use be turned in so he can have it condemned and get new linen. All the crew was warned about how SIU expected a clean payoff.

**CHILORE (Ore), April 13—Chairman, Clyde Carlson; Secretary, George Morris.** Delegates reported no beefs. Suggestion made that the crew have enough cutlery and dishes for their use at chow time, and to have fresh coffee for each meal.

**ROBIN DONCASTER (Seas Shipping), April 4—Chairman, A. Mosher; Secretary, W. M. Komkehrwieder.** Ship's fund to remain aboard ship and to be turned over to the new treasurer as the old one is getting off after this trip. Motion made that a clarification be put into the agreement that if a man is put ashore in a foreign port for hospitalization when he comes out he be either given the full money he has coming for room or, if he is put in a hotel by the agent, be given the difference between the hotel and the amount he is allowed.

Feb. 3—Chairman, A. Mosher; Secretary, H. Dombrowski. \$55 reported in the ship's treasury; \$3 was spent on books and magazines for the library. Each department to clean the laundry one week at a time. Suggestion made that outside passageway be used and not the pantry passageway as it interferes with men working, especially at meal times. Suggestion that men think about and talk over the new clarifications to be added to the agreement and any other clauses to be put in for benefit of the entire Union. List to be made up before too long a time expires.

**SEACOMET (Orion), April 12—Chairman, M. B. Harris; Secretary, H. Terrill.** Delegates reported no beefs. Ship's fund stands at \$18.81. If the ship goes to Aruba or any other foreign port a rider is to be added to the articles for the purpose of transportation. The steampipe in the pantry needs repairing.

**FAIRLAND (Waterman), April 16—Chairman, C. E. Himby; Secretary, Bill Doyle.** Motion made and carried to see that water tanks be cleaned before next voyage begins. Motion carried for patrolman to see about having porthole fans installed to insure proper ventilation. Suggestion made that the ship's delegate

check with the patrolman on the slopchest supplies, also inquire about getting new innerpring mattresses for the crew. Ship's crew went on record to send a letter to General Ridgway protesting his forced disbanding of United Seaman's service. A letter will be sent to headquarters about the same.

**DEPAUW VICTORY (South Atlantic), April 4—Chairman, N. Leone; Secretary, F. Pinkowski.** Delegates reported no beefs. Motion made that the patrolman see the chief engineer about beef concerning the fireman and wipers. Motion made that a new washing machine be put aboard ship. Suggestion made that delegates make up a repair list. Motion made that the ship be fumigated for cockroaches.

**BARBARA FRIETCHIE (Liberty Navigation), no date; Chairman, J. F. Barret; Secretary, Thomas Moller.** Delegates reported everything okay and taken care of. The catpina is going to give each man a draw when the ship arrives in Philadelphia. The repair list was read and discussed.

**GEORGE M. KULUKUNDIS (K & C Steamship), April 4—Chairman, Charles Merrill; Secretary, S. Mavroleon.** Delegates reported no beefs. Suggestion made that all crew members help in keeping the laundry room clean. Repair list to be made for each department.

**ALANSON B. HOUGHTON (Alcoa), March 23—Chairman, Joe Selby; Secretary, M. A. Gray.** Delegates reported no beefs. Deck delegate gave a talk on unionism to the new members. Joe Selby gave a talk to the crew on operating the washing machine and placing cups in the sink after using.

**MILTON SMITH (Isthmian), March 14—Chairman, J. Arlanes; Secretary, B. Valles.** Delegates reported no beefs. Motion made that anyone not cleaning the washing machine be fined \$5. A new ship's delegate was elected as the previous one got off in New York. Messman asked that crew please follow general sanitary rules.

**STRATHBAY (Strathmore), April 8—Chairman, E. Rushing; Secretary, Alfred J. Bronk.** Ship's delegate reported that the crew's bunks still have not been fixed, new fans have not come aboard and lockers have not been fixed. Suggestion made that we get an automatic toaster. Steward says that they need a new mixing machine in the galley. Suggestion made that the spare steamer in the laundry be used for rinsing clothes. The crew needs keys for their rooms.

**HENRY T. RAINEY (Bull), Feb. 14—Chairman, A. Smith; Secretary, David Mann.** Delegates reported some disputed overtime. Special meeting to be called upon arrival in port with either the agent or patrolman in regard to urgent matters. A vote of thanks was extended to the steward's department for their fine food and cleanliness. Clothing disappeared in Denmark, due to the fact that there were no keys for the locks.

March 16—Chairman, A. Smith; Secretary, David Mann. Agent Tilley said he will check on a washing machine aboard this ship. A vote of thanks goes to the galley crew for their cleanliness and good food. Letters were read from the SIU in regard to the March of Dimes and LOG delivery.

**ROBIN GRAY (Seas Shipping), Jan. 8—Chairman, none; Secretary, J. Hauser.** Ship's delegate reported about stores not coming on board and the captain's unsympathetic attitude. Carpenter requested fruit juices every day in the tropics.



Feb. 18—Chairman, Robert Morgan; Secretary, John Hauser. Air system needs to be cleaned and filters installed in all crew quarters. Motion made that the ship be left in true SIU style, clean and orderly at payoff. First assistant refused to paint the black gang's quarters.

March 29—Chairman, W. Wallace; Secretary, H. Hauser. Delegates reported no beefs. Discussion on the use of the two washing machines. Discussion on opening the PO mess. Discussion on opening the slopchest.

**SEAVIGIL (Orion), April 4—Chairman, Clifton Wilson; Secretary, Francis Napoli.** The ship's delegate reported and clarified the beef on transportation. Motion made and carried that all beefs should be brought to the attention of the membership before referring them to the captain or the department heads. Windshoats for the crew's quarters and screens for the passageway doors are needed. Steward's department will keep the recreation room clean, and the deck and engine department to keep the laundry clean.

**PAOLI (Cities Service), April 12—Chairman, Mabie; Secretary, Ricciardella.** Crew is not satisfied with the bean coffee, they prefer canned coffee. Milk is served only once a day. The ship needs to be fumigated, and a suggestion was made to put it on the new repair list. Motion made and carried to have each department rotate one week in keeping the recreation room and the laundry clean. Deck maintenance to ask for time off in port so that he can exchange library books.

**MADAKET (Waterman), March 22—Chairman, Max Byers; Secretary, Harry D. French.** Discussion on the draw in Kobe. Delegate asked to notify the first assistant to repair ventilator blowers aft. Slopchest was not adequately supplied with most popular brand of cigarettes.

April 4—Chairman, Eric Malmsrom; Secretary, Paul Wilkins. Motion made and carried that crew not sign on new articles until the important repairs have

been made, such as ventilators and showers, washing machine, etc. Parts of the agreement read and explained such as coffee time, penalty meals, daymen standing watches, working in port for firemen, steward department working hours, and questions on Union policies and customary duties and obligations were asked and explained. Ship's fund to be taken up at payoff.

**SEABEAVER (Colonat), March 29—Chairman, Nick Magash; Secretary, Gustav Leuth.** Special meeting called with the purpose of instructing the new crew about the Union regulations. In hot weather cots will be given out and they are to be kept under deck in bad weather. Instructions to keep the messhall clean at all times.

**ROYAL OAK (Cities Service), April 11—Chairman, Davis Gilbert; Secretary, M. Neo.** Motion made to take money from the ship's fund to buy a new iron. The treasurer volunteered to make the purchase. Motion made and carried to make sure to bring to patrolman's attention beef on flour, beans, etc., which are full



of bugs; \$42.97 reported in the ship's fund.

**HENRY BALDWIN (Eastern), March 21—Chairman, Galaree; Secretary, R. Lapairite.** Two men to be turned in to the patrolman for a little advice on cooperation and work. Foc'sles to be painted on the next trip. March of Dimes poster to be posted and crew to give what they want to the fund.

March 2—Chairman, J. Bourgeois; Secretary, R. Lapairite. The washing machine cannot be fixed and a motion was made to get a new one. Suggestion made that coffee urns be repaired, as they were not properly repaired last trip.

**WILLIAM S. GRAHAM (Waterman), March 14—Chairman, Gillespie; Secretary, J. W. Reilly.** Delegates reported no beefs. Motion made by the bosun to keep the old washing machine. Seconded and passed. H. M. Connell was elected ship's delegate. Motion to report all accidents immediately was seconded and passed. Discussion was held on keeping recreation room, laundry and messhall clean. Eight to twelve ordinary seaman, wiper and sanitary will keep the laundry clean; messmen will take care of the laundry.

**THOMAS LEATHERS (Eastern), March 17—Chairman, Thomas Eaton; Secretary, H. McAleer.** Delegates reported no beefs. F. Gaspar was elected ship's delegate. He will see the mate about painting facilities and find out who is able to give any necessary penicillin injections. A suggestion was made that the messman and pantryman work together to improve meal service. Steward asked crewmembers to cooperate during evening meals, when all hands are served at the same time. Laundry room will be kept clean by three departments. Pantry should be kept cleaner at night. Crew will keep area and plates clean. The crew commented on the good chow.

**KATHRYN (Bull), April 19—Chairman, G. A. Burke; Secretary, H. Lahaen.** Delegates reported no beefs. Francisco A. Bartolomei was elected ship's delegate by acclamation.

**LAS VEGAS VICTORY (Waterman), April 12—Chairman, N. Kelly; Secretary, E. Hansen.** Delegates reported no beefs. Disputed overtime will be taken up with the patrolman. Captain will give a small draw before arriving in New York. Draw and slopchest account will be posted on the bulletin board. Motion was passed not to sign on before all repair work has been completed. Engine delegate suggested that all brothers keep the messhall clean at night by cleaning up after themselves. Steward volunteer will change library. A vote of thanks was given to the steward department for good food and service.

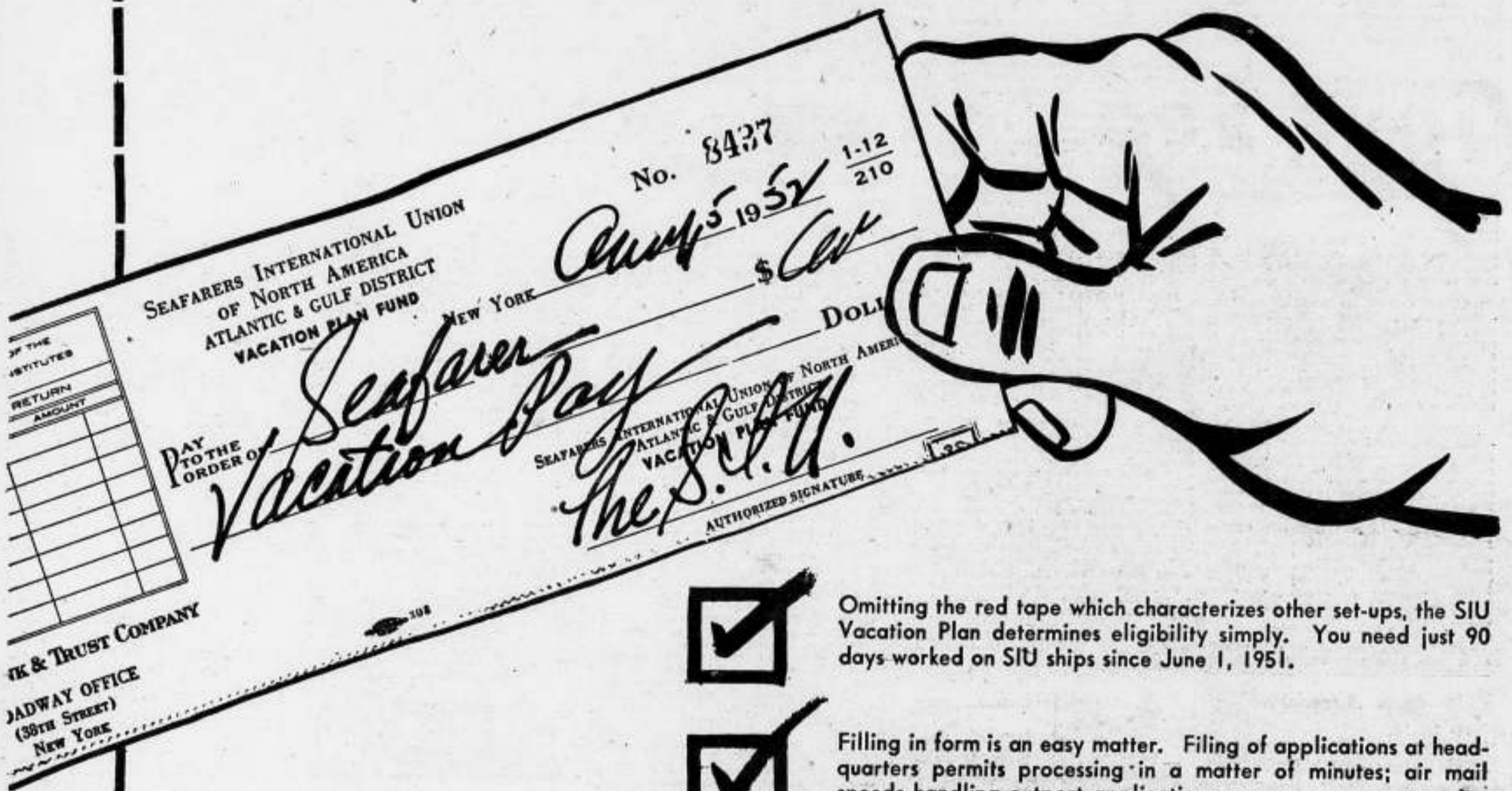
**SEA GALE (Seafarers), April 14—Chairman, Ebert Goulding; Secretary, E. Robinson.** Delegates reported no beefs. Wiper complained about lack of medical attention in Liverpool. Deck delegate asked men off watch to get draws immediately instead of waiting until 8:00 P.M. in every port and to put out more draws. Deck engineer asked that fans be checked for repairs. Deck maintenance spoke about fixing up recreation room. Wiper asked all hands to keep the washing machine clean. Suggestion was made to get the radio fixed.

**DEL SANTOS (Miss.), February 10—Chairman, Alton B. Booth; Secretary, Walter Makin.** Crew voted \$25 from the ship's fund for the upkeep of the grave of a deceased brother in Victoria. As the former ship's delegate was left behind in Santos due to illness, crew elected a new delegate. Headquarters was given a vote of thanks for securing the best agreement in maritime history.

**PAOLI (Cities Service), April 30—Chairman, Norman Kirk; Secretary, A. Ricciardella.** Delegates reported no beefs. Motion was passed for each member of the crew to donate \$1 to the ship's fund, which now stands at \$19. Fund is limited to \$100 and will be gradually increased if ship goes foreign. Donations will be collected by department delegates. Notice on how to operate washing machine will be posted in the laundry. Each sanitary man will put butt cans in his passageway. All standbys will cooperate in keeping messhall clean. A suggestion was made to sell phonograph and donate proceeds to ship's fund. All present were in favor of buying a new radio.



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