

Vol. XV No. 6 SEAFARERS & LOG

Mar. 20 1953

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

# ENDORSE MCS-AFL ORGANIZING DRIVE

Red Rule Of Cooks Is Target

Story On Page 3



Good Word. Disabled Seafarers stand by at SIU membership meeting as Secretary-Treasurer Paul Hall announces increase in benefits to \$25 weekly. They are: (L-R), William Kammerer, George Steinberg, Earl Spear and Edward Hansen. (Story on Page 3.)



Big Blaze. Baltimore waterfront was scene of spectacular fire in Canton section when high wind whipped blaze through lumber yard, boat yard, ferry slip and several warehouses.

# **SIU Convention** Starts Monday, San Diego Host

Delegates representing more than 70,000 members of the Seafarers International Union of North America will convene in San Diego, California, on Monday, March 23, for the sixth biennial convention of the Union.

Present at the convention will be representatives of the eight autonomous districts, in-+cluding workers in the sea- allied marine industries in the US faring, fishing, canning and and Canada.

# Bloomfield Signs Pact; **Back Pay In**

The Bloomfield Steamship Company has just signed the new announced. The company just signed now, the committee said, because it's contract expired this month, rather than earlier as was operators.

The committee announced, however, that in spite of the fact that this month, the company will pay the new wage scale retroactive to November 18, 1952-just as all the other companies.

The expiration date of the new Bloomfield contract will be March, 1954, according to the committee. The committee pointed out that the company has just been approved for an operating subsidy which will add more trade routes to its usual runs. Because of this subsidy, said the committee, the company needed the regular 1-year contract so that it could show, on paper, the Government that it had "stable labor situation."

Aside from the expiration date, the contract is the same as all the

### **SEAFARERS LOG**

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The Atlantic and Gulf District will be represented at the convention by A&G Secretary-Treasurer Paul Hall, who is also first vicepresident of the International, and three other delegates, Cal Tanner, Lindsay Williams and Earl Sheppard. Morris Weisberger, New York port agent of the Sailors Union of the Pacific, and an international vice-president will attend as a representative of the SUP.

A&G District delegates will present a detailed report dealing with the Union's considerable progress standard SIU foreign agreement, in the last two years. Included in an SIU Negotiating Committee has the report will be the organizing progress now being made in the Atlantic tanker fleet. The greatly expanded Union welfare program will be outlined, including details the case with the other freight of the various benefits offered, the hospital benefit, \$2,500 death benefit, the \$225 maturnity payment, the \$100 a month disability benefit Bloomfield's contract just expired and the Union's new scholarship program calling for four \$6,000 scholarship awards yearly.

### **Building Program**

Also to be presented will be information about the Union's new building program in New York and Baltimore, the adoption of a new constitution, the successful completion of new standard contracts, inter-union developments and many

It is expected that a delegation from the independent Marine Firemen, Oilers and Watertenders will possible affiliation with the SIU of



Hoses of the Steel Scientist and Calcutta Fire Department hang down into the No. 2 held of the ship as officers and crewmembers gather around to see damage to cargo and vessel caused by the blaze aboard the Isthmian vessel. The fire lasted for two days and a night.

# Seafarers Squelch Blaze, 'Saved Ship,' Co. Declares

SIU crewmembers aboard the Steel Scientist (Isthmian) came up for praise by the company and the master of the vessel when quick action saved the ship from almost certain destruction by fire recently. Seafarers turned to fight a roaring blaze which burst out

in the No. 2 hold as the ship cording to a report by T. W. Atkins, ship's delegate.

At noon time on February 23 as the ship was about to leave moments of the fire, but, although the fire alarm for the No. 2 hold wigilance kept the blaze under and the entire ship's crew went into action fighting the quickstarting blaze. Men in the messhall, men off watch, day workers attend the convention, to discuss and every available hand on board along with equipment from the

engulf the whole ship. Alert action fire. Captain Frank Jones, who, lessly for two days and a night.

### New Gear Used

All the hoses were brought out cooperated to put out the flames new emergency gear locker, but which threatened to spread and smoke obscured the origin of the

was tied up in Calcutta, ac- by the crew kept the fire from later, was lavish in his praise of gaining any headway over the ship a job well done by a head's up and cargo despite burning cease- crew, ordered the hatch to be closed and carbon dioxide was brought into the battle, fighting the fire successfully.

> The CO. was used at intervals during the night, with the Samson post ventilators covered with canvas to allow the chemcial agent to work more efficiently. The finishing touches were put on the last diehard sparks the next day, squelching them completely, but not before the hatch was flooded to the 'tween decks.

The entire crew came in for high praise by Captain Jones, both for their personal conduct in time of emergency and for their topnotch aid in saving the ship. The only outward result of the fire, other than minor damage to the vessel, was the keeping of the ship in port for several days longer pany's original schedule.

# other new standard SIU freight agreements, regarding working rules, wages, overtime, and other SIU Needles Atlantic, Forces **Out Bottled-Up Pay Increase**

Needled into it by constant pressure from the SIU, the Atlantic Refining Company finally put out a long-promised pay increase for its seamen March 2, just two days after the than was planned by the com-SIU again rapped the company and its self-styled "independent union" for the delay.

The action by the company many Atlantic men quick to point out that the pay boost might still not have come if the SIU hadn't forced the issue. The increase was in the works since last May when the AMEU claims it "gave notice" to the company of "its intention to negotiate" a general increase in base wages and overtime rates.

'Contract' Terms

Under terms of the Atlantic handout, virtually all ratings received increases providing \$5-6 more than the standard SIU tanker scale, with ABs, a typical example, pegged at \$311.50. Base wages for ABs on SIU-contracted tankers are \$305.64. In addition, as part of its gift package, the company raised overtime rates to \$1.99 and \$1.56

The increases in OT had the net affect of immediately canceling off under their present set-up." out additional work aboard ship which called for overtime for unlicensed personnel, and meant the officers would also be called on to

was quickly recognized as an do this work instead. Since several obvious attempt to put the improvements in working rules skids on the SIU campaign, with were written into the AMEU-Atlantic "contract" last fall, less and less overtime work is done by the unlicensed crews on the ships.

Welcoming the increase as a much-needed improvement for the fleet, the SIU Tanker Organizing Committee emphasized, however, that the pay boost "was a transparent effort by the company to blind the men to the actual losses they are suffering without SIU contracts and conditions to work the restriction was justified. under. Every non-union company in the book has used this tactic of provides that crewmembers are to throwing a few extra dollars into receive overtime when restricted the kitty than Union scale calls for, in an appeal for loyalty from its is an official government regulaemployees. Atlantic men have recognized this right off, to their credit, and they know they are still a long way from being better

Pay Vouchers 'Shacking' actual SIU pay vouchers distrib- in question. (Continued on page 21)

# Restricted To Ship? **Notify Union Pronto**

Delegates of crews that have been restricted to the ships in foreign ports should notify SIU headquarters as soon as possible of the restriction. In that way headquarters will be

able to check with authorities+ and find out whether or not strictions have been imposed but

The SIU's new standard contract to ship while in port, unless there tion in that port banning shore leaves. The company is called on

the companies have been unable to obtain copies of the orders. Decide Beef Early

In such a case, where the captain claims he cannot produce proof of the order, delegate should find out as much about the situation as possible and notify to submit proof of the restriction headquarters. Headquarters will in the form of a letter from the then be able to follow up the case authorities. A letter from the and see if the restriction is justicompany agent is not sufficient un- fied or not. In that way, the ques-The organizers petried out that less it contains a copy of the order tion of overtime may be decided in question. before the ship gets back to its However in some ports these re-



Pictured as she was about to depart on her last scheduled trip to the Islands, the cruise ship Puerto Rico will be withdrawn from the service on

# Endorse MCS-AFL; East Coast Office Opened In Drive



Seafarers at the last headquarters branch meeting li sten intently as Earle Hindes, East Coast SIU representative of the MCS-AFL, reports opening of a New York MCS-AFL hall to aid organizing of stewards departments on West Coast ships. Members voted overwhelming endorsement of MCS-AFL.

A full-scale drive on the Atlantic and Gulf Coast to free members of the Communist-dominated National Union of Marine Cooks and Stewards (independent) from the iron grip of that union was pledged by the SIU membership in all ports at the March 11 membership meeting. The pledge coincides with the opening of a New York office by the SIU-affiliated Marine Cooks and Stewards, AFL, the youthful

organization that has made great headway in the two years of its existence.

A resolution to that effect, unanimously adopted by the membership, points out that the SIU has been committed traditionally to support all its AFL affillates and to break the hold of the Communist waterfront apparatus on maritime unions. Consequently, the SIU pledges full support-financially, physically and morally-to the MCS-AFL.

Stewards Revolt

The last remaining sea-going union under control of the Communist Party is the NUMC&S. Since 1948, West Coast cooks and stewards have revolted against NUMC&S policies and are now operating through the MCS-AFL to organize the stewards departments on West Coast ships.

As the resolution emphasize (Continued on page 21)

# Begin \$25 Wk. Disability



Front row guests at the last headquarters meeting, where they received their first \$100 monthly SIU disability benefits, were (L-R); Seafarers George Steinberg, Earl Spear, Edward Hansen, Joseph Germano and William Kammerer. With them is SIU Welfare Services Director Walter Siekmann.

Seafarers at the headquarters branch meeting March 11 personally witnessed the beginning of payments under the newly-increased SIU disability benefit, as five of their brothers who qualified for the \$25 weekly payment received their benefits on the spot.

The disability payment, increased for the second time since the benefit pay was started last May, was raised from \$15 to \$20 weekly in October. A meeting between Union and employer trustees of the Welfare ilies of individual applicants and or injury, providing they are un-\$5 each week, effective as of cial security. Those receiving the minimum of seven years' seatime March 1. Altogether 20 Seafarers benefit who are over 65 are like- with companies now under conhave qualified for the benefit, and checks for the full amount are from the Government. With the benefits should be sent to the sent to their homes the beginning \$108 from the SIU Plan, their trustees of the SIU Wester City of each month.

month actually underestimated the ... This sum is far more than Union owner board.

\$108.33 on a monthly basis.)

Broadening of the SIU disability benefit, the only one of its kind in the maritime industry, assured considerable security for the fam- may also qualify due to an illness Plan on March 3 paved the way their families, since its payments able to work. In order to be elifor boosting the payment another are in no way tied to Federal somonthly income could run up to at 11 Broadway, New York City.

benefit, since it comes to about members received under the first Union contracts in the early years.

However, Seafarers do not necessarily have to be over 65 to qualify for the SIU benefit, but gible, however, they must have a minimum of seven years' seatime Previous announcement that the a maximum of \$236 per month. Each case is considered on its own benefit was increased to \$100 a tax free.



Meeting Night Every 2 Weeks

Departure of the SIU-contracted

cruise ship Puerto Rico yesterday

marked the last-scheduled voyage

of the liner, as Bull Lines an-

nounced it was withdrawing the

ship from its service to the West

Indies. The vessel had been under

contract to the SIU since mid-1949. Withdrawal of the cruise liner

from service to Puerto Rico will

in no way affect the company's

regular freight service to PR,

Dominican Republic and the Vir-

gin Islands, the company assured

the Union. Bull Lines operates

more than 20 miscellaneous types

of vessels, principally Libertys and

C-2s, on the run from New York

continuing in service lay in the re-

port that the governments of both

Puerto Rico and the Virgin Islands

were considering the possibility of

granting a subsidy to keep the

ship in operation. The company

indicated it could not keep the

Puerto Rico sailing without con-

tinuing to suffer a considerable fi-

nancial loss, which might affect its

other runs. The vessel carried

some 7,000 passengers each year. The cruise ship, which had featured an 11-day round trip to the

three islands, was bought by the

company in March, 1949. She was the former Borinquen of the old

Disposition of the ship once she

completes her current voyage has

not yet been determined. She is

expected to pay off March 30 when

she returns to New York.

Porto Rico Line.

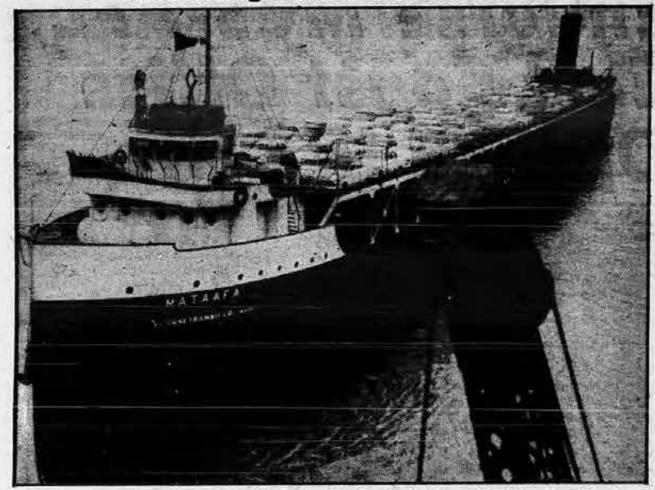
One lone chance of the vessel's

to the Islands.

Regular membership meet-ings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: March 25, April 8, April 22,

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

### First Through Lakes With Automobiles



Mataafa, an SIU Great Lakes District ship, steams into Cleveland with a load of 500 automobiles from Detroit. It was the first of the lake freighters to sail into that port this year after the ice flows thawed out on the Great Lakes. Ore boats are expected in from upper lakes later this month.

# Curran Raps TB Victims

Destitute NMU members at the Manhattan Beach hospital are up in arms over a snide attack made on them by NMU President Joseph Curran at a recent New York membership meeting. Annoyed because oldtimers at the hospital have been bombarding the NMU

with pleas for financial aid+ ever since the union cut off pital since 1940," Curran said, past year these amounted to about their hospital benefits, Curran "there is no law that permits us to told the membership that the TB patients "are making more money help from the ships.

As proof, he said, "they got \$200 off one ship, the Independence." (The Independence carries an unlicensed crew of approximately 900, so the contribution amounts to about 20 cents a head).

### Can't Care for Oldtimers

despite planned expansion of the

go back that far."

The SIU has gone back that far than you'll ever make" by soliciting by setting up a special list which enables all Seafarers to receive hospital benefits even those that were hospitalized long before the Welfare Plan began.

### \$12 a Year

The Curran statements aroused considerable indignation among Manhattan Beach patients. A great Previously Curran admitted that many of them depend exclusively on contributions from the ships for NMU's welfare set-up it wouldn't cigarette and stamp money ever be able to take care of the old- since the NMU cut them off withtimers. "Some guys are in the hos-lout a cent in January, 1952. In the

\$12 a man, hardly enough to make them rich.

The situation stayed that way throughout the whole of 1952 until the SEAFARERS LOG on November 28 exposed the fact that the NMU had cut these men off the \$5 a month benefit. The official reason given was "to eliminate some of the drain...placed on our treasury."

Under the insurance company set-up under which the NMU welfare plan operates, the men weren't eligible for employer-financed benefits, which run out in 13 weeks anyway.

As a result of the LOG story, the NMU hastily got together with the shipowners and voted the men a \$25 bonus for Christmas, copying a long-established SIU practice.

As Curran put it in his report, We raised hell with the steamship owners and after a fight we got them to give \$25 to every man in the hospital who didn't qualify." He didn't mention who prodded the

### Throw In For A Meeting Job

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

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

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





ONE OF THE MOST IMPORTANT JOBS IN THIS UNION OF OURS, bar none, is that of the ship and department delegates. While the Union has an impressive set-up shoreside with halls and facilities in all the ports, an equally important part of the union is the work of the delegates on the ships. It would be wrong to consider that the whole Union apparatus is ashore. We must consider the fact that Seafarers spend more time on ships than they do in their Union halls and it is on the ships itself that the Union can do its most effective work.

If anybody doubts the value of the shipboard setup, let him look at our new contracts. There he will see dozens of clauses that were transmitted to headquarters by the delegates after meeting with their shipmates and exchanging ideas. There is no doubt that these suggestions were of great value to our negotiating committee.

### Delegate's Role Growing

The ship's delegate these days is even more important than ever because in the last few years a greater number of our ships are out on long runs. This is because of the Korean situation where it is not unusual for a ship to be away from the States from four to 12 months.

On a trip of this length it is the delegates and the shipboard meetings that serve to represent the men as their Union in action. In turn, the shoreside workings of the Union do their part by being in constant touch with all the ships. The SEAFARERS LOG and all important communications are air-mailed regularly, and when an important issue arises, the Union

does not hesitate to communicate directly by cable or otherwise.

The ships minutes are another important link between headquarters and the ships. They are recorded in the SEAFARERS LOG and carefully filed in our records, so that the Union can act on anything that appears in them.

### Rotating Ship Jobs

Some of our ships have made it a practice to rotate the ship delegate's job between all three departments of the vessel on succeeding

trips. This is in our mind a sensible practice, assuring equal representation for all departments, and giving men in one department an opportunity to learn the problems of their brothers working in the other two departments.

Actually while we have departments on our ships, which are made necessary by the nature of the work, your Union is industrial in nature, and all departments are practically one. That's one of the reasons for our Union's strength, which has made possible our solid contracts and top-notch conditions,

WE HAVE HAD A COUPLE OF LETTERS RECENTLY FROM THE Gulf and here, in New York, thanking the brothers who volunteered to donate blood and save the lives of Seafarers or their family members who were ill. In one case the wife of Brother George Baugh down in Galveston had to go under the knife and needed a considerable amount of blood. Several of the brothers in the Galveston hall responded to the call within a few short hours, donating nine pints needed to save her life...

In a similar situation in New York, Brother Donald Dunn writes he was at death's door until Seafarers here came through with 35 pints of blood, 30 of which were given to him to keep him going.

Brother Dunn writes that "now that the bleed of these men runs through my veins, I am truly a member of one of the strongest brotherhoods in the world, the Seafarers International Union."

It appears that Brother Dunn really hit the bullseye with that statement. We are entitled to puff a little with pride over these incidents for there are few outfits that could show a response of this kind in an emergency. It's the true spirit of brotherhood as displayed by Seafarers, and shows the secret of our Union's strength.

YOUR UNION WAS CERTAINLY HAPPY TO ANNOUNCE THE increase in our disability benefits which is the second one we have had since this part of our Welfare Plan went into operation less than a year ago. Some of our oldtimers who are receiving these benefits were down at our last headquarters membership meeting, and all hands could see for themselves how pleased they were by the way their Union is taking care of them.

This disability benefit, as you know, is just one of the many ways in which your Union is trying to make things more secure for the Seafarer so that he doesn't have to worry about what will happen to him or his family in case something goes wrong.

### Welfare \$5 on Upgrade

But as we have said so many times in the past, the Union is not going to stop here. Our Welfare Plan's cash and bond reserves are on the upgrade, and the recent increase we negotiated with the operators means that still more money is coming in to this Plan. So from time to time we are going to take additional steps, maybe to provide new benefits or increase old ones.

All this takes a little time, naturally, because we want to make sure that anything we do is sound and worthwhile. It's only after careful consideration that your Union puts forth these proposals. Then they have to be taken up with the employer trustees to gain their approval.

In any case, Seafarers can rest assured that they haven't heard the last of the Welfare Plan, and that more or better benefits will be forthcoming in the future.



AT SIU HEADQUARTERS

4th Ave. & 20th St. . Brooklyp

on television with your old shipmates at the Port O' Call-YOUR union-owned and union-operated bar. Bring your friends - where you're always welcome. And the tab won't fracture that payoff.



BY LEAST LANGE LANGE

SEAFARERS INTERNATIONAL UNION ATLANTIC AND GULF DISTRICT AFL



TV commentator John Wingate (light jacket, holding mike) prepares to interview Seafarer Lars Nielsen, (white hat, center), AB on the Elizabeth, as a technician (right) and cameraman start to shoot the scene, part of the TV show on the NY waterfront.

# Wins New Alien A

The Immigration service has announced that alien seamen who fail to leave the US within the 29 days allowed under the McCarran Act may now be granted additional and reasonable time to depart.

The Government, however, papers and sailed regularly on US The new policy will make it easier warned that such additional flag ships.
time will be granted only if The Go the alien crewmember has a "valid" reason for overstaying his allowed 29 days ashore, like illness or "other reasons beyond their con-

trol." This announcement closely follows conferences that were held by top SIU officials with the Department of Immigration concerning the McCarran Act as it affects alien seamen. The SIU has been the only union that has taken any such action and the only union which has gone to bat for the alien seamen.

The SIU representatives at the conferences were: Harry Lundeberg, SIU president and secretarytreasurer of the SUP; Paul Hall, SIU first vice-president and secretary-treasurer of the A&G District, and Morris Weisberger, SIU vicepresident and SUP New York port

At that time, the SIU representatives pointed out the many ways that the new law worked hardships on bona fide alien seamen who held validated American seamen's

The Government, at that time,

promised to hold off on deportation proceedings pending settlement of beyond their control. official policy, or amendments to the law to deal with those alien seamen who hold validated American papers and sail US ships.

This announcement that the Imanother step toward trying to ease the hardships suffered by alien seamen follows the SIU-Government conferences held last month. American ships."

for alien seamen who are ill, or are unable to ship out within the allowed 29 days because of reasons

A headquarters spokesman said that "The SIU will continue to work to get an even break for the alien seamen, particularly those aliens who hold validated US seamigration authorities are taking men's papers, which prove they have been cleared by the Coast Guard for security, and those men who have regularly been sailing

# Crone, Preussler Die; st On SIU Disability

Two of the first Seafarers to qualify for disability benefits from the Seafarers Welfare Plan, have signed on for their last voyage.

Otto Paul Preussler, who ber, 1951, because of failing eyethe last months of their life living peacefully ashore under the SIU Welfare Plan benefit.

Both Preussler, known far and wide as "Uncle Otto," and Crone had retired from the sea not too long ago because of age and failing health

A Century of Scafaring

Between them, the two men could boast a total of almost a century of Seafaring. Preussler, who was 66 at the time of his death had been sailing for 46 years when he called it quits in Decem-

Seafarers in any port in the

world are entitled to demand their

draws in US dollars without run-

ning afoul of local regulations.

However, some countries have

laws requiring that the dollars

must be turned over to local banks

for exchange into local currency.

Any dealings outside of the banks

The SIU's new contract calls for

to be issued in American currency

unless the issuance of such cur-

are in violation of local laws.

cordingly.

market.

the LOG.

was the first Seafarer to col- sight and general ill health. During lect disability benefits, and that time he sailed through three James Crone, who was among the wars - the Russo-Japanese War, first few, died within a few weeks and World Wars I and II-without of each other, after they had spent losing a ship. All in all, he served as cook, steward and baker on 118 different American-flag vessels.

Crone, whose recorded age was 63, began his seafaring career as a very young boy in his native Ireland just at the turn of the century. Paddy, as he was known, was a deck department man all the way through and was well-known for his ability as a bosun.

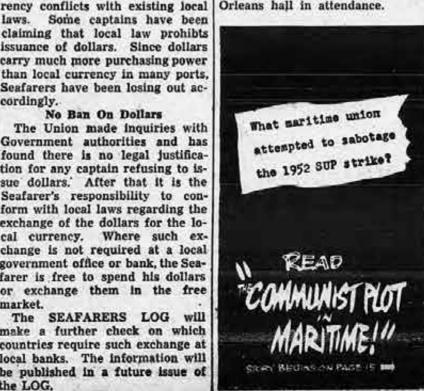
Preussler's death came on a visit to Savannah while making plans to find a home in that port city. Since his last trip on the James H. Price, in the fall of 1951, he had been living in Port Orange, Florida, but he decided to settle among his many friends in Savannah.

### SIU Arranged Funeral

Since Uncle Otto had no known survivors, the SIU Department of Welfare Services immediately took steps to assure him a proper funeral, a standing union procedure in such cases. Arrangements were made to conduct the funeral services at the Savannah branch hall,

Approximately 60 Scafarers and friends of Uncle Otto attended the final rites. Two SIU ships in port, the Seatrain New York and the Seatrain Savannah, sent flowers, as did other old acquaintances. Burial took place at the Sailors Burial Ground in Savannah.

Crone's death took place in New Orleans which he had made his all money draws in foreign ports home for a great many years. Burial took place in that port city with many Seafarers from the New



# **V Show Stars Seafarers**

A complete TV movie series on the operations of the New York waterfront, featuring Seafarers aboard and ashore, is being shown on NBC-TV, channel 4, beginning 6:45 PM tonight. The series is under the direction of John Wingate, the Esso News reporter, on the "Behind

the News" program sponsored \* by the Esso Oil Company. It the SIU-manned Elizabeth coming well as all the recreation and other will run for seven consecutive weekday nights at the same time.

show the complex nature of mari- and an interview with Seafarer time and tremendous amount of Lars Nielsen who explained the work that goes in to the waterfront type of work he does. It also inindustry, on which 700,000 New Yorkers depend for their liveli- ing and unloading operations. hood, directly or indirectly.

### Boarded Elizabeth

To get material for the program, SIU's New York headquarters. They also filmed operations in the ship. Buff Line offices and elsewhere in the port.

The series opens with filming of the rotary shipping procedure, as

up the Narrows to her berth in features of the hall-the cafeteria, Brooklyn in the early hours of Port O' Call, Sea Chest, poolroom dawn, and includes shots of Sea- and so on. The purpose of the series is to farers at work aboard the vessel cludes films of tying up and load-

Going along with Wingate and the cameramen were SIU assistant secretary-treasurer Lloyd Gardner Wingate and an NBC camera crew and Herb Brand, editor of the spent two full days aboard the Bull SEAFARERS LOG who were on Line ship Elizabeth, and at the hand to advise and assist the NBC staffmen on the operations of the

> Subsequently the NBC men came up to the New York hall and filmed

### . Interview Simmons

This sequence also includes an interview with assistant secretarytreasurer Sonny Simmons who explained the need for setting up halls of this type for seamen. Simmons spoke of the need for seamen to have decent shoreside facilities while waiting to ship out in contrast to the old days when they were compelled to hang out in crimp joints and waterfront dives in order to catch a ship.

The rotary shipping procedure will be the last part of the sevenday series and will include an interview with a Seafarer who has just shipped a job off the board in the SIU hall.

Bull Line office operations will show the large amount of office detail involved in a complex dry cargo operation so as to assure that shipments arrive on time and in good shape. -

# Card At Payoff

the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked when signing on for another

when they pay off may find that they are required to take all the "shots' again when they want to sign on for another

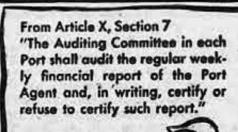
# Pick Up 'Shot'

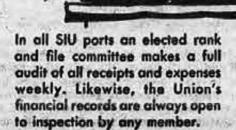
Seafarers who have taken

up by the Seafarer and held so that it can be presented voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card such voyage.

# YOU and the SIU





than local currency in many ports, Seafarers have been losing out ac-No Ban On Dollars The Union made inquiries with Government authorities and has found there is no legal justification for any captain refusing to issue dollars. After that it is the Seafarer's responsibility to conform with local laws regarding the exchange of the dollars for the local currency. Where such exchange is not required at a local government office or bank, the Seafarer is free to spend his dollars or exchange them in the free The SEAFARERS LOG will make a further check on which countries require such exchange at local banks. The information will be published in a future issue of

### The United Nations Proposed Safety Signs









Dangerous radiations

Danger of explosion Danger of Ignition Danger d'explosion Danger d'inflammation Peligro de inflamación Peligro de explosión

Danger d'intexication Peligro de intexicación

Danger of cerrosion Danger de corresion Peligro de correción

Radiations dangerouse

The United Nations will consider at its next meeting, recommendations that the nations of the world adopt the above warning signs for shipboard display whenever dangerous cargo is carried. 'As international signs, they would be recognized throughout the world.

# Mag Features LOG Expose

The SEAFARERS LOG expose of the lack of port security in the US has been used as the basis of a featured article in another national magazine, scheduled to hit the newstands on March 27.

The April issue of "Real," will feature a story called "US Port: Open Doors to Disaster." The story deals with the way foreign saboteurs can enter the US without any trouble by traveling been mailed to seamen on Amerias crewmembers of foreign ships. The July 9, 1952 issue of the

### **LOG** Welcomes Stories, Pics

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

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

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

"Saturday Evening Post" featured a similar story, based on the LOG expose.

The story in "Real" also includes the LOG exposes concerning the Communist literature that has can ships, and the fact that attempts have been made in foreign ports to "pump" American seamen for information concerning shipping and crew regulations.

### SIU Demonstration

It also tells of the way two Seafarers, working on the LOG expose, actually demonstrated how easy it would be for saboteurs to enter the US as foreign seamen.

"Not long ago," says the mag-azine story, "the SIU put on a spectacular demonstration to show the Government, and the public, just how vulnerable our ports were to enemy agents.

"The Union put two of its men on board an incoming Italian freighter . . . They passed through Customs and Immigration without a word being said to them, then proceeded to Pennsylvania Station where they picked up bags at the checkroom and set out on separate

"One took his suitcase into the Hudson railroad tubes, one of the vital transportation links connecting New York with New Jersey, and pitched it off the rear end of the train in the middle of the tunnel. This bag could easily have been filled with any number of well-known high explosives.

"The other seaman made his way to the Kensico River Reservoir, main water supply for the City of New York, and dumped the contents of his suitcase—a quantity of harmless pellets-into the water. This could just as easily have been one of the Soviet's newest developments in germ warfare."

### Neglect Shores

The "Real" article also says that "An all-out attack by saboteurs as a prelude to war is but one quite possible consequence of our shameful neglect of port security-the proper safeguarding of the movements of unknown foreign merchant seamen, who arrive here every day and are at complete liberty to move about wherever they wish; whenever they wish. (This, in itself, is more than slightly ironical in view of the fact that American merchant seamen-some 400,000 strong-must be carefully 'screened' by the Coast Guard for possible supversive tendencies before they are issued 'validated papers'.)"

The magazine article goes on to say, "In this country, Communist agencies have been driven underground, but in the words of Paul Hall, head of the Seafarers, they are 'very much alive and kicking in labor and maritime.'

'Commies never give up trying,' he said.

"'On the ships of four of our major shipping lines, Red propaganda has been sneaked aboard and disseminated'."

# Top of the News

WORLD BUZZES OVER STALIN DEATH-The death of Soviet Premier Josef Stalin from a cerebral hemorrhage was the top news of the past two weeks. He was succeeded in his top post by Georgi Malenkov . who had been secretary of the Communist Party, the same post that Stalin held when he took power. Stalin's death aroused much speculation in the Western world about a possible struggle for control between Malenkov and other Communist leaders, but in the early days at least, Malenkov seemed to have everything well under control.

HOT PHILIPPINE ELECTION SEEN-The Philippine Islands seem headed for a ding-dong election battle between incumbent President Elpidio Quirino and Ramon Magsaysay, recently resigned head of the country's armed forces. Magsaysay, who is considered largely responsible for the successful campaign against the Communist-led Huk insurgents, is being backed by the opposition Nacionalista Party. Charges of corruption in the Quirino regime will be a big election issue. \*

REDS DOWN US, BRITISH PLANES-On two successive days, Russian-built MIG fighters have shot down planes over West Germany, the

first one an American fighter, the second a British bomber, in which six lives were lost. The American plane was downed by Czech pilots about seven miles inside Western Germany, while the British were shot down while on a flight to Berlin. In both cases, protests filed have been denied by the Soviets, who claim violation of their borders.

HAWAII BID FOR STATE-HOOD OPENS - Republicans in Congress took the first steps towards statehood for Hawaii, with a favorable vote in the House of Representatives. The statehood bill faces a little rougher going in the Senate, however. Democrats are up in arms because normally-Democratic Alaska was left out in the cold on statehood, while Hawaii is expected to add two Republican



Lt. Warren G. Brown of Henderson, Colorado, piloted US plane downed by MIG.

Senators to the narrow Republican majority in the Upper House.

COSTELLO INDICTED AS TAX EVADER-Frank Costello, key figure in the Senate Crime Investigations and reputed underworld kingpin has been indicted on charges of evading Federal income taxes for the years 1946 to 1949. Costello is already serving an 18-month sentence for contempt of the Senate and is now facing denaturalization and deportation proceedings.

MUNITIONS SHORTAGE SEEN IN KOREA. The Senate Armed Services Committee has unanimously backed charges by Gen. James Van Fleet that there have been serious shortages of ammunition in Korea. The committee has been holding hearings on the General's charges that these shortages had hamstrung operations in Korea. Further investigation of the situation is promised.

MOONSHINERS CLIPPED IN BROOKLYN-Federal revenuers and New York police raided a three-decker still at 52nd Street on the Brooklyn waterfront and found a still capable of turning out 2,500 galfons of alcohol daily. The still contained \$25,000 worth of equipment, Raiders estimated that the bootleggers were getting \$7 a gallon for their product and cheating Uncle Sam out of \$14,000 daily in taxes.

# YOUR DOLLAR'S WORTH

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius,

### How To Buy At Discounts

Do you know what a discount house is? It's a store that specializes in selling below the retail price lists set by manufacturers of appliances, cameras and other products. A discount house generally operates in semi-secrecy for fear of court injunctions, blacklists, and other reprisals from both makers and competitive retailers. But it does a good job of selling standard-quality goods at lower prices which it's able to do because it generally has a low-rent location, sells for eash and doesn't spend much on advertising. Generally a discount house sells for about 20 per. cent less than standard prices.

The Sea Chest owned and operated by the SIU in SIU beadquarters in Brooklyn, NY, is actually a kind of private discount house for Seafarers and their families. It gives discounts of 15-20 per cent on standard brands of work and dress clothing and shoes, and also on short-wave and regular band radios, luggage and shaving needs. Unlike the Sea Chest, a commercial discount house handles very little clothing, but specialize in television sets, refrigerators, washers, ranges, vacuum cleaners, utensils and other household equipment, and cameras, watches and sports equipment.

Where Are They

How do you learn where discount houses are in your of course, and often they'th'

sell only to people they know, or who come from sources they know.

There are several ways to get the name of a discount house: From acquaintances who have bought from discount houses; from union locals and central labor councils who sometimes make arrangements for their members to get discounts, and from shopping independent and neighborhood stores until you find one that will sell to you at a discount.

Many appliance stores, and even some chains like Davega and Vim in the East, sell at discounts if the customer insists on it. The competition of the discount houses is getting keener all the time, and these other stores will often cut a price rather than lose the sale altogether. It's especially easy to get a discount on a TV set since the dealer also makes a profit on the installation and service contract, and is willing to reduce one profit to save the other.

'Trade-In' Discounts

Trade-ins are another device for giving discounts. For appliances, dealers have a "blue book" which tells the trade-in value of each model. But the "blue book" prices are purposely low to allow the dealer to impress the customer with his generosity when he offers more.

Following is a list of discount sellers in several cities. Those in New York I have personally shopped and can say are reliable. Those in other cities have been compiled from recent court cases in which manufacturers sought to pestrain these fisms from selling at discounts. These should be shopped with care (by comparing prices and specifications of the same goods at other stores) to make sure they still give discounts on standard brands. The New York firms listed will also give discounts on mail orders from other towns. Where addresses are not given, check your local phone book:

New York: Buy Wise Merchandise Co., 115 W. 45th St.; Bondy Distributors, 220 W. 42nd St.; Standard Brand Distributors, 143 Fourth Ave.; Veeds, 31 Madison Ave.

Philadelphia: Civil Service Employes' Cooperative Assn. 812 Chestnut St. (2nd floor); United Fraternal Buyers, Inc., 1842 Lincoln-Herbert Bldg., Broad & Chestnut Sts.

Chicago: Central Home Appliances; Rochelle's (check phone book); J. Holub & Co., 1893 Milwaukee Ave.; Joseph Winkler & Co., 671 N. Clark St.

Wilmington, Del.: Phil's Distributors.

Los Angeles: Richards Furniture & Appliance Co., 409 W. Pico Blvd.; Marten Associates, 1300 E. Palmer Ave., Compton; Masters Mart, 1261 N. Vine St.; Steven Knight Jewelers, 315 W. Fifth Ave. Also, William E. Phillips Co.; Rosslyn Luggage & TV Shop; Paul S. Light Shop (check phone book for these).

Long Beach, Calif: Dooley Hardware Co., 5075 Long Beach Blvd.

New Orleans: Seafarers' families living in the Crescent City should look for cut-price values on drugs and other goods in the Schwegmann Giant Super Markets, which have been a leader in fighting price-fixing by manufacturers of the retail tags on merchandise.

# SIU NEWSLETTER from WASHINGTON

The National Labor Relations Board feels that Congress should not enlarge its role in labor relations because the freedom of American employers and labor organizations to make their own collective bargains with a minimum of Government intervention still seems to the Board the best road to industrial stability.

NLRB recently told the House Education and Labor Committee that "we seek not more power, but less." For many years now, the trend has been for the Government to encourage collective bargaining and, therefore, the NLRB believes that there should be a minimum of Government intervention in employer-employee relations. ..

However, since 1947 over 78,000 cases have been filed with NLRB, involving charges of unfair labor practice or requests for employee elections. These do not include more than 50,000 petitions for elections to authorize a union shop. All cases were filed in the 28 Regional and sub-Regional offices, which are under the supervision of the General Counsel. During the period since 1947, 36% of the cases arose out of charges of unfair labor practice-28% against employers, and the remaining 8% against labor organizations. The other 64% have been petitions for elections by secret ballot to determine employees choice of bargaining representatives. .

Many members of Congress, interested in developing a merchant marine, are a bit jittery over the fact that the new Eisenhower Administration is so slow in offering a maritime legislative program. For this reason, they have hesitated in venturing too far into the field, awaiting the recommendations of the White House.

The 83rd Congress is not moving very fast-at least when it comes to constructive legislation. Too many members of Congress are interested only in investigations. Probes are going forward on every front, particularly in the maritime field. In addition to the investigation of waterfront racketeering, already started by the investigating unit headed by Senator Tobey, New Hampshire, Senate and House Committees have started new inquiries. On the Senate side, Senator Joseph R. McCarthy, Republican of Wisconsin, is looking into the matter of trading with Red China and other Communist nations. McCarthy will use his Senate Investigation Subcommittee to study the operation of about 96 US war surplus ships, now in the hands . of foreign countries through sale, to determine the extent to which they may be trading with Communists.

On the House side, Representative Alvin Weichel is looking into the matter of alleged corruptive practices in the maritime field. Weichel is attempting to show that American shipping companies are using Government money to make "good will" payments to certain dock officials. Representative Weichel is Chairman of the House Merchant Marine Committee, a group which could use its talents in a better way to help promote a strong American merchant marine.

While on the subject of waterfront payments, the Government will vastly step up its own investigating program in a few months to patrol port areas in an effort to determine whether Government money, paid to lines in the form of subsidies, etc., is finding its way into the hands of waterfront officials. If any of these payments are found to amount to fraud, the matter will immediately be turned over to the Department of Justice for prosecution.

In an effort to tighten port security, the US Coast Guard has applied its security rules to all types of water craft which in the course of their normal operations service or contact vessels, foreign or domestic. public or merchant, in the navigable waters of the continental US.

On and after July 1, 1953, every person desiring access to vessels falling within any of the categories listed below, as the master, person in charge, or member of the crew thereof, shall be required to be in possession of an identification credential: Towing vessels, barges, and lighters operating in the navigable waters of the continental US, including the Great Lakes and Western Rivers; and harbor craft, such as water taxis, junk boats, garbage disposal boats, burn boats, supply boats, repair boats, and ship cleaning boats, which in the course for the men to perform their work behavior. of their normal operations service or contact vessels, foreign or domestic, in the navigable waters of the continental US, including the Great Lakes and Western Rivers.

The US Coast Guard urges that all masters or members of the crews of vessels described above who do not have the necessary credentials out their jobs properly, the opera submit applications therefore as soon as possible in order that the credentials may be issued in advance of the effective date, namely July 1, 1953.

Former President Harry Truman appointed a Public Advisory Board for Mutual Security to study the US foreign trade policy. This Board now has come up with a lengthy report, one recommendation being to repeal that provision of law requiring that 50% of US aid cargoes be carried in American ships in certain instances. The report, referred to as the "Bell Report" states that "a high level of US trade, rather than cargo preference, is the best way to encourage a large merchant fleet." Ignored completely is the level of US participation in that trade. The American Merchant Marine survives basically not on the volume of US trade so much as that part of the volume which it carries. For instance, it is interesting to note that 1926 was a record year for US trade, and yet that year we carried less than a third of our trade.

The US merchant fleet will not automatically benefit from any increase in US imports. In the last 6 years, when imports increased from 41 to 84 million tons, American-flag participation increased by less than 10 million tons and actually declined from 68 to 45% of the total. Almost all of the benefit of the increased volume accrued to foreign merchant fleets, in spite of their badly depleted supply of ships in the immediate postwar period.



### **Art Entrant**



Richard Anderson, wiper, displays one of two oils which he brought in for SIU Art Con-

With the deadline still six weeks way, the pace of entries in the 2nd Annual SIU Art Contest was stepped up in the last few days. In person and via the mails, Seafarers are sending in their handiwork in the hopes of copping one of the 12 prizes that will be awarded to winners in each of the four divisions.

Thus far the majority of entries have been in the handicrafts section, with several unusual and interesting woodwork and metalwork specimens.

The contest is open to all Seafarers in four categories: oils, watercolors, drawings and handicrafts. The deadline for entries is April 30, 1953, after which a panel of professional judges will select the winners.

Entries mailed in should be sent to Art Editor, c/o SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, NY. Be sure to include return ad-

# US May Aid Kin Of '46 Crack-Up

Under the terms of a bill that has been introduced by Senator Lester Hill, Democrat of Alabama, the families of three Seafarers who were killed in the crash of a non-scheduled airliner in 1946 will be given+-

financial relief.

The bill has been introduced into the Senate, and is being considered by the Senate Judiciary Committee. Under the terms of the bill, the families will be paid \$10,000 each. The Seafarers were among 27 persons who died when a Viking Air Transport Bridges On Company plane crashed near Richmond, Virginia, on May 16, 1946.

In a letter this week to Senator Hill, Paul Hall, SIU Secretary-Treasurer, commended the lawmaker for presenting this bill to help the families of these Seafarers, and said that "it is good to see that among our lawmakers are people such as Senator Hill who are looking out for the interests of the workingman, and willing to introduce bills such as this."

The money would be paid to W. A. Tipton, father of the late H. A. Tipton, messman; the estate of the late F. O. Landrum, messman, and the estate of the late D. E. Mays,

The three Seafarers had been aboard the SS Mayo Brothers, operated by the Waterman Steamship Company. They had boarded the ship in Mobile, Alabama, and had sailed to Antwerp with a load of coal for European relief.

After delivering the much-needed coal to Antwerp, the Mayo Brothers had returned to New York. There, the Seafarers had been paid off, and they then went to Newark Airport and caught the chartered flight to Atlanta, Geor-

The plane apparently developed

engine trouble outside of Richmond, Virginia, and crashed shortly afterward. It was a DC-3, operated by a non-scheduled airline.

# **Losing End**

Harry Bridges is taking a beating from inside and outside his union.

While the membership of one of his International Longshoremen's and Warehousemen's Union locais voted in favor of a "rightwing opposition slate" for the second time, the workers in a Cleveland, Ohio, plant voted to oust the ILWU as their bargaining agent.

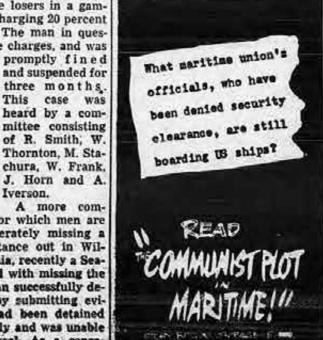
In San Francisco, the members of Local 10 of the ILWU elected the "right-wing" slate last December. After the election, some "irregularities" were "found" in the voting, and Bridges ordered a new election. When the results of the new election were in, the "rightwing slate" was still elected, and by a resounding majority.

### DP Gets Revenge

Meanwhile, in Cleveland, the workers in the Great Lakes Box Co. got sick of the "representation" they were getting from Bridges. The ILWU staff, said the workers, let grievances pile up while the union beat the drum for contributions for the "Bridges Defense Fund," and similar deals, All the time for the union which was expelled from the CLO for being Communist dominated-was asking for contributions, it let the pay rates in the plant lag far behind the rates being paid in nearby plants organized by the United

Zoltein Szentmiklossy, who had fled from behind the Iron Curtain to escape the Reds, was violently opposed to the line that the ILWU followed, and started a campaign against Bridges' outfit and in favor of getting the UPW to go in and represent the workers.

As a result of his campaign, an election was held in the plant, and Bridges' outfit was dumped by a vote of almost five to one.



# SIU COMMITTEES

AT WORK

With Seafarers enjoying the very best wages and conditions in the industry, an important Union function is to see to it that | Paper Workers, CIO. the Seafarers hold up their end of the job. Union patrolmen

and delegates are always on hand to insure enforcement of Howard and C. Costlow, found the the contract on the company's side, but it is equally important in a proper manner.

It's long been recognized that when men perform aboard ships, miss ships, or are unable to carry ators will use these cases as a bargaining weapon against the Union. That's why the membership long ago went on record to punish the trouble-breeders and eliminate the incompetents.

### Membership Control

By taking discipline in the Union's hands, the SIU has assured

membership control of this allimportant function. At the same time this procedure protects militants from discrimination and blackballing by the operators.

A rank and file trial committee in Baltimore recently heard a case in which a cook and baker was accused by his shipmates of gross inefficiency and failure to execute dence that he had been detained his duties to the detriment of the ashore unavoidably and was unable J. Disourille Nixon: A Bearden, J. | quence the charges were disprissed.

man guilty of wilful neglect of his work. The committee ordered the man fined and suspended for his

### Charged Interest

in another unusual case in New York, a man was accused of loansharking on his shipmates. Evidence was presented that the accused man had been lending money to men who were losers in a gambling game and charging 20 percent interest a week. The man in question admitted the charges, and was promptly fined



heard by a committee consisting of R. Smith, W. Thornton, M. Stachura, W. Frank. J. Horn and A. Iverson. A more com-

mon infraction for which men are charged is deliberately missing a ship. In one instance out in Wilmington, California, recently a Seafarer was charged with missing the Yorkmar. The man successfully defended himself by submitting evicrew. The committee consisting of to make the vessel: As a conse-

# SIU Ship Dodges Bombs In Korea

The US may have complete control of the sea in the Korean area, but the Red bombers still managed to hit some of the ports every once in a while, according to a Seafarer who just got back to the States.

Evaristo Rosa, who was an (Ocean Trans) tells of being in one air raid while the ship was on the Japan-Korean shuttle run.

The Ocean Lotte had picked up a load of diesel oil in drums in Japan, and had been ordered to take the cargo to Suk Chow, a small harbor near the front lines. The harbor, according to Rosa, is 12 miles north of the 38th Parallel, in North Korean territory, and just behind the UN lines.

### Weather Rough

"The harbor is very small," said Rosa, "and the weather was very rough when we got there. The mouth of the harbor is filled with rocks, so we had a real tough time getting into the place. Then we tled up at a makeshift sort of pier.

"The first night we were there," he said, "the air raid alarm sounded and we had a complete blackout. The air raid alert continued all night, but no bombs were dropped. The next day some North Korean stevedores came aboard and we started to discharge the cargo."

The second night, according to Rosa, "the air raid alarm sounded again, and everything was blacked out. The alert continued through most of the night, and then about 3 AM, a couple of Red planes zoomed in over the harbor and dropped their bombs.

### Bombs Hit Pier

"We heard the bombs drop and heard them hit something. Later, we found out that some of through the port. the bombs had hit one of the piers a little way down the harbor and had done a lot of damage.

"We discharged cargo the rest of the day, and then that following evening, we were ordered to get out of the harbor as another air raid alert was sounded.

"We pulled out of the harbor, and then dropped the hook some distance out and just waited for further orders. We stayed out there all night, and all of the following day. Then we were ordered back Into the harbor, and we discharged the rest of our cargo with the stevedores working full shifts to get us unloaded as fast as possible."

There were a few more air raid manent hall. alarms while we were there, but



Under attack by Red planes in the harbor of Suk Chow, Korea, near the 38th Parallel, the Ocean Lotte escaped undamaged. In a lighter moment on the ship Oiler Evaristo Rosa rides in a jeep.

# SIU Opens New Hall For Port Of Miami

MIAMI-In operation nearly a month, the new SIU hall here has drawn enthusiastic reaction from Seafarers passing

Dolphin Hotel came after SIU Secretary-Treasurer Paul Hall ap- especially difficult to receive itinpointed Eddie Parr as port agent to assure 'round the clock servicing of coastwise vessels as well as the regularly-scheduled P&O steamship Florida.

Previously coverage of the entire state of Florida had been split between patrolmen working out of the Tampa and Savannah halls, with Tampa handling Miami, and Savannah covering Jacksonville, Under the present set-up, Miami will eventually have its own per-

Reporting on the first few weeks no more Red planes showed up of activity at the new SIU branch, over the harbor. We unloaded as Agent Parr called on crewmembers fast as we could, and then pulled of all ships scheduled to stop in out of there as soon as possible." | Miami to notify the Union hall im-

Opening of the Miami hall mediately of their expected time of in temporary quarters at the arrival and any possible need for replacements. He noted that it was erary reports right now.

# Listed In Book

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

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

# UNION TALK

By KEITH TERPE

None of us expected that when the Tanker Organizing Committee prodded Atlantic and the AMEU about the tankermen's long-overdue pay increase on February 28, we'd see action on it so soon.

But the workings of negotiations on behalf of so-called "independent unions" are such that these things can be pushed through in no time at all. This explains how Atlantic and the AMEU were able to put out an "agreement" for a pay and overtime increase two days later, on March 2.

### Combined Pressure

The pressure of the SIU, added to the insistent clamor of the men in the fleet, forced the appearance of the pay boost at that time, and there is no doubt that the men would still be waiting for it if the SIU had not put the heat on. For their part, most Atlantic seamen have. seen through this obvious company tactic and have laid the credit for its timely arrival on the SIU. It is a time-honored device of non-union companies to resort to this type of money pressure in an organizing campaign, and Atlantic has been no exception to the rule.

By adopting this tactic, the company has again maneuvered itself into the position of admitting the union-company link in the Atlantic fleet, since everyone knows that no shipowner is going to give away his ple unless he thinks he stands to lose more by not doing so.

This greater loss, naturally, would be "suffered" by having the SIU in the fleet to enforce present working rules and obtain better working conditions generally. But it is one thing to have overtime rules, and even a higher overtime rate than everybody else, and something else yet to collect under those rules and accumulate the type of payoffs that the men on SIU-contracted ships do. The way it works in Atlantic, the more work that becomes payable with overtime, the less of that work you're permitted to do. In that fleet, you can't have your cake and eat it too.

### Worked Before Too

Of course the wage increase was not the first benefit obtained by Atlantic seamen only after considerable prompting by the SIU. A short time after the official opening of the Union's drive last August, long-advertised but seldom-enjoyed company services reappeared on the scene. Shock set in for crewmembers of one ship, the Refiner, when the company actually provided launch service for them at anchorage off Marcus Hook, as they'd grown accustomed to making their own arrangements to get ashore when the company continuously failed to provide it for them. They were quick to realize, however, that eventhis was not granted them out of any benevolence on the part of the company, but was contrived to offset needling by the SIU on the issue.

Another ship, the Exporter, on a regular five-day run between Philadelphia and Port Arthur, found fresh milk virtually unobtainable until the "Atlantic Fleet News" called attention to the situation, and the company finally broke down and put some aboard for the unlicensed crew. Even so, with only five days between US ports, the milk had to be rationed, and was available for two meals only. To be sure, the saloon was also always well stocked on this item, but the two-pot system is nothing new in the Atlantic fleet anyway. A few trips later, since the crew had not sent a proper "thank-you" note to the home office for this act of kindness-but had sent one to the SIU via the "Fleet News"—the cow apparently went dry and fresh milk again disappeared from the mess tables.

### **Education For Newcomers**

A word is in order here concerning the number of ex-Atlantic seamen and men on vacation from the fleet who took the opportunity to ship with the SIU and find out conditions first-hand. These men, like most Seafarers themselves, have proven to be good salesmen for the SIU, as there's nothing so convincing as seeing a thing in operation yourself. We urge all SIU men to make a special point of explaining to the Atlantic seamen who come on their ships exactly how an SIU ship is run. It's a real education for most of them, and quite a switch from what they've grown used to in Atlantic.

# Cartoon History Of The SIU

The Commies Found The CMU

No. 33



The Committee for Maritime Unity was founded in 1946 under Joe Curran and Harry Bridges. After the first Washington conference it was clear the CMU meant to take over the bargaining powers of all member unions. The SIU refused to have any part of this same old Commie line.



The first action of this organization was the establishment of a June 15 strike deadline, but a struggle for control began between Curran and Bridges, with Bridges holding the upper hand. Bridges-in control of the smaller unions—was seeking to take over the NMU.



The non-commie groups in the CMU yithdrew when it was apparent they were sacrificing their memberships, leaving only the bedrock Commies in the organization. The withdrawal of these groups left the structure of the CMU so full of holes that its collapse was inevitable.

# SEAFARERS AUTIT 3 Days, 20 Mel Rescued By Claiborne The SIII-manned freighter Claiborne (Waterman)





### SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3/1/53 To 3/14/53

No. Seafarers Receiving Benefits this Period	7.	36			
Average Benefits Paid Each Seafarer		72	2		6"
Total Benefits Paid this Period				600	80

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7480	00		
Death Benefits	14000	00		
Disability Benefits	820			
Maternity Benefits	7400			
Vacation Benefits	45,900			î î
Total			75 600	80

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 .	29802000
Death Benefits Paid Since July 1, 1950 *	515 139 53
Disability Benefits Paid Since May 1, 1952 *	6670 00
Maternity Benefits Paid Since April 1, 1952 *	9840000
Vacation Benefits Paid Since Feb. 11, 1952 *	1911 904 81
Total	28301343
Date Benefits Beenn	

### WELFARE, VACATION PLAN ASSETS

Vacation	517624 42
Cash on Hand Welfare	288 478 47
Vacai	ion 375 000 0 0
Estimated Accounts Receivable Welfa	re 375,000 00
US Government Bonds (Welfare)	1.490.960 94
Real Estate (Welfare)	255 000 00
Other Assets - Training Ship (Welfare)	1009634
TOTAL ASSETS	3.312,160 17

Effective March 1, the special disability benefit for qualifying members was increased from \$20 to \$25 a week and nine additional members were added to the list to receive the weekly allotment, making a total of 20. Among the new group one member takes top honors in the age department at 80 years. Second place in the longevity contest went to two other members who are 79 years old.

Since the inception of this type of benefit, three of the members on the original list have died and the plan has paid the \$2,500 death benefit in each instance.

Submitted March 14. 1953 Al Kerr, Assistant Administrator

# and, remember this

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

# Adrift 3 Days, 28 Men

The SIU-manned freighter Claiborne (Waterman) discovered and rescued 28 crewmembers of a Liberian tanker, after the men had spent three days drifting helplessly on the stern section following the split-up+-

to picking up the 28 men about 1,000 miles east of New York, quickly radioed the Coast Guard to start a search for the missing bow section of the tanker Angy, which disappeared with the captain, the captain's wife, the three mates, the radio operator, and three members of the crew. A search by Coast Guard cutters and planes failed to reveal any trace of the missing bow section or the persons that were on it.

The Claiborne, after taking the 28 men off the drifting stern section, and instituting a search for the other part of the ship, proceeded to Cherbourg, where she landed the survivors.

According to the survivors, the tanker Angy had been ripped apart by an explosion three days before the Claiborne found them. The ship had split aft of the midship house, so that the radio room went

# **US Shipping** Aide Begins Retirement

Captain Elmer T. Hedrick, who was shipping commissioner of the Port of Baltimore since 1928, has retired. He announced that he intends to do what most seamen dream about, and "have a nice home in the country."

According to the Seafarers in Baltimore, Captain Hedrick was known as a man who was usually fair and square with seamen, and who treated them decently and honestly. "He was the kind of shipping commissioner," said the Sea-farers, "who could be depended upon if a seaman was in trouble. Even if you were in the wrong, you knew that you could depend on him for a fair hearing and an honest decision."

Captain Hedrick started sailing back in 1904, when, as he says, "Things were a lot different. When I went to sea, the captains on the ships weren't making as much money as the messboys are today."

### Had Sailing Career

However, he followed the timehonored route of foc'sle to bridge. He started sailing as an ordinary seaman, and worked his way up ticket. In 1928, he became Balti- strike. more's sixteenth shipping commissioner, and served in that capacity until his retirement at the end of last month.

When he first became shipping commissioner, he pointed out, that office was a strictly civilian operation, concerned only with the merchant marine. It had jurisdiction over most of the things that happened aboard merchant ships, he said, including such things as

However, he said, the Coast Guard's Marine Inspection Unit now handles all cases of fights and like happenings aboard merchant ships, and for that matter, the shipping commissioner's office itself is now under Coast Guard jurisdiction.

"But," he said, "all seamen have a desire for a home in the country, and my days ashore haven't changed that desire one bit. I've got a home in Magnolia, right now,

of their ship by an explosion. with the bow section. Since the The Claiborne, in addition officers' quarters were in that section, they, too, disappeared with the bow.

> However, the 28 crewmembers, whose quarters were in the stern, found themselves drifting helplessly on the storm-tossed Atlantic, Since the radio room went with the bow, the men on the stern section had no way of contacting the outside world and calling for help. They drifted for three days, before the Claiborne sighted them while on a regular run to France.

> Strong winds of up to 40 miles an hour, whipped up sizable waves, and were mixed in with snow flurries in the area in which the stera section was found.

> The 9,937-gross-ton Liberian tanker was operating under charter to the Gulf Oil Corporation. She was built in 1937 in Germany.

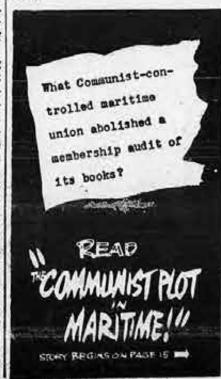
> Further details on the rescue operation, or what happened aboard the ship to cause an explosion have not yet been forthcoming, since the radio message from the Claiborne did not give the de-

# Ship Tie-Up In Port Rio

up" in Rio Harbor, Rio De Janeiro, Brazil, rose to 94 this week as government conciliators strove to settle a worker slowdown that made it impossible to load them.

Among the ships affected are nine large foreign freighters, including some SIU-contracted ships of American registry as well as vessels of Norwegian, Dutch and British flags waiting for dock space. Most of the ships snarled in the tie-up, however, are Brazilian coastal steamers.

Longshoremen are not actually striking, but they are refusing to work the overtime hours needed to unload the waiting ships. A port service union issued the "no overtime" order to support demands for a cost-of-living bonus. Some officials said it is a Communist-inspired attack on Ismael de Souza, militant anti-Communist port chief. They said that Duque through the deck department and manding the dismissal of de Souza then on up until he had his masters as a condition for settling the



# PORT REPORTS

### **TV's Godfrey Competes** With Shipping Call

Shipping in this port has continued at about the same pace for the past two weeks and we expect that it will stay that way during the next period, as no big boom in shipping is expected.

The ships that paid off were the Fort Hoskins (Cities Service), Trinity and Michael (Carras), and the Ann Marie (Bull). The same ships signed right back on again.

The in-transits included the Bents Fort (Cities Service), Marymar (Calmar), Chickasaw (Waterman), Steel Admiral (Isthmian), and the Robin Trent (Robin).

We had a couple of beefs on the Marymar, which were settled to



Flaherty

all concerned. On the Fort Hoskins, we had a beef about the men putting away the machines, and collected overtime for two men for this work. On the Michael, we

the satisfaction of

had a beef about some work that the chief mate did, and collected OT for the men for this work which should have been theirs, and also collected some OT for carpenter work that the men did in repairing the gangways.

Things have been quiet in this port as far as the Atlantic drive is concerned, since none of the Atlantic ships have pulled in here during that period. However, we expect that some of our friends on the Atlantic ships will be visiting us here at the hall during the next couple of weeks.

The drive in the Atlantic tanker fleet is becoming stronger all the time. All of the men in the drive see the way the wind is blowing, and know that Atlantic will soon be under the SIU banner. They are all glad that it's going that way, since they know that they'll be able to count on a lot better deal for themselves and their families with SIU wages, working conditions and welfare benefits. Those things make a big difference to any working man, especially if he has a family to think about.

### Draft Threatens

Leo Rams is still waiting for the draft board's decision on his case, and everyone around here has their fingers crossed for him. C. Ruggeiro, N. Ritrovato, P. Karas, J. Whalen and W. Willridge are all here on the beach just now, taking Yerke and Jack Walker. it easy and waiting for a ship that they like to come along.

In the hospital we have J. D. Duffy, whose condition is improving and is in good spirits. We also have J. J. Flaherty, who is putting on plenty of weight over there, and D. S. White, who is moving around now and is keeping busy with some occupational therapy projects now.

it's Ally Oke doing the hulla-hulla | New York: that keeps everybody at the TV set, but we're conducting an investigation now to find out what the story is on the whole thing.

James Sheehan Boston Port Agent 1

Wilmington:

### **Beef On Stores Ends In Harmony**

Shipping has been good in this port during the last few weeks, and looks as if it will continue that way for some time to come.

We had the following ships intransit: the Seamar, Alamar and Portmar (Calmar), the Yaka, Hastings, Raphael Semmes (Waterman), Seawind and Seacloud (Seatraders), Jefferson City Victory (Victory Carriers), G. K. Lawson (Pan-Oceanic), Strathport (Strathmore), Massillon Victory (Eastern), Alexandra (Carras), Steel Archltect (Isthmian), Robin Mowbray (Robin), Seavigil (North Seas), butterworthing | Seatiger (Colonial), and The Cabins (Mathiasen).

### Stores Beef

We had a little beef on fresh stores aboard the Seacloud. It seems the master was not authorized to buy any stores, and the company had not appointed any agent out here, so everything was pretty well fouled up. However, we finally contacted the company directly and had them authorize the stores, and then got them aboard the ship before she sailed.

The membership here has really gone all out in favor of the proposed idea for a Seafarer housing project. They all figure that a setup like that is just the thing that seamen have needed for a long time, and are very much in favor of talking the idea over and coming up with some definite ideas on the type of project, etc.

### SIU Still Ahead

One of the members at the last membership meeting here endorsed the idea, pointing out that the SIU, as usual, is leading the way in getting better things for the men and their families.

The weather out here has been wonderful lately, real nice and balmy. That may be the reason that some of the men are hanging around on the beach so long, and just taking it easy, although we hear that the large number of California beauties also helps in that respect.

Bill Brown, Red Scanlon, Whitev

Sam Cohen Wilmington Port Agent

### Oldtimers Here Like The Disability Raise

Shipping for the past two weeks has been a little slow in this port. Although we have had a large number of ships entering the port, the turnover in jobs has not been very heavy. These payoffs that the men are getting under the new wage scale looks so good to them that they are sticking around for more.

We paid off a total of 26 ships, signed 10 on articles and had 16 ships come through in-transit, The following are the ships that paid off: Suzanne, Puerto Rico, Evelyn, Kathryn, Rosario, Frances, Beatrice, and Jean (Bull), Steel Advocate and Steel King (Isthmian), Seatrain New Jersey and New York (Seatrain), Afoundria, Wacosta, Jeff Davis, Azalea City, Claiborne and Hurricane (Waterman), McKettrick Hills (US -Petroleum), Royal Oak, Council Grove and French Creek (Cities Service), Seacomet (Colonial), Amberstar (Traders), and Western Rancher (Western Navigation).

The ships that signed on were the Steel Rover, Steel Advocate and Steel Worker (Isthmian), Alawai, Wacosta, Claiborne and Jeff Davis (Waterman), Robin Doncaster, Robin Hood (Robin), and McKettrick Hills (US Petroleum).

The in-transits were the Wild Ranger, Antinous and Chickasaw (Waterman), Steel Traveler, Steel Worker, Steel Voyager and Steel King (Isthmian), Calmar (Calmar), Seatrain Texas, Georgia, Savannah and Louisina (Seatrain), Government Camp and Archers Hope (Cities Service), Alcoa Puritan (Alcoa), and Arlyn (Bull).

### Ships Clean

All of these ships were paid off and signed on in clean shape with only minor beefs which were taken care of to everyone's satisfaction. The payoffs seem to be going more smoothly on all of the ships under the new contract, and as soon as we sit down with the operators and make some necessary clarifications and everybody has a chance to acquaint themselves with the contract, we feel that things will really be smooth on all the ships and will result in less trouble for all hands.

We've had quite a few oldtimers around lately and expressing their Some of the oldtimers who are opinions on the latest gains made enjoying a stay on the beach just by the SIU in addition to the wage now include A. Lester, Fred Shaw, increases and working conditions. One of the deals that the oldtimers seem to like about the best tecting you and your family. is the increased disability benefits for those who are unable to go to

sea and, therefore, are unable to enjoy-the increased wages.

cently put on the disability list put it, "I'm proud to belong to a Union that continue to belong to a Union that continues to look out for its members' interests after they are no longer able to work and take an active part in the Union's affairs."

Another thing that a lot of the men on the beach are talking about just now is the housing project idea that is being kicked around. The men on the beach seem to think that it would be a good deal for Seafarers to have some sort of housing project for themselves and their families.

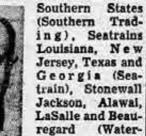
Claude Simmons Asst. Sec.-Treas. 1

Galveston:

### Shipping Holds Up At Same Fair Rate

Shipping in this fair and sunny port has been fair during the past period, and we expect that it will continue that way for a while.

We had the Marie Hamill (Bloomfield), come in and pay off here, and then she signed right back on again. The in-transits visiting our fair city were the Michael (Carras), Petrolfte (Tanker Sag Harbor), Southern Cities and



Milton

(Southern Trading), Seatrains Louisiana, New Jersey, Texas and Georgia (Sea-train), Stonewall Jackson, Alawai, LaSalle and Beauregard (Waterman), and Logans Fort and Royal

Oak (Cities Service).

One of the men we have taking it easy on the beach right now is Roscoe Milton. Roscoe joined the SIU back in 1941, and has been sailing under the top SIU contracts off. ever since that time. He ships as a bosun out of this great city, and distinguished himself during the 1946 General Strike up in New York

Roscoe is in agreement with the rest of the membership about the top-notch protection he gets in the SIU, and is enthusiastic about the welfare benefits that have been won for the membership.

He says that the wages and conditions under the SIU contract are the best in the industry, but the welfare benefits are so far out ahead of the rest of the industry that it's still hard to believe, but it's good to know the Union is pro-

> Keith Alsop Galveston Port Agent

New Orleans:

# **Dominates This Port**

The analysis in the March 6 issue of the LOG of the present condition of the US Merchant Marine was read with a great deal of interest in this port. Without a doubt, the condition of our merchant fleet is the weakest link in our defense.

A spot survey of shipping in the Port of New Orleans in mid-March points up the seriousness of the situation. During a three-day period selected at random, 41 ships arrived in this port. Of these only six were American flag vessels. The remaining 35 all were of foreign registry. Thirteen nations were represented as follows: Norway, 10 ships; Germany, 7; Britain, 5; Honduras, 2; Canada, 2; Holland, 2; and Panama, Brazil, China, Cuba, Egypt, Ecuador and Argentina, one

### Swiss Navy

And in this connection we have news for those who have spoken in jest of the "Swiss Navy." Switzer-

land, of course, has no navy, but the shipping list here indicates the Swiss have a merchant fleet. Marine listings included one vessel of Swiss registry operating under charter to South Africa Marine.



Other foreign flags flown in this port on that day included Italy, Greece, Colombia, France, Liberia, Panama, Nicaragua and Denmark.

Did we hear anyone ask what's wrong with shipping?

Shipping has been fair here for the last two weeks and the outlook for the immediate future is good with nine ships scheduled for pay-

During the last two weeks, we had eight payoffs, three sign-ons and 17 ships called in transit. Payoffs were abroad the Del Mundo and Del Aires (Mississippi), Beauregard, DeSoto and Iberville (Waterman), Catahoula and Carabulle (National Navigation), and Robin Goodfellow (Robin Lines). The Del Alba and Del Campo (Mississippi) and Beauregard (Waterman) signed on. The Corsair, Patriot, Cavalier and Polarus (Alcoa), the Steel Rover and Steel Vendor (Isthmian), and Del Alba and Del Campo (Mississippi), Seatrains Savannah and New Jersey (Seatrain), the Morning Light, Choctaw and Monarch of the Sea (Waterman), Southern Cities (Southern Trading), Alice Brown (Bloomfield), Edith (Bull), and Julesburg (Terminal Tankers) were here in-transit.

### Forms Available

We have available for the membership in this port a mimeographed copy of the list published in the last issue of the LOG of the progress being made by a member of SIU-contracted companies on retroactive wage payments under the new contract. We also have available a supply of forms for use in filing applications for retroactive pay.

Seafarers newly admitted to the USPHS hospital here include Erwin Vial and Cyril Lowery, recently off the Del Sud and Alcoa Cavalier, respectively, and Bill Faust. None is expected to be long confined.

Former shipments of Brother Earl Vanney were saddened by news of his death in this city re-

Lindsey J. Williams New Orleans Port Agent

# HALL DIRECTORY

T. McCarthy is still trying to make up his mind about having an operation, and is over there as a walking patient, while G. Smith is getting lots of needed rest and expects to be out of the hospital shortly. R. Crowley, who got off the Ann Marie, is improving rapidly, and C. J. Sweet has just gotten out of the hospital.

We're having a problem in this port as far as the 10 o'clock shipping call is concerned. The big trouble is that we're having a lot of competition from Arthur Godfard and our television room. The SIU, A&G District of competition from Arthur Godfrey and our television room. The
men just don't want to leave the
TV room for the shipping call.
We're still not sure whether it's
Godfrey and his uke' or whether
TV room for the shipping call.

We're still not sure whether it's
Godfrey and his uke' or whether
TAMPA......1809-1811 N. Franklin St. SAN FRANCISCO

WILMINGTON ..... 505 Marine Ave NEW YORK ..... 675 4th Ave., Brooklys STerling 5-467

Canadian District MONTREAL ..... 634 St. James St. MArquette HALIFAX, N.S....

FORT WILLIAM .... 11815 Syndicate Ave VICTORIA, BC.....617% Cormerant 56
Empire 453
VANCOUVER, BC.....565 Hamilton 56 SYDNEY, NS......304 Charlotte S BAGOTVILLE, Quebec ... 20 Elgin St.
Phone: 548
THOROLD, Onfario ... 37 Ormont St.
Phone: 3-3202
QUEBEC ... 113 Cote De La Montague
Quebec Phone: 2-7078
SAINT JOHN ... 177 Prince William St.
NB Phone: 2-3049

**Great Lakes District** ALPENA 133 W. Fletcher

BUFFALO, NY 180 Main St.

Phone: Cleveland 7361
CLEVELAND 734 Lakeside Ave. NE
Phone: Main 1-5147
DETROIT 1038 3rd St.
Headquarters Phone: Woodward 1-6857
DULUTH 531 W. Michigan St.
Phone: Meirose 2-4110
SOUTH CHICAGO 2861 E. 92nd St.
Phone: Essex 5-2410

# ORT REPORTS

Baltimore:

### **Membership Toughens Missing Ship Action**

Shipping has been good for all hands in this port in all ratings, and it should hold up that way with members able to get out any time if they are looking for a job and don't want to wait around for a particular run or ship.

We paid off the Bethore, Steelore, Feltore, Baltore, Cubore and Chilore (Ore), Potrero Hills (Philadelphia Marine), Wacosta, Wild Ranger and Bienville (Waterman), Calmar (Calmar), Steel Traveler and Steel Voyager (Isthmian), and Mae (Bull),



The Potrero Feltore, Calmar, Baltore, Cubore, Mae, Bienville, Chilore signed back on as well as the Steel King (Isthmian).

The ships intransit were the DeSoto, Afoun-

dria and Azalea City (Waterman), Rosario, Arlyn and Jean (Bull), Southstar (South Atlantic), Robin Kettering (Robin), Alcoa Puritan and Alcoa Runner (Alcoa), and the Marymar (Calmar).

The membership here at our last regular membership meeting went on record to further strengthen Union action regarding men who miss their ships, particularly the Ore ships.

### Been A Problem

This has been something of a problem here, since the Ore ships lay about 17 miles outside of the city and it is tough to get replacements out there in time to make the ship. The membership has now served notice that even more drastic action will be taken against men missing these ships, especially if they don't let the Union know if they decide not to take the ship. The membership feels that if the men don't want the jobs, they shouldn't take them in the first

The agreement calls for all the men to be aboard an hour before sailing time and ready to turn to, and that's the way it has to be. Those few men who hae been fouling up will find that the Union is ready to take even more drastic action in these cases if they con-

### Labor Active

We have been attending the Baltimore Federation of Labor to fall back on, and that makes meetings here and are proud of real difference. the part that labor is playing to help the welfare of all the citizens of this city.

An old SIU man, Peter Ley, just received word that his application for disability benefits under the Seafarers Welfare Plan has been approved, and that he'll be getting his \$25 check from the plan every week. Pete says he doesn't want to brag but "between my Social Security and the disability benefits from the Welfare Plan, I'm doing as well as a lot of the guys in this town who work 40 hours a week or more for a living. It's great to belong to a Union that looks out for you after you're not able to work any more."

### Good Example

Pete says that he figures that disabled Seafarers like himself, who are being helped out by the Welfare benefits are the best example that any unorganized working man can look at, since they are living proof of the benefits that are gotten through belonging to a union, and the SEU is particular.

Some of the other oldtimers on | Mobile: the beach here are Bernie Snow, George Nutting, Mike Flynn, Tom Shipyard Workers Win "Red" Clugh, Fred Griff, Charlie Gill, Bill Kennedy and Joe Goude, who are all waiting for ships they

Some of the men in the hospital here include: Hubert Cantwell, Oz-Davis and Johnny Sercu. Harry "Popeye" Cronin has been transferred from the hospital here to the Marine Hospital in Detroit, patched to these jobs. and figures he'll be there for a

Earl Sheppard Baltimore Port Agent # #

San Francisco:

### Hills. Steelore. Members Like Payoffs Under New Contract

Shipping has been fair during the past two weeks, and it looks as if it will pick up quite a bit more during the next couple of weeks.

We had the Seatiger (Colonial), Young America (Waterman) and the John B. Kulukundis (Martis) in here for payoff. The in-transits visiting here included the Steel Architect (Isthmian), Robin Mowbray (Robin), J. B. Waterman, Hastings and Yaka (Waterman), Alexandra (Carras), Alamar (Calmar) and W. E. Downing (State Fuel).

The payoffs were smooth and had very little disputed overtime involved. All the beefs that did come up were quickly settled. These ships all paid off under the new wage scale, and the men sure could see the difference in the money that they got, Since we have the best wages and the top agreement in the industry, let's all work together to stop any performing that may still exist on our-ships. We have no room for performers who endanger the gains we have won and the gains we will make in

We have R. Schwarz, W. Sikes, G. Dunn, D. Sorenson, P. Smith, and C. Johnson among the Seafarers in the hospital here.

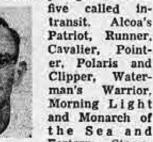
All the members in this port went on record as saying that the recent increase in the disability benefit is really great. Although none of the men in this port are now collecting disability benefits, they all feel that it's like having an ace in the hole, since they know that if something happens to them so that they can't work any more,

> T. E. Banning San Francisco Port Agent

# A 13-Cent Pay Hike

Shipping has been slightly on the dull side here for the last two weeks, but pressure on the shipzie Smith, Robert Rogers, Jeff ping list was relieved by calls for shoregang and Waterman Repair Yard replacements and towboat relief jobs. About 60 men were dis-

> During this period we had 10payoffs, seven ships signed on and



Patriot, Runner, Cavalier, Pointer, Polaris and Clipper, Water-man's Warrior, Morning Light and Monarch of the Sea and Eastern Steamship Company's

San Mateo Victory paid off. The Patriot, Runner, Polaris and Point- Norfolk: er (Alcoa), the Warrior and Choctaw (Waterman) and San Mateo Victory (Eastern) signed on. Calling in transit were the Chickasaw, De Soto and LaSalle (Waterman), the Steel Rover (Isthmian) and the Alice Brown (Bloomfield).

Shipping is expected to pick up during the next two weeks with increased activity anticipated at the US Naval Magazine at Theodore, Ala. Shipping was slowed almost to a standstill for several days at the Theodore docks as a result of a dispute involving the longshoremen. Military authorities had refused to permit ILA delegates access to the docks. Such permission has now been granted, however, and dockside operations at Theodore are now back to nor-

### Clean Payoff

One of the cleanest payoffs we have experienced in this port in some time was aboard the San Mateo Victory (Eastern). A lot of credit for pleasant conditions on this ship is due to Captain McCarthy, who still carries his SIU book and is one master who sees to it that the spirit as well as the letter of the contract is carried out.

The Mobile Branch has extended its sympathy to the families of Charles F. Nelson and Joseph R. Byron, who died recently.

Brother Nelson was stricken ill while serving as quartermaster aboard the Alcoa Cavalier. He was taken off the ship at Curacao and flown back to the USPHS hospital they'll have the disability benefit at New Orleans. Later he was returned to his home where he died.

> Brother Byron was lost overboard from the Alcoa Planter

about one mile north of Demarara | Lake Charles: lightship.

Another Lost

Word also was received by Waterman Steamship Co. that Get Retroactive Pay Brother Eugenio Balboa, FWT, died aboard the Warhawk while enroute from Manila to Yokohama. Full details of the case were lacking in the report to the company.

Of interest to Mobilians will be news that a strike of nearly two weeks duration which shut down the big Alabama Dry Dock and Shipbuilding Co. yards has been settled. The job action was taken by the Marine and Shipbuilding Workers Union to enforce wage demands during contract negotiations. Both sides finally agreed to a 13-cents-an-hour wage increase.

We are urging all members in this port who still have their old books to apply for their new ones at once.

> Carl Tanner Mobile Port Agent

### **Port Council Takes Up Teamsters' Beef**

Shipping has been slow in this port during the past two weeks, and from the looks of things, will probably stay that way for the next fully to see when the various comcouple of weeks.

We had the Southport (South Atlantic), Western Rancher (Western Nav.), Petrolite (Tanker Sag Harbor) and Alcoa Puritan (Alcoa) in here in-transit. There were few beefs on any of these ships, and everything was smooth.

The Hampton Roads Port Council



of the Maritime Trades Department has taken Teamsters has with a trucking company in this area. The Teamsters asked the MTD for its support when the

company got stubbern about the whole thing, and now we are hoping for an early victory.

There is a possibility that shipping will boom in this port in the near future. Under the stepped-up and D. Lynch. program aid will probably go to Chinese Nationalists in Formosa, who are carrying out attacks on the Chinese mainland, and to the Viet-Nam in French Indo-China.

Some of the oldtimers here on Wilson and Carl Wilson.

> Ben Rees Norfolk Port Agent

# **Members Waiting To**

Things are moving along fine and dandy in the beautiful city of Lake Charles, with shipping holding its own and quite a few of the boys getting jobs during the past two weeks.

Calling in here during the past period were the Government Camp, Archers Hope, Chiwawa, Bents Fort, Winter Hill, Fort Hoskins, Paoli, Lone Jack and Council Grove (Cities Service), the Petrolite (Tanker Sag Harbor) and the Trinity (Carras).

On the Petrolite, when she came in from Australia, we found one

of our real o'd members, "Bubba" Bhiel, who is quite well known to the ports of Mobile and New Orleans. Bubba looked well and happy, and reported that he felt so good because the trip



had been a good one, with a good crew, real SIU-style.

Of course, all the members here on the beach are watching carepanies are going to start paying that retroactive pay that the men have coming. The last issue of the LOG, which contained a rundown on some of the companies and when they would start paying, was a big help to the men.

### Atlantic Strong

Over in our neighboring city of Port Arthur, the guys are busy right now fixing up the SIU office over there. "Moose" Hilton and up a beef that Jimmy Kaup are the men who are Local 822 of the doing the job, and a good one at that. The men in Atlantic are really going all out in their support of the SIU, and you can't blame them when you compare the conditions and wages and other benefits. They know that the SIU means a far better deal for them.

> Some of the men on the beach here just now include R. M. Thompson, T. O'Mara, "Tex" Alexander, Jack Sanders, R. Steinmetz, W. Craig, M. Galligan, F. Latimer,

Out along the highway, west of here, things are going along in great shape, with the contest for Mayor of Highway 90 coming near the end. The candidates are really slugging it out, although we hear the beach are Fred Murphy, Fritz that Honest Ed Parsons has offi-Kraul, Snuffy Herswittu, Duke cially withdrawn from the race, narrowing down the field.

What Communist-con-

union opposed all

economic aid to our

trolled maritime

allies?

Leroy Clarke Lake Charles Port Agent

# & G SHIPPING RECORD

### Shipping Figures February 25 to March 11

PORT	REG.	REG. ENGINE	REG.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	200	TOTAL SHIPPED
Boston	22	21	15	58	15	15	9	39
New York	145	162	138	444	101	102	81	284
Philadelphia	39	37	28	104	51	44	45	140
Baltimore	102	79	81	262	107	63	67	245
Norfolk	19	. 14	7	40	3	4	1	. 8
Savannah	32	15	11	58	28	16	13	57
Tampa	. 8	4	8	20	14	10	12	36
Mobile	59	45	48	152	52	54	44	150
New Orleans	82	97-	78	257	82	70	77	229
Gaiveston	45	52	34	131	41	26	21	88
West Coast	CONTROL WILL	1 .77	64	226	78	64	57	199
io dis lindi giantini matti.	·	s <del>barr</del> i x	512	1/152	622	468	427	1,475

# IN THE WAKE

maids were probably invented by destroyed by the Spartans to the sailors to amuse their families, but accompaniment of flute music in the myths go on, probably inspired | 404 BC, and the Athenians, unable by the fact that some marine animals faintly resemble human beings when seen at a distance. On a voyage near Spitzbergen, in 1608, Henry Hudson reported that two of his sailors saw a mermaid who came close to the ship's side and gazed at them. Above the waist she appeared to be a woman, Hudson wrote, but below she was a fish as big as a halibut and colored like a speckled mackerel. Actually, what they probably saw was a seal, an animal then little known to most Europeans.

Stormalong was a legendary figure celebrated in some of the songs American sailors used to sing during their work and leisure time, land and America, which began and many a story grew up around in 1840, Samuel Cunard was also him. There is story told, for example, of the time he was quartermaster of the Courser, the world's to cross the Atlantic seven years largest clipper, and Stormy was earlier. Along with others, he taking his vessel from the North founded the British and North Sea through the English Channel, American Royal Mail Steam Packet which was just six inches narrower than the Courser's beam. He sug- noted Cunard Line . . . The first gested that if the captain sent all hands over to plaster the ship's side with soap he thought he could | 03 on a French canal boat. Four ease her through. It was a tight decades later, a 12,000 horsepower passage, but the ship made it, the oil engine was installed as the pow-Dover cliffs scraping all the soap off the starboard side. The cliffs at that point have been pure white ever since, it's said.

t t t

One of the oldest ports of the world, Piraeus, Greece, was built about 450 BC and serves as the port for Athens five miles away. It originally featured what were By its terms the captain took two known as the Long Walls, two par-shares of booty, the officers one allel walls, about 200 yards apart, and a half and one and a quarter which connected it with Athens and enabled the capital to receive supplies during the Peloponnesian gambling and the bringing of wo-War (431-404 BC). The port consisted of three harbors, one for corn vessels, one for merchant was to be indulged in only on deck ships in general, and one for war- after 8 PM. Violators were not ships. Though the city was strong- treated very lightly.

Many of the stories about mer- | ly fortified, the Long Walls were to obtain food, finally surrendered.

t t t

When something is said to be or the first water, this is a reference to a practice originated about three centuries ago, when diamonds were graded as first water, second water and third water, and those of the first water were considered white stones of the purest quality. Water in the sense of luster or brilliancy as applied to diamonds or pearls is presumably a meaning borrowed in translation from Arabic gem traders, as the same expression is found in other European languages.

1 Pioneer of the first regular steamship service between Engan owner of shares in the Royal William, first Canadian steamboat Company, which later became the marine Diesel engine was of 20 horsepower and was used in 1902er plant of a vessel.

\$ \$ \$

Even the pirates of the 18th century were not above condemning the actions of performers and gashounds aboard ship, Old documents refer to what was known as the Jamaica discipline, the articles which were supposed to govern the routine of pirate ships at that time, shares of booty, the officers one according to rank, while the men shared alike. One article forbid men aboard ship. It was also stipulated that the use of strong drink

Question: Do you-think it is wise for a Seafarer to own a home?

> (Question asked in New Orleans hall).

V. D. Brunell, ch. elect: Not only would it be a benefit to the men

in question, but it would be good for the union for more of the members to own their own homes. It would help stabilize the membership in the various ports and there would be

fewer guys shifting from port to

C. D. Roble, utility: I guess it is a good thing for the married men, but I can't see any advantage to the single men in owning homes. I smoothly." make New Orport and I always same people when I come ashore. That way

I always "feel at home" and it is ashore. less expensive.

F. A. Patterson, ch. elect: As for myself, I rent the home I live in,

but I think the married men, in particular, should own their homes. My problem is saving enough for a down payment with three children to feed. I have two boys, aged three and

ten, and a girl, five, and you know what that means.

J. C. Picou, steward: I have always wanted to own my home, but I have thought it and planes.

more important to see my children have a good education. My oldest daughter is a college graduate. The youngest is an honor student in high school and will

be trying for an SIU scholarship in another year,

ままま E. J. Davis, bosun: I think everyone who can swing it should own

a home, but it takes a lot to get started on home ownership these days. My wife and I rent our place, but we are always talking about the day when we can buy.

The only thing that keeps holding us back is that down payment.

C. D. Shively, steward: It's nice, I guess, for married men to own



need for a home ashore.

# MEET THE SEAFARER



HARRY HASTINGS, chief cook

One Seafarer who is happy to be back home in New Orleans is Harry Hastings, who sails as chief cook out of the Gulf. Hastings has just returned from a four-month trip to the Far East on the City of Alma (Waterman) which was reminiscent of the experiences of many Seafarers during the hectic years of World War II.

Consequently as soon as the City of Alma got back to Seattle where she paid off, Hastings hopped a fast train for the Crescent City where he was happy to see his wife and two-year-old daughter, Deborah, after the long voyage.

Good Shipmates

The City of Alma set out for Japan and Korea last November. It was a good trip Hastings said, from the standpoint of pleasant shipmates and good shipboard conditions. "It was the best stewards department I have ever sailed with bar none. All the men knew their work and pulled together with each other, which made things run

The rough part of the trip conleans my home sisted of 55 days spent shuttling up and down the Korean coast in the stay with the toughest type of midwinter weather. Although the vessel touched port numerous times, none of the crew was allowed to go

> Christmas and New Year's holidays were spent aboard the ship like all the rest. To add to the lack of shore leave was a good taste of freezing Korea weather. "It was bad enough not being allowed to go ashore, Hastings said, "but the cold made it worse. Most of the time we had to stay below decks to keep from being frozen solid." The weather seldom got above zero, which discouraged all but the most essential topside activities. "The whole country seems to be one big deep freeze in the wintertime, and we often wondered how the natives kept going."

The only thing that the trip lacked to keep it from resembling said, "but I'll try to get something a Murmansk run were enemy subs

Under such difficult circumstances, its easy for the men to get disagreeable and blow off at each other. That they got a long fine the way they did shows that it must have been a topnotch galley gang.

### Started With ATS

Although he's only 27 years old. Harry has quite a bit of sea-going experience under his belt and has been in practically every major port around the world. He caught his first ship at the age of 18 out of Mobile. She was an Army Transport Service vessel on which he made two trips. That was enough to give him a bellyful of non-union conditions. He grabbed an SIU ship his next trip out, in 1945, and has been sailing SIU ever since. He's proud of his SIU membership book which he received shortly after he switched to SIU ships.

"Once you've been on a nonunion ship like I was" he said. "you can really appreciate what it means to be a Seafarer and sail under an SIU contract. There's nothing like it."

Harry comes originally from Brewton, Alabama, which is not far from the big port city of Mobile. Right now he makes his home in New Orleans where he does most of his shipping from.

### Sailed Passenger Ships

Hastings has sailed on quite a few of the Alcoa and Mississippi passenger ships but he doesn't limit himself to those kind of runs. He's been aboard tankers, Libertys and C-2's or practically anything that

"The kind of ship doesn't make much difference," he remarked, "as long as you have a good gang aboard and an SIU contract to work under."

Right now Harry is staying ashore awhile with his family to make up for the four months he was away from home. "I'll be grabbing another ship soon though," he that's not running to the icebox

96th time by US planes . . . The SIU published honor rolls of ships and men of the Union who contributed to the war effort . . . The island of San Miguel in the Azores reported the first snowfall there in 80 years.

\$ President Roosevelt signed legislation extending the life of the Lend-Lease act to June 30, 1944, after the Senate had approved it 82-0 and the House by 407-6 . Berlin claimed the sinking of 13 ships in an Allied convoy of war material bound from North Africa to Britain . . . The SIU won for seamen of the Union a maximum advantage in it of 30 days ashore for 15 weeks or for single fellows more of sea time on their last like myself. When voyage . . . Rome claimed one of I come ashore, I their submarines sunk the British liner Empress of Canada which was carrying troops . . . The Senate, is convenient and 59-24, passed the Bankhead-Johncomfortable. I've son bill requiring blanket defernever found any ment from military draft call of racketeers, was to ashore. registrants engaged "substantially death in a Chicago

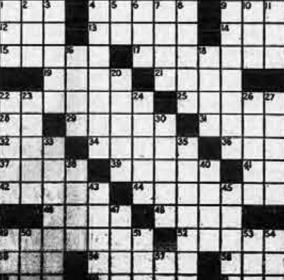
Washington disclosed that the | full time" in producing or harvest-City of Flint, an American steam- ing crops and commodities deemed ship which was the center of a pre- essential to the war effort . . . US war controversy in 1939 when it planes bombed Kiska six times in was seized by the Germans, had one day . . . The Navy announced been torpedoed and sunk in the that four more Japanese vessels. Atlantic with a loss of 17 of a crew | including a destroyer and a large of 75 . . . Kiska, Japanese post in transport, had been sunk and three the Aleutians, was raided for the other ships damaged by US submarines in the Pacific and Far East.

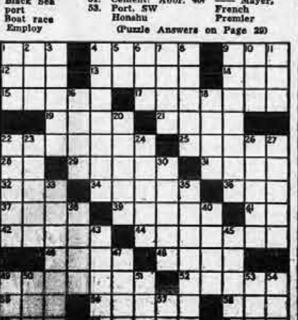
> In North Africa, General Dwight D. Eisenhower replaced Major General Lloyd R. Fredendall with Lieutenant General George S. Patton, Jr., armored force specialist, as commander of American troops on the western Tunisia front . . . The SIU fought to have insurance under the NSLI Act made available to merchant seamen as well as to members of the armed forces . . . Finns were active in local attacks on the Russians in the Karelian and Aunus Isthmuses . . . Repeated assaults by tanks and infantry on the southern front netted the Germans two populated places southeast of Kharkov . . . German planes bombed Norwich and Great Yarmouth harbor, losing three aircraft . . . Frank Nitti, indicted in New York City as one of an alleged band of labor un racketeers, was found shot

# he Seafarers Puzzle

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Cat or dog

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### SEAFARERS \* LOG

March 20, 1953

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### **Big Forward Step**

The establishment of East Coast representation for the Marine Cooks and Stewards-AFL is another big step forward in the campaign to rid America's ships of the last Communist-dominated seagoing union. For too long now, the National Union of Marine Cooks and Stewards, independent, has been operating without hindrance and enthusiastically supporting the policies of the Communist international. While NUMC&S has recently been under heavy attack, it is only the MCS-AFL that can do the proper job of putting them out of business once and for all, and at the same time, giving West Coast marine cooks and stewards good union representation.

Any other course of action against NUMC&S would leave the rank and file in the stewards department at the mercy of the shipowners. It would not be wise or sufficient to simply destroy the NUMC&S without replacing it with a strong, democratic union.

Those who have any doubts about the Communist control of NUMC&S can quickly dissolve them by reading the description of their operations in this issue. That is why the SIU, long a champion of clean, militant and anti-Communist waterfront unionism, is going all out on behalf of MCS-AFL.

### The Management 'Line'

These days when a constant complaint of US shipowners concerns the so-called "high labor cost" of manning their vessels, it seems a little strange to see Atlantic Refining go out of its way to pay a few dollars more than the going scale in maritime—a scale reached in legitimate contract negotiations by the SIU and other unions.

But that maneuver can be quickly explained. As one of the country's larger tanker fleet operators, Atlantic is currently squirming under the pressure of a full-scale SIU organizing drive. The drive is enjoying considerable success despite the obvious attempt by the company to buy "regularity" to the company line from its seamen.

Actually the gesture of passing out wage increases just a wee bit higher than the established pattern in the industry indicates that for Atlantic, and perhaps many other companies, the beefs and moans about "high labor costs" are just so much window dressing. After all, it's expected of management to talk that way.

## No Excuse on \$ 8

When the SIU negotiated its new standard contract it included a provision calling for all draws in foreign ports to be paid in American dollars, wherever possible. However, some skippers are trying to wriggle out of this provision by claiming that it just isn't legal in certain ports.

The SIU has moved into this situation quickly in line with its standard program of rapid and effective contract enforcement. As far as can be determined there is no excuse for any skipper not to dish out the dollars. What may exist are local laws calling for the money to be exchanged at designated local banks.

If the ship's delegates will notify the Union immediately of any problems on this score, the Union will take steps to solve them so that this beef, like others, can be chalked off speedily for the benefit of Seafarers.

### **Two Oldtimers Die**

Two veteran Seafarers, James "Paddy" Crone, and Otto "Uncle Otto" Preussler, passed away in recent weeks. Both of them were members of the SIU since its earliest days and were known far and wide by hundreds of Seafarers in all ports.

The passing of old shipmates is always tinged with regret for those who knew them. But at least Paddy's and Otto's last days were spent in relative comfort. They, like other disabled seamen who can no longer work, were receiving regular assistance from the SIU Welfare Plan in the form of monthly disability payments.

Before this Plan, the disabled Seafarer had to depend on the uncertain mercies of state or local charities with all the humiliation that it entailed. It's good to know that staunch Seafaring men like Uncle Otto and Paddy Crone could count on aid from the Union they helped build before they took their final voyage.

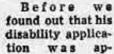
### Disability Check For Old Seafarer

To the Editor:

My husband just received his check for his disability benefit, and the letter telling him that he'll be getting the check every month. We cannot thank the Union enough for the help that this check gives to us. I am so thankful that my husband, William Girardeau, had his application for the disability benefit approved.

We were both overloyed to find out, now that he is disabled and

no longer able to go to sea and earn a living, that we will be getting this wonderful help from the SIU.



Girardeau proved, he was telling me that he was thinking about going into Snug Harbor, because he couldn't work any more, and we had no money coming in. He thought that it was the only thing left for him.

But the thought of him going inte Snug Harbor was too much for me. He has been going to sea for 40 years, and has been leaving me alone to go to sea during that time, and I couldn't think of him leaving me again now that he is disabled, and living in Snug Harbor. That would have meant that he was leaving me again, because I could not go to Snug Harbor with him.

The night when we talked about Snug Harbor, we both prayed. We prayed every night after that, hoping that something would come up that would let us stay together, and then the letter came from the Union saying that he would be getting the disability benefit every and the Welfare Plan.

Now, my husband has an enis 73 now, and the thought of gotaken all the ambition out of him. Now that he is getting the dishope once more.

When it gets warmer, he plans to go into the city to see some of his old friends, and plans to raise a little extra money so that we can buy a few chickens. He says that if we can get enough to buy a few chickens, we can raise them lot. Before he got the disability pay, he had no hope, no plans for the future. Now he is happy, and is planning to raise chickens.

He would also like to have the LOG sent to him. He is feeling better than when he came home. He says to give his regards to the rest of the fellows. Once more, God bless the Union. Anytime that anyone from the Union comes to the Cape, please ask them to stop by and see him.

### Mrs. Olive Giradeau

(Ed note: Your name has been added to the LOG mailing list, and will be sent to you every two

# We'll Take The Low Road!'



and the Automotive Tool and Die industry. Manufacturers Association. About 30 workers already retired under the plan, in operation since 1950, have received increased checks with the improvements retroactive to Jan. 1, 1952. A study ordered by the Joint Union-Management Board of Administration found that the employer contributions of eight cents an hour were big enough to provide the higher benefits on a sound actuarial basis.

The first 1953 agreement won by the CIO United Rubber Workers, and the first major labor-management settlement this year, has Co. The new two-year contract, an-

4

nounced by URW President L. S. Buckmaster, includes triple time for work performed on any of six paid holidays; renewal and clarimonth. May God bless the Union fication of the full union shop provision negotiated two years ago; a clause providing for two weeks' vatirely different outlook on life. He cation after three years of service, instead of five years; and liberaliing into Snug Harbor had just zation of clauses governing recall requirements, leaves of absence, severance pay, off-standard pay, ability money every month, he has wage application and safety and health provisions.

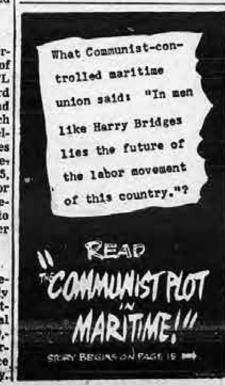
In an industry-wide pact covering 2,300 warehouse employees of Philadelphia food firms, the AFL Teamsters won an across-the-board increase of \$6 a week and and the extra income will help a a \$3 weekly contribution for each employee to the Teamsters Welfare Fund, starting July 1. Besides the general increase, the agreement, which runs to March 1, 1955, provides for a \$4 differential for afternoon shift workers, \$5 for evening shift, and an additional \$4 to lift operators and coolermen after one year.

Jobless workers in January received \$94,360,000, largest monthly increase since August, the Department of Labor reported. Total benefits in December were \$69,-086,600. An average of 953,600 persons got unemployment insurance payments each week in January.

More than 10,000 members of The increase, the Department rethe CIO United Auto Workers in ported, was due to seasonal decline 71 Detroit tool-and-die shops re- in building, lumber and re'ail ceived an improvement in their trades; layoffs in food, tobacco, texpension protection through agree- tile, and apparel; and temporary ment between Locals 155 and 157 shutdowns for retooling in the auto

A pay raise of nine cents an hour retroactive to last Oct. 1 has been won for some 1,300 members of the AFL Chemical Workers in a contract with Colgate-Palmolive-Peet Co. which includes several unusual improvements. One gives workers a 15-minute rest and smoking "break" during the first and last half of each 8-hour shift. Union grievance procedure also won \$8,739 in back pay for 25 women laid off during slack seasons without regard to seniority. Hourly pay under the new scale runs from \$2.82 for soap boilers been signed with Goodyear Rubber down to \$1.53 for women in the plant's toiletries section.

In the first contract to be negotiated in any major printing center since the ending of wage controls, 5,000 members of the Typographical union employed by commercial printing plants won a weekly wage increase of \$3.50 for journeymen compositors and an additional \$2.50 in welfare benefits in New York.





One of the least publicized agencies of the United States Government is the arm of the US Public Health Service, which handles quarantine inspection of incoming ships.

Pledged to prevent the entry into the United States of serious contagious diseases, inspectors are on the constant lookout for five principal diseases and a host of others not subject to quarantine. The five quarantinable diseases are cholera, yellow fever, bubonic plague, smallpox and typhus. Enlisted in the search are quarantine and sanitary inspectors working as a team aboard ships entering US ports.

### Inspection Tour

To show a typical team in action, the SEAFARERS LOG went along last week as it inspected the SIU crew of the Claiborne, a Waterman Line ship, as she lay in the Narrows off New York City.

It was a Friday afternoon and the sun was low in the sky when the motor launch of the Quarantine Station at Rosebank, Staten Island, pulled away from the little wooden pier and headed for the Claiborne. The wind had risen and the launch churned through a choppy sea as the tide came in from the Atlantic.

### Makes For Ship

At the helm of the launch, Captain Ross swung its nose out toward the Atlantic before making a wide, sweeping turn to come alongside the ship with the tide at his back. Seafarers aboard the vessel, many of whom were invisible from the launch as they worked below decks, paid little attention to the small craft bobbing on the waves.

With the launch nearing the port ladder, deckhands aboard the Claiborne tossed a rope to the deck of the smaller vessel for the purpose of securing it while the inspecting team was boarding. The high-running sea nagged at the sides of the vessels, tossing them together and apart according to its whims until the rope was secure. Then the Quarantine and Sanitary inspectors, along with Customs and Immigration officials went up the ladder. The inspection was about to begin,

Straight to the office of the captain went the fourman brigade, following standard operating procedure. There the master of the vessel handed over a certified list of crewmembers to the inspectors, and vouched for the health of the men on board, none of whom had been ill anywhere along the line as the vessel stopped at five foreign ports-Bremen, Bremerhaven, Rotterdam, Antwerp and La Pallice, France. This done, the inspectors headed for the saloon mess and set up shop.

### Show Shot Cards

The Seafarers filed in, through, and out of the room ng only for inspection of their immunization or "shot" cards, or a few words with the Immigration or Custom men when it proved necessary. The inspection procedure went off while the crew went about its job of bringing the ship into port.

One of the oilers, who was unaware of what was going on in the saloon mess, was dragged out of a shower to stand inspection wearing nothing more than a towel about his dripping body. Immunization card in hand, he filed through the room and emerged on the other side to go on about the business of showering, from which he was abruptly interrupted by the US Government.

### Wiper Stalls Show

Asleep in his foc'sle as the legal wheels of Government revolved about him, another Seafarer, this time a wiper, ran the gauntlet of inspectors after being rudely awakened from dreams of home and payoff. With officials anxiously awaiting his arrival, the drowsy wiper finally entered the saloon mess after the chief mate and several other seamen were dispatched to his room. All was not so easily accomplished, however, for the wiper had forgotten his card. Faced with the prospect of a series of "shots," the wiper bolted to his foc'sle and returned with the precious record. He returned happily to his sack, unburdened by thoughts of the needle.

The second mate, on the other hand, was more than

vaccination, three years having elapsed since the last vaccine, although he did not have his card to prove his claim. Shoving aside all matters of formal procedure, he decided to have his arm pinpricked, just in case. It was a painless procedure—all except the needling he took from crew-members for having been the lone seaman to undergo the rigors of the medicos. Sanitary Inspection

While the quarantine processing of the men was in its various stages of progress, the Sanitary inspector, Walter Beschner, had the steward department and the rest of the ship under his surveillance. Buttonholing the steward, the two men made a cook's tour of the galley, storerooms, messhalls, holds and other portions of the ship where rodents and roaches might have left their mark upon the ship and the men. Nothing turning up, the ship and the men got off with a clean bill of health.

In 1798 the United States set up the Marine Hospital Service as a federal agency to give hospital care to men of the merchant marine and the Navy. Eighty years later, in 1878, the present system was derived from the old beginnings, changing its name to the Public Health Service in the process of transformation. Only two states at the present time, New York and Massachusetts, hold six quarantinable diseases to be such, while the other 46 states of the nation no longer include leprosy in this category because of its minimum possibility of communication. Ailments coming under the inspecting processes of this agency include anthrax, chickenpox, cholera, dengue, diphtheria, infectious encephalitis, measles, meningococcus meningitis, plague, poliomyelitis, psittacossis, scarlet fever, smallpox, streptococcic sore throat, typhoid fever, typhus or yellow fever.

### Warning Flag

The pennant which flies on all ships under quarantine at the Rosebank station, the yellow or "Q" flag, has its beginning in the year 1710 when British regulations required foreign ships to fly a yellow flag. This colorful ensign warned other ships to keep away from the newcomers until such time as they could be inspected. At night, a red and white lantern is used in lieu of the flag.

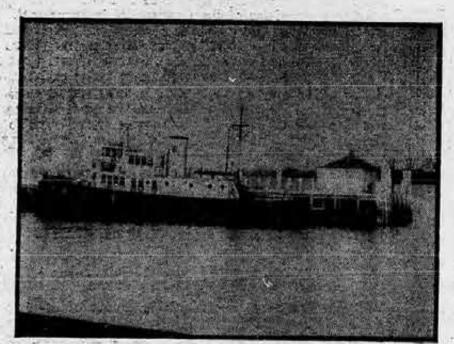
All ships coming from all foreign nations making New York their first port of call in the US are subject to inspection at Rosebank with the exception of vessels coming from Canada, Newfoundland, the Islands of St. Pierre and Miquelon, Iceland, Greenland, the West Coast of Lower California, Cuba, the Bahama Islands, the Canal Zone, the Bermuda Islands, Aruba and Curacao. Stringent regulations in these areas, often under US jurisdiction, make it possible for ships coming from their ports to pass through the Narrows without undergoing inspection. This offers untold relief to the station, which handles better than 13 ships every day of the year.

### New York Station

The Quarantine station in New York, last of many state-owned facilities to come under federal supervision, was purchased from the State of New York at a cost of more than \$1 million in March, 1921. It serves a multiple purpose, servicing the only port in the US which has Quarantine, Immigration and Customs officials boarding ships at the same time as they lay at anchor in the Narrows. Passengers, as well as ship and crew, come under the watchful eyes of the three services.

Once in the Narrows, crewmembers are subject to peculiar occupational malady known as "channel fever," or the desire to get off the ship and home while the getting is good. All Seafarers suffer the same symptoms-uneasiness of the hypodermic, anxiety, a desire to sign off the vessel and be on their way, and a general queasiness in the vicinity of their stomachs which even the highest running seas cannot produce.

Soon, however, the waiting is over. The ship and the crew are free to continue on their separate ways, parting company or not, according to the whims of the Seafarer, as the vessel pulls into one of many piers lining the New York waterfront. Another trip comanxious to submit to the needle. He volunteered for a pleted. Another payoff. Another clean bill of health.



The Quarantine launch (left foreground) lies in its berth at the Quarantine Station before taking the inspection party out to the Claiborne (Waterman).



The Quarantine flag and the US flag fly from the station.



Capt. Ross pilots the launch out to the Claiborne.



Edward J. Taylor (left), chief steward, watches as Walter Beschner, sanitary inspector, goes through the storerooms to see that no vermin are aboard.



For the members of the union, this has meant the sternest possible policy of repression to keep them in line for an obviously unpopular union program. For other maritime unions and the nation at large, it means a comfortable nesting place for the once all-

defeated this movement, which reached its high tide in 1946 and 1947 as the so-called "Committee for Maritime Unity."

The CMU was a short-lived "federation" of several maritime unions under the joint chairmanship of Joe Curran and Harry Bridges. The Committee For Maritime Unity broke up after it tried to raid the AFL maritime unions. The CMU drive against the AFL was launched in Coos Bay, Oregon, against the SUP. The SUP fought off the raiders and the SIU A&G District

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ships and shove the latest Kremlin line under their noses. They may have been ousted from control of the National Maritime Union, de-

tions Association and many other unions but they are still trouble-

Since the NUMC&S is a West Coast union, its greatest strength is on that coast, but it maintains halls and apparatus all along the its time again, no doubt, in the hope that some day it will be strong enough to take another crack at the SIU. Meanwhile the only Communist activity on East Coast ships consists of spurts of mimeographed propaganda under various headings calling for seamen to back Red China and support the Soviet line on Korea. Since the NUMC&S is the sole remaining link in the once-powerful Communist waterfront section here, it is safe to assume that it is the distribution agent for this

Out on the West Coast, NUMC&S is far more active. The Communist apparatus in NUMC&S is financing and publishing the West Coast Sailors Journal, supposedly put out by a rank-and-file group in the Sailors Union of the Pacific, an SIU affiliate.

The Journal is patterned after feated in the Masters, Mates and many similar Communist publica-

This story of the Communist Party and the National Union of Marine Cooks & Stewards (Independent) was prepared by the staff of SEAFARERS LOG and the Seafarers International Union, A&G District, on the basis of carefully collected evidence. As such it represents the combined efforts of persons thoroughly familiar with all phases of the maritime industry.

tions that have appeared in the past, such as the Rank and File Pilot in the NMU, the Dockers News and others. Ostensibly it is supposed to air the complaints of unnamed rank-and-filers against the SUP. But the Journal gives itmelf away by parroting the standard Communist line.

Its program, which appears in every issue, calls for "unity" with other maritime unions (meaning under Harry Bridges), and denounces Coast Guard security screening of- men on the ships. While this tips off the informed seaman where the Journal comes from, it appears that the Communist apparatus is more interesting in promoting its line than in making the Journal an effective weapon for sowing seeds of dissention

In any case, the fiction that the West Coast Sailors Journal is put out by sailors is well-developed. While the columns of the official NUMC&S paper are filled with attacks on the SUP paralleling the West Coast Sailors Journal, the NUMC&S paper is careful not to make any mention of the Journal. Its silence shows up the ties between the two more clearly than

### Strike Sabotage

More serious than the West Coast Sailors Journal's petty sniping at the SUP was its attempted sabotage of the 63-day SUP strike last summer. While the SUP was fighting a single-handed battle against the combined opposition of the shipowners, Harry Bridges and NUMC&S, the West Coast Sailors Journal echoed all the Bridges-NUMC&S-shipowner charges against the SUP. It was an ob-

For example, the West Coast Sailors Journal of July 25, 1952, has a story headed: "Membership Opposes Phony Strike." The Journal ridiculed the idea that there was any justification for the walkout. When the strike ended with increases in base pay, overtime ranged by the Communist Party. and an agreement saving hundreds of Sailors jobs on loading of stores and shore gang work, the Journal beefed about the settlement. It 'wasn't necessary" to strike to lick the Bridges-NUMC&S-shipowner combine, "A mere strike vote was sufficient to overcome the dollar hungry shipowners," said the anonymous Journal.

It's no coincidence that the same complaint appeared in the "Dispatcher," Harry Bridges newspaper and in the NUMC&S "Voice," where the strike was called a bum beef. Among trade unions it is a cardinal sin for a union to rap another union's legitimate economic strike in the course of that strike.

### Pattern of Control

Just how the Communist Party apparatus got control of the NUMC&S is typical of the operations of the Communists within unions. It is a well worn pattern. First you get into power in a "popular front" combination with other groups. Then you change the constitution to centralize all power in a council or "politburo." Once in power you utilize the union's money and manpower to further the Communist cause.

On one side, the membership is flooded with Communist literature and Communist propaganda, much of which the union purchases through Communist bookshops and from Communist publishing firms.

vious attempt to disrupt the strike. | Then the union shakes down the membership for various Communist party funds through assessments and "voluntary contributions." And, of course, the membership can always be turned out in force for political picketlines, delegations and mass meetings ar-

> While the NUMC&S, like other Communist - controlled unions, makes a show of fighting for pork chops, the porkchops are sacrificed whenever they collide with Communist Party policy. Strikes and job actions will be called for political reasons, but when Communist policy dictates "cooperation" with shipowners, that cooperation will be offered without reservation. Communist unions may be militant on behalf of members of the ruling clique, but those who oppose them quickly get a quick shuffle and are blackballed from their

Another major function of a Communist-controlled union is to provide jobs for Communist Party hacks. Usually this is done through lavish education and welfare departments. The Party hacks work there for a few months and suddenly turn out to be union members and run for office. All of this took place in NUMC&S.

### Rebuilt By Bridges

The NUMC&S was originally formed in 1901, but it wasn't until 1936 that it won recognition as bargaining agent on the West Coast. This took place after the 1936 maritime strike, when like two years before, the dying NUMC&S was revitalized through support given it by Harry Bridges and the longshoremen. It was in that same year, 1936, that Hugh Bryson, now president of the union, appeared on the scene.

Nobody seems to know whether or not Bryson ever actually went to sea. He first came to notice at the tender age of 19 or 20 when he turned up as assistant editor of the union newspaper. It's probable that he was placed in that spot directly with the possible formality of one quick trip. All available evidence points to the fact that he was planted there by Harry

### Speedy Promotion

Bryson was such a success as an editor that he suddenly jumped to the position of assistant secretarytreasurer. Subsequently, in November, 1945, he became vicepresident. (He got this job by appointment from the union's general council, the "politburo" which had just started functioning.) The general council was the key in the Communist rigging of the new union constitution, designed to remove control from the membership and place it in a small and easily-controlled group.

In 1947, Bryson reached the top of the heap with the retirement of Eugene Burke, an elderly official who had been connected with the union for 46 years.

The cornerstone of Communist control of the NUMC&S was the new constitution of 1945 which completely changed the union's mode of operation. The old constitution provided careful and orderly procedure for handling

# West Coast Sailors' Journal

The West Coast Sailors Journal first made its appearance in the middle of the SUP's 63-day strike last summer. It also came out at the same time that the Government was subjecting the NUMC&S to a

and the efficient network of dis- to rule all of maritime since his is tribution, it is obvious, that the the only union that has locals. The Journal is not the product of working Sailors. Rather it bears all the earmarks of the Communist apparatus that has been responsible for such well-known Communist "rank and file" publications as the Dockers News and the Rank and File NMU Pilot.

The program of the West Coast Sailors Journal and other material in the newspaper coincides neatly with the announced policies of the NUMC&S as expressed in their official newspaper, the Voice. It includes among other items a pica for unity of maritime unions with Bridges Communist - dominated

thorough-going investigation. West Coast longshore union under From the slick, professional the setup of one vote for each lo-manner in which it is produced cal. This would permit Bridges West Coast Sailors Journal also takes a stand against Coast Guard screening. The NUMC&S stands alone among sea-going maritime unions on these two positions.

The main purpose of the West Coast Sailors Journal is to divert the strength and energy of the rank and file Sailors from the campaign against NUMC&S. Since the rank and file of the Sailors Union is the most powerful foe of Communist influence on the West Coast waterfront, this purpose is designed to give the Communist apparatus breathing space to consolidate their defense.

amendments. was supposed to be notified well in advance of proposed changes, and then was to vote on them in a six-week referendum.

Since the United States was in the final stages of the war against Japan, the overwhelming majority of NUMC&S members were on the high seas. Yet the union newspaper containing the proposed amendments was airmailed to only 200 of the 1,200 ships the union was manning. And with the union convention set in July, the paper was mailed late in June. Small wonder that the rank-and-file had little to say at the convention and little chance to vote on the

The amendments provided for the creation of the general council which was to exercise all union powers between conventions, taking control out of the membership hands. The new body ruled all union funds, salaries and expense accounts and governed all ports and port agents. All membership con-

The membership the membership was out of the

### Opposition Throttled

Once in full command, the Communist apparatus set about converting the NUMC&S into an open Communist party operation. Membership opposition was throttled by the all-powerful general council. Those who refused to knuckle under were thoroughly worked over. Ever since 1934 NUMC&S policies had faithfully reflected the dictates of the Comintern or Cominform as the case may be. Under the new set-up the apparatus could follow the line without hindrance.

For instance, in June 1939, the NUMC&S called for the halting of "fascist aggressors" in Europe, But. in August, 1939, Russia and the Nazis signed a mutual defense pact. The NUMC&S immediately denounced the "imperialist war" and vowed that the "Yanks are not coming."

After Hitler attacked Russia in June, 1941, the "imperialist war" became a "people's war." Then the trol of funds through auditing and Bryson-NUMC&S slogan overnight banking committees was abolished. became "the Yanks are not coming The "politburo" was in control and -too late!" Then came the short-



Lou Goldblatt (left) important Communist Party functionary who served as secretary of the Committee for Maritime Unity, shown chatting with NUMC&S prexy Hugh Bryson, back in the palmy days when the Party was riding high on the waterfront.

# Story Of A CP-Run Union

This is the story of the Communist Party apparatus that is in control of the National Union of Marine Cooks and Stewards, a union composed of steward department personnel sail-

ing west coast ships-how the apparatus took full control, how it operates, and how it affects all of maritime labor.

The NUMC&S from the time it became an effective force on the waterfront, has been under the Communist thumb. It has supported each and every policy of the Communist Party faithfully, throughout World War II, the postwar years and Korea. Those in the union who have spoken up against that policy have been dumped, expelled and blacklisted.

### Quickie Revision

The Communist apparatus assured itself of full control through its quickie revision of the constitution in 1945, centering all control of union policy, finances and administration in the hands of a general council. The membership was left powerless. Those who led the protest against these changes were expelled from the union.

As a result of this and other repressive moves, a revolt broke out in the NUMC&S five years ago. For a long time, honest rank and file members of the union attempted in vain to fight the Communist Party apparatus from the inside. But this proved futile as the Communist-dominated machine crushed all those who opposed it. Other members realized early that the to pull out, leaving behind it the only way to fight the apparatus was from the outside. This led to union. the chartering of the MCS-AFL which has become the rallying in US maritime is revealed in these point for all West Coast cooks and pages.

stewards interested in decent, democratic trade unionism.

A series of court decisions has also shaken the NUMC&S, paving the way for MCS-AFL men to receive equal hiring rights, and compensating men who were blackballed out of the union.

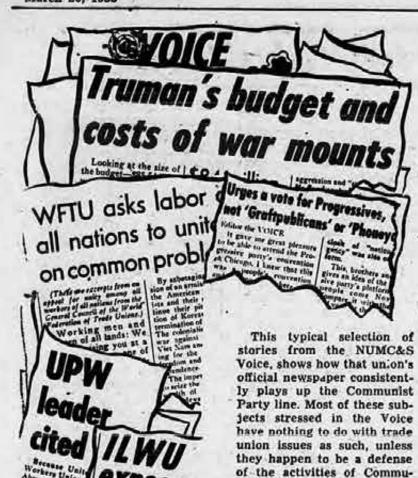
### Counter-Attack

To counter the growing strength of MCS-AFL, the international Communist apparatus has attacked the Communist Party's most powerful enemy on the West Coast, the rank and file of the Sailors Union of the Pacific-in itself a principal affiliate of the powerful anti-Communist Seafarers International Union. Up until now that rank and file has been a most potent force behind MCS-AFL.

This attack is being conducted through the medium of the socalled "West Coast Sailors Journal," a clandestine, anonymous newspaper designed to sow seeds of doubt and confusion in the ranks of the Sailors Union, simply to try to add a few more days of life to the dying waterfront section of the

Communist Party. But despite this tactic and all the other oft-used schemes of the CP on the waterfront, the fate of NUMC&S is sealed. It is only a question of time before the Communist apparatus will be forced wreckage of what once was a

. The story of this Communist plot



1944 and 1945 following the Big Three agreement at Teheran.

### Third Party

With the war's end, the cracks soon appeared between the Soviet Union and the West. The union denounced US moves to halt Communism in Europe and Asia-the defense of Greece and Turkey, the Marshall Plan, aid to Nationalist China and so on. By 1948 the Marshall Plan was getting under way and a definite break had taken place between the US and the Soviet Union. The Communist strategy called for the formation of a third party, the Progressive Party, to combat US foreign policy.

Immediately the entire structure of NUMC&S was converted into a Communist Party political machine. In order to get on the ballot in California, the Progressive Party needed 438,000 signatures. Union members were put to work collecting both signatures and cash. Those who refused to cooperate or were

lived honeymoon with capitalism in | tion to the union policy blossoming on the ships.

Many issues are so loaded

down with Communist propa-

ganda that the problems of

the rank and file are pushed

down into back pages, or ig-

nists in trade unions.

nored altogether.

Through the newspaper and through shipboard meetings the union took every opportunity to repeat the line. Typical of their attitude was the line laid down for shipboard educational sessions on the "meaning of imperialism."

"Imperialism" turned out to be the policy of "American big business and the Government" which keeps "the wages and living conditions of American workers from rising, especially those of maritime workers." This was all tied in somehow with the US support of the reactionary Governments of Greece, Turkey, China and the Philippines."

### Called "Red Scare"

The NUMC&S union newspaper really got excited though when the Communist Party leaders were arrested in August, 1948. It called the arrests "an attempt to whip the nation into an unprecedented Red scare." It cited the "proud records" actively opposed, got a short shuf- of the Communist leaders includfle from the union. It was then that ing, "Eugene Dennis, general section of the expulsions and blacklistings beretary, former seaman," and others. In the union sang a different tune the expulsions and blacklistings began on a large scale, with opposi- Eddie Tangen, union secretary- the West Coast as the "Duchess." ported a resolution condemning piece without fear of being

treasurer declared that the attack on the Communist Party "is an attack on our living standards, our liberties, our union."

Naturally when the North Koreans attacked in June, 1950, the union leadership quickly pushed through a resolution denouncing President Truman's order to resist the attack. Subsequently in its issue of December 22, 1950, the union newspaper exulted: "NUMC&S Stand on Korea was right . . . the United States has lost the war in Korea."

The continued adherence of the NUMC&S and other unions to the Communist Party line even after the invasion of South Korea was too much for the national CIO to stomach. These Commie unions were brought up on charges before the CIO and were expelled on August 29, 1950.

The attacks on the various Government aid programs, the severing of ties with the CIO and all other actions taken on behalf of Communist policy weakened the union and in some instances were detrimental to the maritime indus-

These attacks showed that when park chops conflict with Communist policy, pork chops always lose out. On a strict bread and butter basis, much of the maritime industry depended on these programs, such as the Marshall Plan, that the NUMC&S was doing its best to

Despite the tight control of the union exercised through the general council, Bryson and company, much like their superiors in the Soviet Union, felt the need to suppress all expressions of opposition. It was not only men who actively opposed their rule who got worked over. Anybody who disagreed with the line of the Progressive Party, Korea or a multitude of other subjects was given the same treat-

For example, two NUMC&S members who proposed a shipboard resolution attacking the Progressive Party were brought up on charges, accused, of all things, of trying to "split the union." Another man was suspended for four months and fined \$250 for saying he supported the US stand on

One of the most famous cases

# The MC&S And The Party Line

Since the Communists took control of the NUMC&S back in the '30's the union has been a 100 percent orthodox follower of the Communist party line. As such it has taken all the switches necessary to keep on

the Communist track. It has also participated very actively in Communist political campaigns, with its greatest effort coming in the Progressive Party election campaign in 1948, when Henry Wallace ran for President.

The NUMC&S has heavily solicited its membership for money for various Communist causes. Its halls and ships have become a distribution point for Communist literature, and its books are bought in Communist bookshops.

Here is a brief resume of the NUMC&S stand on various foreign and domestic policy matters, which are on the record in the Union's own newspaper.

\* In 1939, the union backed the fight against Hitlerism.

\* After the Russian-German agreement August, 1939, it denounced the subsequent outbreak of war as an "imperialist struggle."

\* In June, 1941, after Germany attacked Russia, it hailed the conflict as the "worker's war."

\* In 1944, following the Big Three agreement at Teheran, it applauded cooperation with capitalism.

\* After World War II's end, It assailed the British for fighting an attempted Communist coup in Greece, in 1945.

\* It attacked the Nationalist Government in China when fighting broke out with the Communists there.

\* It denounced President Truman's 1947 program of aid for Greece and Turkey.

\* It savagely attacked the Marshall Plan and all subsequent programs of aid to Europe and Asia. \* It called the arrest of the portation as is the ILWU.

Communist Party leaders an "attack on trade unions.

\* It backed the Communist seizure of Czechoslovakia.

\* It led the Progressive Party fight in California in 1948, going all out for the presidential candidacy of Henry Wallace, who has since repudiated the Progressive

\* It fought this country's rearmament program.

\* It denounced the United Nations' action in Korea.

\* It was expelled from the CIO for consistently supporting Communist policy.

\* It sought recognition for Communist China.

\* It supported the Communistincited power drives in Indo-China and Malaya.

\* It slammed the North Atlantic Treaty Organization which is the grouping of all free countries, and all attempts to build a European

\* It joined with Bridges' ILWU as the only two maritime unions to oppose the US Security screening program-which was also the official position of the Communist party in the US.

\* It has consistently stated that to be anti-Communist is to be anti-

The list of NUMC&S statements on behalf of Communist policy could go on indefinitely. On the waterfront too, the NUMC&S has faithfully endorsed all of Harry Bridges' actions, including his attempts to rebuild the ill-fated Committee for Maritime Unity. Naturally it has defended Bridges against all criticism and all legal actions by the US Government, and is currently fighting his de-

She had been going to sea as a stewardess since 1931, and on March 18, 1948, the union newspaper described her in these glowing terms:

"Pride and joy of the SS Aleutian is nurse-stewardess Lysbeth Rawsthorne . . . one of the most beloved personages on the Seattle waterfront . . . an active union member she doesn't hesitate to tell all and sundry the benefits of membership and participation in such a fine union as the MCS . . .

"Her splendid record . . . has endeared her to all hands . . . "

### Changed Tune

Communism that was passed aboard the steamship Denali. When the ship got back to Seattle a union official filed charges against her. She was accused of supporting anti-NUMC&S policy, suspended from the union and fined.

On April 11, 1951, the "Duchess" told the Seattle NUMC&S mem-

"This membership is being controlled by people who cannot again go to sea, as our Government has found them to be enemies of our way of life. These people are cancers of the trade union movement and are fast destroying this organization . . ."

The "Duchess" could speak her

THE SECRETARY PROPERTY SERVICE AND AND ADDRESS.



Fred Stilson of NUMC&S (right) grimaces at camera as he is anapped outside of a maritime meeting that took place in New Orleans Communist hall. At left, James Jackson, then head of the Communist Party in the South talks to reporter, while Louisiana Communist chief, Manny Levin, stands by.



This shot was taken in course of maritime meeting in New Orleans Communist hq. Included among those in photo are Walter Jones and McCariney, NUMC&S men who attended along with representatives of other red-ruled unions including Harry Bridges' longshore union, active in the city at the time.

dumped, but her twenty-year to put the new union on its feet. career as a stewardess was at an end. Others were even less fortunate. They lost their jobs and got worked over in the bargain. The union saw to it that they did not ship. When they got on board through some other means, the ships were job-actioned and other steps taken to get them off the vessels.

In other words, American citizens who spoke out in support of the American system of democracy or expressed preference for a political party other than the Communist were ousted and blackballed. They couldn't get on NUMC&S ships, and the NUMC&S even attempted to keep them off the waterfront altogether by circulating lists to other maritime unions.

In strange contrast, Communist Party hacks in NUMC&S who have been denied clearance by the Coast Guard as poor security risks had access to most of the ships and the docks where they have been able to do hatchet work for the union. This is a situation which certainly merits a second look by the Coast Guard in light of this country's announced policy of keeping Communists off the ships and dockside installations.

Resentment against Communist control had grown steadily ever since the Communist - inspired quickie amendment of the NUMC&S constitution. It became increasingly strong during the year-long campaign for the Progressive Party in 1948 when the whole union apparatus was converted into a Communist Party campaign machine and members were pressured for contributions and deluged with propaganda.

The net result was the formation of anti-communist groups which eventually got together as the MCS-AFL. This new union was chartered by the Seafarers International Union as another one of its many affiliates in the maritime industry. In its early days as a new and small group, it counted heavily on support from the SUP, which is the SIU affiliate in the West Coast best able to help out. The SUP with its militant, union-conscious rank and file did much to aid the stewards who broke with the NUMC&S, helping

The formation of the MCS-AFL and internal opposition groups roused the Communist apparatus to even greater fury. Anybody even suspected of association with them was given the butt end of the billy. They were expelled bodily from the union, without the formality of trial or charges. A typical example was NUMC&S member Willard S. Francis who was seen going into an SUP hall. When he was so foolhardy as to attend an NUMC&S meeting afterwards he was singled out for attack on the floor of the meeting. A dozen men went to work on him with clubs and threw him down a flight of stairs out of the building.

A similar fate befell Lester Boatwright when he ran against Bryson for the union presidency. After the Korean War broke out, it was Boatwright who sponsored resolution on the Lurline condemning the union's support of the North Koreans. Boatwright also was responsible, with other rank and file NUMC&S members on the West Coast for the formation of the Committee to Combat Communist influence. The union's answer in its newspaper "Voice" was as follows:

"No member of the Committee to Combat Communist Influence Within the NUMC&S shall continue to hold membership . . ."

### Beat Wife Too

Boatwright was brought up on trial, suspended and fined. He and others continued to fight the leadership and were threatened for distributing literature. Finally on February 19, 1951, two men trapped Boatwright in front of his home. They worked him over thoroughly, and when his wife attempted to intervene she, too, was badly beaten by the Communist Party hatchet men.

When these tactics proved insufficient to quell the growing strength of the opposition both within the union and in the MCS-AFL, the NUMC&S started on a new tack. It bided its time until the SUP was locked in a struggle with the shipowners last summer. In the middle of the strike the West Coast Sailors Journal made its appearance.

The anomymous journal, which up the ghost.

displays all the characteristic Communist touches of character assassination, serves the NUMC&S in several ways. Basically the NUMC&S is in a desperate position. It has to gain time and get some of the pressure off its back. It knows that it can't possibly hope to defeat the AFL but what it can do, (and is trying hard to do) is divert the pressure put on it by the rank and file of an AFL group, who have been very effective anti-Communists, but who are also riding the same ships as the NUMC&S shadow.

This diversion—the Communist Party hopes-can be accomplished by raising doubt confusion in the rank and file as to the policy of the SUP, so that these men-the rank and file membership-the most vigorous and most capable fighters against 'Communism on the Pacific Coast, will not apply fullforce on the NUMC&S.

### Smokescreen Campaign

At the same time, such a smokescreen campaign of diversion could lessen the aid that Sailors are giving their fellow unionists in the MCS-AFL, and take the pressure off NUMC&S from that quarter. So the Communist Party hopes.

That's why the West Coast Sail ors Journal has consistently ridiculed the policies of the SUP, criticized its operations and in considerable doubt on this score, other ways attempted to sidetrack the SUP membership.

This type of Communist Party now it is in its own small way a reflection of the Communist tactic on a larger scale in world affairs. Just as the Soviet Union is using Red China in Korea to tie down US strength and try to divert attention from its world-wide manipulations in other quarters, so the Communist waterfront apparatus is using the West Coast Sailors Journal in the ranks of the Sailors Union. It's a well-known fact of Communist procedure that the Communist Party overlords not only decide on grand strategy, but also on the tactics that all their underlings are to use at a given time anywhere, no matter what the situation.

While capable of these harassing tactics there is no doubt that the NUMC&S days are numbered. It has its back to the wall and fs under fire from all sides. The MCS-AFL is slowly but surely making headway. So inevitably, the NUMC&S will be compelled to give

# **Bryson: CP 'Bright Boy'**

Hugh Bryson, the president of the National Union of Marine Cooks and Stewards, Independent, is one of the leastknown figures in the open Communist Party operations.

Much of his background ist well-shrouded in mystery and little attention has been paid to his activities, unlike the glaring spotlight that has been placed on Harry Bridges, Ben Gold and other much-publicized Communist union leaders. Part of the reason for this apparently lies in the fact that he has operated in Bridges'

What is definitely known about Bryson is that he was a protege of Bridges who got his start through the West Coast longshore leader. Through the years he has consistently served Bridges in all his operations. Since Bryson is an American citizen and Bridges is not, Bryson has had much greater freedom of movement. He has been able to move around to American territories such as Alaska and Hawaii and to foreign countries on behalf of the World Federation of Trade Unions, the Soviet-dominated labor federation. That's something that Bridges couldn't do. He was also able to participate actively in the Progressive Party election campaign. Bryson as one of the "bright

young men," of the Communist movement was first placed in a job as assistant editor of the NUMC&S newspaper either by Bridges, or with his consent. He claims to have gone to sea as a cook for a few years, but there is aid. particularly since he has been an NUMC&S employee or official ever since he was 19 or 20 years tactic is not new or unusual. Right old. It's possible that he may have made one or two trips just so he could show he had seaman's papers and had been to sea.

With Bridges pulling the strings, | survive.



Hugh Bryson

Bryson quickly became assistant secretary-treasurer, vice-president and then president of the NUMC&S. For a while, he was on the direct payroll of the World Federation of Trade Unions, whose membership consists mostly of Communist-run unions in the Soviet Union and in its satellite countries like Poland, Hungary and Czechoslovakia. Consequently being on its payroll was not far removed from being on the payroll of the Soviet Union itself.

One of Bryson's more recent activities on the international plane was his tour of Scandinavia two years ago in an effort to get longshoremen to dump American arms

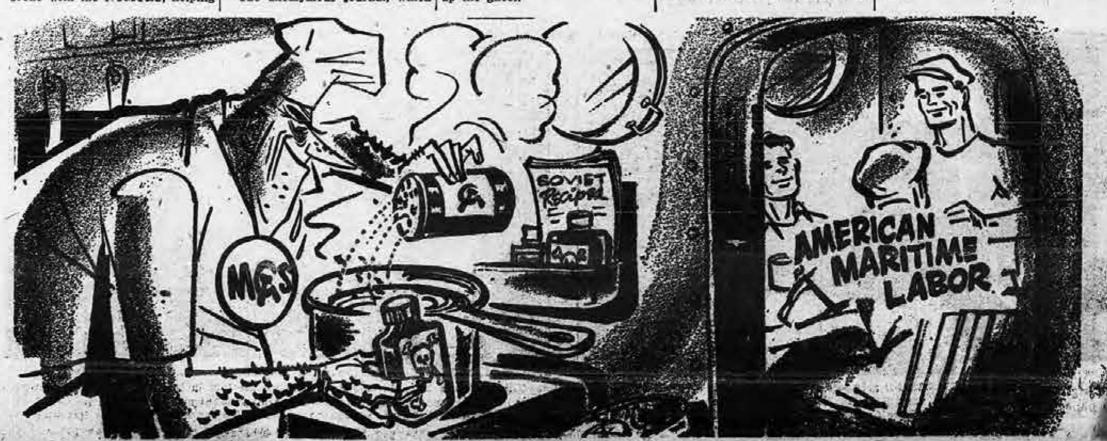
Here in the US he fits neatly into the Bridges "defense triangle" of California, Alaska and Hawaii. With the longshoremen shoreside, and the NUMC&S men on the ships commuting between these three areas, the Communist network has been able to prosper and

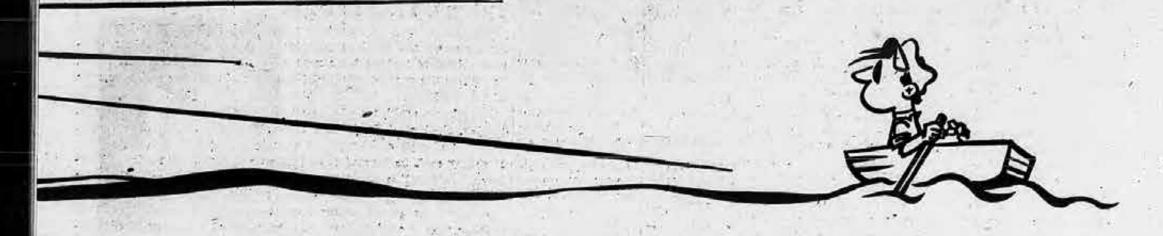
Still the story of the NUMC&S | non-Communist waterfront unions and the way it operates should prove an object lesson for all labor. Maritime workers in the SIU, with their long experience and success in fighting the waterfront Communists, can recognize the operations of the NUMC&S for what they are, whether expressed through a West Coast Sailors Journal, or some other tactic. The maritime workers know how to deal with these tactics. But where these moves are exposed to light here, chances are that the Communist apparatus is hard at work in similar fashion in other fields, in this country and elsewhere in the

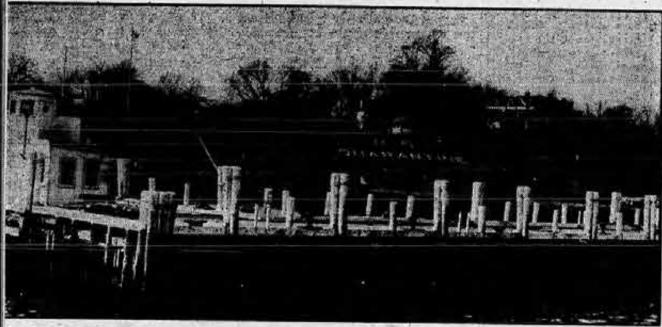
world. To sum up, there is nothing the Communist-controlled NUMC&S would like more now than for the well.

to relax their fight and stand by. That's why all SIU affiliates on both coasts are applying their full energies in a common effort to root out this last stronghold of Communism on American ships.

We as Scafarers know how the Communist tactic of speaking through dummy fronts, character assassination and smear, suppression of free speech and intimidation are used by the Communist Party to delude people. We hope that others like us in the trade union movement who are interested in free, democratic labor will take heed of what has been revealed in this story. If the story in any way enlightens and illuminates, it has served its purpose







he docks and some of the buildings of the Rosebank Quarantine Station at Staten Island, Y, make a pretty picture with the name laid out on the lawn where passing ships can see as they enter New York.



Captain Tucker, the doctor in charge of the Quarantine Service in the New York area, makes his headquarters at the Rosebank Station on Staten Island, New York.



ne Claiborne flies the yellow uarantine flag (in circle) as the spection party approaches.



The Claiborne deck gang works to lower the gangway as the launch comes alongside the vessel.



A. A. Alfaro, Quarantine Officer (l.), checks papers of Seafarers C. Fediw, OS, and M. Rozalski, AB.



J. Coulson, 2nd mate (left), gets stuck by Alfaro when the check shows he needed a new vaccination.



A. Alfaro, Quarantine Officer (left), watches as Captain F. Myrdahl (right) of the Clairne signs the crew list. In center, background, E. Higgins, Immigration Inspector, does me paper work,

CONTRACTOR OF THE PROPERTY OF THE PARTY OF T



Their job done, the party leaves the ship. Left to right are Alfaro, Quarantine Officer; Higgins, Immigration; A. Hanson, Customs; and Beschner, Sanitation.

Santa Maria

West 466 - 20" 2011

# MARITIME

The United States jumped from seventh to fourth place among the leading shipbuilding countries of the world last year, launching 64 ships of 467,545 gross tons, according to statistics made public by Lloyds Register of Shipping. The US output represented an increase over 1951 of 301,662 gross tons, made up chiefly of the Mariner-class cargo ships developed by the Maritime Administration, 10 great ore-carriers for the Great Lakes trade and a sizable tanker program. All but some 6,000 tons of the new bottoms were steamships. The leading countries in gross tonnage produced in 1952, were, in order: Great Britain and Northern Ireland, Japan, Germany, US, Sweden, the Netherlands, France, Italy, Denmark, and Norway. The largest ship launched last year was the 22,000-ton liner Kungsholm, now being outfitted in Holland. Of total launchings last year, 829 were motor ships and 236 were steam propelled.

The House of Representatives' Merchant Marine Committee started hearings on reported payments by ship operators to dock union officials on the New York waterfront. Alvin F. Weichel, Ohio 'Republican committee chairman, said in a statement that the committee wanted to find out how public money paid in the form of subsidies to ship operators was being used.

New Jersey was all but ready, after months of indecision, to approve the Army Engineers' plans for deepening the Delaware River channel to a depth of 40 feet as far north as the Trenton Marine Terminal. Only minor difficulties remain to be worked out before the plan is put in operation, such as the responsibility of the state in the event the channel deepening results in some harm to underground water supplies, and protection of river property from erosion while the channel is being deepened.

The 10,508-ton Panamanian tanker Caltex Durban and the 6,791-ton Italian freighter Atlanta collided off Yokohama Harbor, causing 50 tons of bulk oil cargo to be lost through a small hole rent by the collision . When the freighter James Watt steamed into Buffalo Harbor on March 2, it marked the earliest opening in the history of the Great Lakes shipping season. The earliest previous starting date was March 9.

Sagstad Shipyards in Seattle, Wash., received a contract from the Navy for construction of 23 aircraft rescue boats . . . A request by Interstate Commerce Commission examiner Walter McCloud recommended that the Isbrandtsen Company be granted eastbound rights to transport cargo from 28 West Coast ports to 15 Atlantic ports, including New York . . . The Blohm & Voss Shipyards of Hamburg, reorganized and renamed Sternwerder Industrie Aktiengesellschaft, one of the greatest shipbuilding concerns in the world until dismantled by the British, received permission from the Allied Military Security Board to construct and repair floating docks and repair merchant ships. It has neither the capacity nor the permission, at the present time, to build new ships.

The Japanese whaling fleet lost a 9,500-ton refrigerated whaling ship worth nearly \$2.5 million last week and the Japanese have abandoned any more whaling this season. The ship lost was the Settsu Maru, which was abandoned after a desperate four-day battle to save her when she jammed in the Antarctic ice pack. The Settsu Maru, her engine room flooded, had 4,000 tons of whale meat and large quantities of fuel oil and equipment on board when she foundered.

The American-Hawaiian Steamship Company, the oldest operator in the intercoastal steamship business and one of the senior lines of the American merchant marine, suspended service temporarily. The decision, based on growing operating costs and steadily reducing revenues, marked one more step in the dissolution of a once-major segment of the American Merchant marine . . . US Marshal Charles Eldridge had more than 69 tons of ocean catfish on his hands when, under his direction, the Government seized the Riverside Freezer & Cold Storage Company in Tiverton, RI, on a Federal libel from the US Food and Drug Administration. The Government alleged some of the frozen fish were decomposed and therefore adulterated within the meaning of the pure food and drug statute. Eldridge is not quite sure what to do with the cold fish.

The American merchant marine-safest affoat-still has the second highest accident rate of any American industry, the Marine Index Bureau reported. In 1952 there were 56,071 cases of illness or injury and 192 deaths abourd American ships. A total of 119 of these fatalities were among the 32,791 injuries registered with insurance companies for the year. Injuries to the back, head and extremities are the most frequent in the industry and the most costly, the bureau noted. Unlicensed personnel accounted for 19,457 sick reports and 20,858 injuries.

# SEAFARERS ACTION

Some ship's delegates are so popular with the crew that they find themselves

"drafted" for an-

other term of

service. That's

what happened

to Jesse T. Spivey, Jr. on the

Southwind



(South Atlantic) recently. Spivey

tried to resign saying that by rights a new delegate should be elected every time the vessel makes another voyage, but the crewmembers overruled him. They reelected him by acclamation, adding that he had been doing a fine job and they wanted to keep him at it.

Jesse is one of the Georgia Spiveys, making his home in Mystic. He's 45 years old and has been a member of the SIU since November, 1947, when he joined in the port of New Orleans.

\$ \$

The readiness of Seafarers to lend a hand to a brother who is in trouble is illustrated by a recent incident on the tanker Camas. Meadows (US Petroleum Carriers.) One of the men on the ship received word that one of his children had died. He had to fly home immediately at his own expense. Seafarer Frank Brodzik stepped into the breach asking the crew to chip in and help the brother pay the transportation expense. A collection was taken up accordingly which helped get him home for the funeral.

Brodzik has been an SIU member for almost ten years, joining in New York City in December, 1943. Frank is a native New Yorker, who still lives in the city. He's 50 years old and sails with the deck gang.

Handling the ship's fund on the Seatrain New York these days is Seafarer Ray Sweeney, one of the

Union's oldtimers. At the last shipboard meeting Sweeney reported a balance of \$33.78 in the fund which is used to buy recreational material for the



other purposes. Ray holds an SIU Union book for 14 years, having first joined the Union in Mobile, Alabama, on March 5, 1939.

Sweeney is an Alabaman by birth but now makes his home with his wife, Mary, in Galveston, Texas, one of the regular ports of call for Seatrain's coastwise ships.

# On the Job

### Tying Up Loose Ends

With use of ropes on ships so widespread, its extremely important for the safety and efficiency of the ship that every seaman be reasonably skilled at making basic rope splices and tying important knots, as well as the general care and handling of both fiber and wire rope of various kinds.

Rope has a multitude of uses on ships, in mooring, handling cargo, lashing, rigging stages, bosun's chairs, and so on. Skill in care and handling of rope can be gained only by actual practical application. It simply can't be learned from books or pictures. But a little background information about the different types of fiber and wire rope and their uses can be helpful.

### Older Rope Weakens

Fiber rope is manufactured from any one of a number of plantscotton, flax, hemp, coir and Manila. The fibers are well-impregnated with all which is designed to protect them against the effects of heat and moisture. Obviously then, the older a fiber rope is the less its strength, since the oil tends to dry out. There's no way of telling that a fiber rope is weak, unlike a wire rope, whose strands will show signs of wear. As a general principle, it's best not to put the maximum load on a rope that has been under constant use.

Most rope used on ships is Manila because it resists sait water better than any other variety. It comes principally from the Philippines. Hemp or sisal rope, much of which comes from the US and Mexico, is often tarred and used for standing rigging, as the tarred hemp will last longer than other rope under bad weather conditions. However, hemp is not as strong as Manila and it becomes hard from the tar. Other fiber ropes have little use on board ship, although cotton cordage is common in very small sizes.

Standard fiber rope is made up of three strands, which in turn consist of a number of yarns (or threads) twisted together. On merchant ships, lines are measured by threads up to 21-thread, after which it is measured by the circumference of the rope. Anything that is more than five inches around is classified as a hawser.

### Opposite Twists

In constructing fiber rope, each successive operation is twisted in the opposite direction. Most rope is twisted in a right-handed direc-

YARN

STRAND

tion, which means that the stands spiral upward to the right when the rope is held vertically. This is called the lay of the rope. To manufacture rope with a righthanded lay, the yarns are first twisted in a right-handed direction to make the strands. The strands are then twisted left-handed, and the rope, made up usually of three strands, twisted right-handed.

Sometimes the three stranded ropes will be used as the strands of another, larger rope, which will o

then emerge as a left - handed hawser. Rope that has more than three strands, will usually have a line in the center which helps keep the round shape of the rope.

In addition to the right-handed and left-handed lay of the rope, the lays vary according to the amount of twist and the direction of it. Rope will then be hard laid, regular laid, soft laid, boltrope, and sailmakers lay, with the softer-laid rope usually stronger, but the hard-laid rope is better for resisting constant chafing.

### Wire Has Hemp Center

Wire rope is usually made of six strands around a hemp rope, or another wire rope in the center. The strands of a wire rope consist of from seven to 37 wires each. These wires are drawn from a variety of metals, blue center steel, plow steel, cast steel, iron, copper or bronze. Wire rope used for standing rigging or other conditions involving exposure to weather is galvanized, or if subject to bending around drums is covered by special lubricants designed to saturate the hemp center and coat all wires thoroughly.

If the wires and strands are laid in the same direction, the rope is known as lang lay rope; when laid in opposite directions, it is called regular lay rope. In any case, the manufacture of wire rope is characterized by great care in laying each wire and strand under uniform tension. Otherwise, some strands would be carrying more of the load than others, and the rope itself would be weakened.

In recent years a new type of rope has made its appearance which makes use of nylon fibers. This rope is supposed to have fine longwearing qualities and great flexibility. It has not yet come into widespread use yet in commercial operations.

Burly

Getting To Know You . . .?

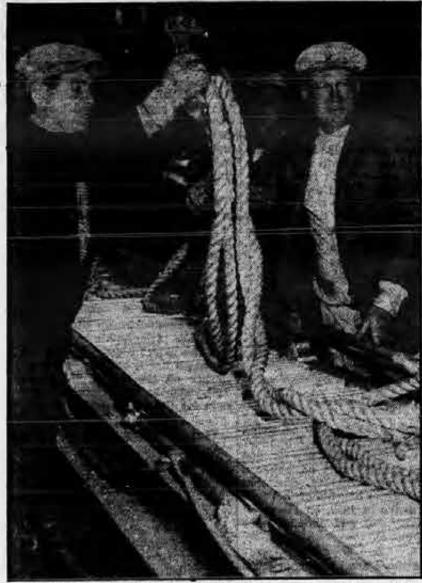
By Bernard Seaman











Members of Mississippi's SIU-MAW shoregang, Seafarers Vio Miorana, Cyril Henning and Ignace Decareaux (left to right) attach a cargo hook to a new aluminum gangway before swinging it alongside the Del Sud at the Poydras St. wharf in New Orleans.

# SIU Backs MCS-AFL Drive To Free Red-Ruled Cooks

(Continued from page 3)

victory for the MCS-AFL would be a "victory for the free trade union movement, and would consequently enable thousands of democraticminded members of the MCS to function as a body of free trade unionists..."

### Former NUMC&S Official

Representing the MCS-AFL on the East Coast is Earle Hinds, veteran stewards department member. Hinds formérly was an official in the NUMC&S in the port of New Orleans until he, like so many others, broke with the Communist apparatus that was dominating the union and turning it to its own ends.

Hinds began his sea-going career back in 1933 and sailed on and off with NUMC&S from that time through the end of World War II. As East Coast representative for MCS-AFL he will organize West Coast ships on the intercoastal runs and give representation 'to MCS-AFL members on beefs and welfare matters.

The MCS-AFL was chartered on April 15, 1951, as an outgrowth of a growing rebellion within the ranks of NUMC&S. This was first organized in 1948 under the banner of the Pacific Marine Stewards Union, independent, when it became increasingly clear that

NUMC&S would stop at nothing to adopted by whip its members in line for the communist program.

Adopted by ship follows: RESOLUTIO

### Step Up Repression

As the new union grew, the NUMC&S stepped up its program of repression. More and more members were blacklisted from their jobs, ousted from the union and dumped, for opposing the political rule of their union. When it became clear that West Coast stewards wanted "out" from NUMC&S, the independent union received an SIU-AFL charter.

At present, MCS-AFL is operating under decision of the Federal Courts which ordered the Pacific Maritime Association and the NUMC&S to halt their black-balling of opposition members. Consequently a joint hiring hall has been set up through which members of both unions have been shipping, pending determination of a bargaining agent for West Coast stewards.

### Contacts In East

Approximately 1,000 AFL members have shipped through the hiring hall and are now aboard PMA ships. The opening of the New York hall means that the AFL will now be able to contact the ships on all coasts and further extend its campaign among steward department members.

The full text of the resolution

adopted by the Union's membership follows: RESOLUTION ON AID TO AFL

MARINE COOKS

WHEREAS, the Marine Cooks and Stewards, AFL, affiliated with the Seafarers International Union, has opened an office in the Port of New York for the purpose of implementing its organizing drive among stewards department personnel on West Coast-contracted American flag ships, and

\*WHEREAS, the MCS-AFL, will push this organizing drive in all East and Gulf ports in conjunction with the drive that is now being conducted on the West Coast, and

WHEREAS, the Seafarers International Union, Atlantic and Gulf District, AFL, is traditionally committed to a policy of vigorous support to all AFL-affiliated unions, particularly those involved in conflict with Communist-dominated organizations in the trade union movement, and

WHEREAS, a victory for the MCS-AFL would be a victory for the free trade union movement, and would consequently enable thousands of democratic-minded members of the MC&S to function as a body of free trade unionists,

THEREFORE, BE IT RESOLVED that the membership of the Seafarers International Union, Atlantic and Gulf District, AFL, in regular membership meeting assembled, does hereby go on record to record to reaffirm its complete support of the program of the MCS-AFL, and

BE IT FURTHER RESOLVED that the SIU, A&G District hereby pledges full support—financially, physically and morally—to the MCS-AFL, toward attaining its objectives.

# SIU Forces Pay Boost In Atlantic

(Continued from page 2) uted throughout the fleet shocked the unorganized men, as few of them imagined how much of a money loss they were actually suffering.

"Overtime has traditionally spelled the difference between a Union and non-union payoff," they noted, "to the point where it very often nearly equals base pay. This is the product of good working rules plus constant enforcement of these rules. Since the so-called "independent union" can't hope to match the OT in a Union payoff, it always plays up base pay."

### Loophole In Raise

Part of the pay package was a loophole making the increase retroactive to September 1, 1952, but only for men who were still working for the company on March 2, 1953, when the "agreement" was reached. Almost 100 Atlantic Seamen discriminatorily fired since last September will not be able to collect anything due to this provision. The SIU expects to challenge this clause when the time comes that Atlantic has to offer reinstatement plus back wages to these men under the rules of the labor board.

# Gangway Rig No Problem To SIU-MAW

NEW ORLEANS — Employing SIU "know how" in typical fashton, the SIU-MAW shore gang here recently completed a project that required employment of the courage and technical skill traditional with Seafarers.

The job in question was installation of shining new aluminum gangways on Mississippi Shipping Co. passenger ships which make this their home port. The exacting job was completed in jig time and without a hitch by the shoregang, manned this year for the first time by Seafarers working under a contract negotiated by the Marine Allied Workers, an SIU affiliate.

The new gangways, installed on the Del Norte, Del Sud and Del Mar are a decided improvement over those formerly used, company officials said. Light in weight (1900 pounds as compared to 5500), they are easier to handle, have desirable safety features not included in the original models and are considered to be of greater strength.

They were constructed in Baltimore by the Washington Aluminum Co. and were shipped here for installation, a job which company officials thought would require specialized attention until Seafarer William P. Fleming, shore gang bosun, asked that his crew be given a chance at the task.

What was a difficult and hazardous undertaking was made to look easy once the shoregang's crew of hard-working, temporarily-ashore Seafarers took over, demonstrating once again how the technical knowledge and skill provided by Union-manned shoregangs is producing results and, at the same time, helping to take the pressure off shipping lists in the major Gulf ports.



New aluminum gangway on the Del Sud is made secure by Seafarers Ralph Pichet, Paul Boudreaux and Joe Folse (left to right), perched alongside the boat deck rail. Boudreaux had reason to be happy about the new gangways, since he nearly lost his life last year when the gangway on the sister ship Del Mar gave way and dunked him in the drink while the ship was clearing Santos, Brazil.



It was touch and go at this stage of the job, as Seafarers Joe Folso there is a check to and Terrill Nesbit hung on to the Del Sud's beat deck while the work is done.

### Proper Repair. Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashlon.

Each department delegate must make out three copies of his repair list.

The ship's delegate should gave one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

# Seafarer Tackles Some Big Fish And He Lands A Record-Breaker

Fish come in all sizes, particularly around Africa, and lots of Seafarers enjoy hauling a few of the finned swimmers out of the water. However, Seafarer Manuel Cotty is the type of fisherman who isn't interested unless the fish weighs more than he does.

Manuel was aboard the Robin Locksley, according to M. E. Watson, another of the Locksley's crew, when the ship hit Africa. During the ship's stay, Manuel managed to land two fish -with a total weight of 352

When the Locksley dropped anchor at Meira Mocambique, to load manganese ore for almost a full week, the crew took to fishing, among other things. Several of the crew, including Forrest Carson, chief cook, landed a load of catfish, which the crew enjoyed at a subsequent meal.

### Unusual Tackle

However, Manuel wandered over to a group of fishermen on the nearby dock. While inspecting the equipment they were using, Manuel and Watson were amazed to see some lines the size of heaving lines tied to a railroad butt stop. The usual cracks about "fishing for whales?" and "want to use our windlass to land the monsters?"

While they were talking, the slip knots in the "heaving line" suddenly straightened out; indicating that a fish was on the other end of the line. Then, to the amazement-of Manuel and Watson, the fish just snapped the heaving line as if it was string.

This decided Manuel. He was going to catch one of these monsters. Using a whole Boston mackerel for bait, Manuel rigged up a heavy line and dropped it over the bow on the dock side. Then he began an all-night vigil, watching the slip knots for signs of a strike. The line was anchored to a bilge

Along about 6 AM, Manuel saw the knots straighten out, and the line strain. He began pulling. The mate who was on watch at the gangway and the second engineer both ran to his rescue and began heaving on the line., Manuel later reported the three of them were almost pulled over the side.

### Captain Helps

The three worked the line aft, and finally a man on the dock got a hold on it and held the fish until Manuel got to the dock and took after the fish again. over the fight once more. Meanwhile, even the captain got in on the act, as he got a Jacobs ladder tered around some by the fish as

While the mate, second engineer and captain held the line, Manuel took a second line and went down the ladder to fight the fish in the water. By this time the fish was at the surface, so Manuel was able to secure the second line to him after getting slapped around a little by the tail. Then, using both lines, the group hauled the fish up on the dock.

It was a large grouper that weighed 175 pounds. Manuel weighs 139. The local fishermen reported that it was the second largest fish they had ever heard of being taken in that port. The largest had been caught 14 years ago and had weighed 255 pounds.

### Crew Eats It

Manuel turned down a cash offer of \$32 for the fish and donated it to the crew mess. The cook and Johnnie DeLong, galley utility, cleaned it and dressed it down, and the crew had some delicious grouper the next day.

However, Manuel wasn't satisfied. He wanted to get a record-breaking



Manuel Cotty poses with the second huge Grouper he caught off the Robin Locksley. It weighed 150 pounds and was a recordbreaking catch for the port of Lourenzo Marques, experts said.





At left, Manuel stands by the 175-pound Grouper he caught. At right, he climbs back up a Jacob's ladder after going into the water and making a second line fast to the still fighting fish.

then, using the same line and bait, monster. started fishing again.

It wasn't long before he got another strike. He fought the fish for a while, then got some help this time, and Manuel went down

This time the fish was a little more lively, and Manuel got bat-

### Lands It

He finally made it, and the grouper was hoisted over the stern.

fish. He waited until the ship the local paper hurrying down to anchored at Laurenco Marques and the ship to get a story on the

After looking the fish over, the reporter told Manuel that it was the largest fish that had ever been taken in the port, and established from some of the crew. A Jacobs a new record. He looked a little ladder was rigged over the stern surprised, however, when Manuel told him about going down the ladder into the water to fight the fish and attach the second line.

According to Watson, the reporter told Manuel that in most crews we have ever sailed with. and rigged it from the dock for he hung on the ladder, chest high cases in that area, a group of "Topside is tops. Captain Fredin the water, and tried to make a sharks will always show up and erick Howland and Chief Mate second line fast to the active fish. attack any large fish once it is caught on a line and is close to death.

> After that, Manuel decided to This second fish weighed 150 stop fishing for the big ones, but pounds. The size of it brought a he was satisfied. He had caught a reporter and photographer from record-breaking fish.

### A Cool One In Yokohama



Claude Balley took this shot of (L-R) Balley, oiler; Kilroy, OS; Sawyer, ch. elee.; Ryan, oller; Holley, DM, and Lee of the North Platte Victory enjoying a cool one in the Yokohama Seamen's Glub.

# Did You Know . .

ing faster than the train? For example, if two people board the train to the front until it stops, he would wind up much further forward than the other. He would have traveled in the same time than his friend, the part of the train his friend was in or any part of the train altogether.

That an easy test for determining if an obect is made of gold or silver is to see if it is attracted by a magnet? A magnet attracts iron and steel and the alloys that make magnets, but gold and silver do not make magnets, nor are they attracted by magnets.

That under the SIU agreement if a specified paid holiday occurs on a Saturday, the Monday following is to be observed as that holiday? This means holiday pay is due when a holiday falls on either a Saturday or a Sunday. Seafarers will enjoy the benefits of this provision twice in 1953, on Memorial

Day (May 30) and Independence

Day (July 4).

That there are only about 9,000 stars in the whole sky that are visible to the naked eye? Most people imagine they can see millions of stars in the sky when it is clear, but this is impossible. We can't even see all of the sky at any one time, but only about half of it.

\* \* \* own humming? There are a few can be ordered from SIU headinsects that can hear, but the great- quarters.

That if you walk forward in a | er number, including flies, cannot moving train you are actually mov-ing faster than the train? For ex-sound has been tried, and insects, with the exception of very few back of a train before it starts, kinds, take no notice of it. The and one of them walks through the highest string of a violin has been scraped an inch away from bees and they paid no attention.

That no assessment can be levied in the SIU unless the membership is polled on the issue by a secret ballot? The SIU constitution specifically requires further that the assessment must be approved by a two-thirds majority of all the valid votes cast.

That Samuel Morse did not invent the telegraphic code that bears his name? Morse invented the telegraph itself, but it was his coworker on the telegraph, Alfred Vail, who actually invented the code for the instrument.

That newspapers are called gazettes because people used to have to pay a gazetta to read them? The newspaper in its modern form is usually regarded as beginning in 1566, when the government of Venice, Italy, issued written newssheets and exhibited them in the streets. Anyone was allowed to read them on payment of a small coin called a gazetta, and eventually the news-sheets themselves became known as gazettes.

t t t That you can obtain bound volumes of the SEAFARERS LOG tor 1952 or for any year back to 1946 for \$4 each. These handsome, hardcover volumes contain are suitable That bees can't even hear their for any home or ship's library, and

# Harmony On Ocean Ulla Starts A Mutual Admiration Society

During the last week, two letters arrived at the LCG office from the Ocean Ulla (Ocean Trans.) which give a pretty good indication of how things are going on the ship, both with the

crew and the officers. From+ the two letters, it looks as if cient in every respect. I couldn't the Ocean Ulla is having a ask for a better bunch of men.

The first letter received was from the ship's delegate, John Cisiecki, who was speaking for the crew. He said:"We, the crewmembers of the Ocean Ulla have had a pleasant trip here in the Far East. There haven't been any gripes or beefs to talk about and this is one of the most harmonious

Charles Braca are fine men who understand the problems of a sailor, They can't ship. be beat as offi-

cers. "We took on stores in Moji. Everything good except the

ice cream, which we don't recommend to any ship. The other stores are Grade A.

"We wish to take this opportunity to pay our last respects to Lawrence 'Red' Healy, who was always a good Union brother."

Second Letter

A few days later, another letter arrived from the Ocean Ulla, This one came from the first assistant, James B. Davis, who said, "As first assistant of the Ocean Ulia, I take pleasure in stating that no matter how long or how far a man goes to sea, he would have a tough time finding a group of men as fine as the ones we have on this ship. These men are friendly and effi-

"For Union men, they can't be true meaning of the words 'Union brothers.' I am proud to have such men working for me."

In addition to the two letters, which show how well everything is going on the Ocean Ulla, the minutes of the shipboard meetings aboard the vessel also give a good indication that the trip is a pleasant one.

The minutes show that there are few, if any beefs on the ships, and also give a vote of thanks to the stewards department for the good food that has been served on the

What with good food, a stewards department that's on the ball and the fact that the officers and the crew are getting along so well together, it looks as if the Ocean Ulla is really enjoying "smooth sailing."

### Put Number On Meeting Excuses

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

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

By SEAFARERS LOG Photo Editor

When a famous camera manufacturer like Graffex adds an inexpensive twin-lens reflex camera to its line, you can rest assured the quality is such that it will add to rather than detract from its reputation for fine photographic equipment. Seafarers who've been drooling over the Rolleiflex but no cash to end the drool should examine this new product of Graflex.

Not long ago Graffex purchased the Ciroffex line and has introduced the Graffex "22"-a redesigned, improved version replacing the discontinued Ciroflex. The new "22" has definite quality and budget appeal to a large segment of newcomers and amateurs in photography.

The camera is precision-made and lists at \$89.50. With the discount that is available to our members you can add a case; flashgun, film and flashbulbs. It comes fitted with a Graftar color-corrected, coated lens with a speed of f 3.5. The viewing lens has a speed of f 3.2 so that you get a bright image on the ground glass. A field lens under the ground glass gives a brilliant image clear into the corners. Its focusing range is three feet to infinity, and a built-in magnifier aids critical focusing.

The flash synchronized shutter is of the self-setting type with speeds from 1/10 through 1/200 of a second with settings for bulb and time. The shutter is color-coded for proper flashbulb delays at the different speeds. The strobe flashers won't be disappointed either. The 1/200 of a second setting is "synched" for electronic flash.

The "22" uses 120 roll film giving 12 square negatives of 21/4 inches. The camera is easy to load, the film being advanced manually by centering the exposure number in a red window in the back. The window has a spring-loaded slide which closes after use and prevents chance film fogging. The focusing hood has an eye-level finder for action shooting. Smartly styled with chrome, the camera is available in a choice of covering-either black leather or the new slick, silver-grey. The ever ready case is also available in this new silver-grey. Flash guns available may be attached to the camera while in the case. We've seen some 30x40-inch blow-ups taken with the "22" which indicate an excellent sharp cutting lens. While this new reflex hasn't some of the features of the expensive reflex cameras, remember that it's less than one-third their cost and can still do as good work.

Seagoing shutter bugs on the South American run can now feel safe in having their equipment repaired in some of the camera shops down that way. Willoughby's of New York has made arrangements with a number of shops in South America to honor their guarantees of equipment purchased from them. Some of these shops are:

Cassio Muniz, Rio and San Paulo. Mizzola & Co., Lima. Greinsu, Buenos Aires. El Globo, Curacao. Micron, Caracas.

Remember that if your guarantee still holds, and it usually does for one year, there won't be any charge.

### LOG-A-RHYTHM:

### Here's To You

By Harry Wolowitz

Hello boys, just a few lines to you, Merry Christmas, Happy New Year, too, We just arrived and had a nice trip, But that's not unusual on a Delta ship,

Christmas in Rio, a tourist's treat, The good old Delta line is hard to beat, New Year's in BA, love that town, Charcoal broiled steaks, tender and brown,

The ship is deserted, all hands ashore, Drunk as a skunk, calling for more, It's nothing new, you've been on this ship, The same old stuff on every trip.

These ships as a whole are hard to beat, Air conditioned so you beat the heat, Cold beer and movies, any old time, You get all these sailing the Delta line.

Callahan is ship's delegate, sassy and fat, With that satisfied look, a contented cat, Doing all right, puts his dough away, He's one who will have it some day.

Bradley the steward is right on the ball, Keeps his gang happy, overtime and all, What a headache, wouldn't be in his shoes, I'm doing all right drinking his booze.

Curley the bartender's a busy man, Selling cold beer by the case or can, A square guy, still he gets beat each trip. There's always a lout on every ship.

Well, good-bye, my relief is here, I'll take a shower, then a few beers, Before I end, all the best to you, From this poet and the Del Mar crew.

### Sailor Rags Sees Brotherhood

By E. Reyes



# SIU Crew Helps Out Gls In Korea

Writing paper and candles may seem like pretty unimportant things when you're thinking about a war, but apparently they can mean a lot to the guys who are fighting that war.

The crew of the Seatrain Louisiana was quick to do something about that, once they

learned that the GIs in Korea needed writing paper and candles. Santos P. Garcia, the ship's delegate, reports that the Louisiana's crew read a "letter to the editor" in the "NY Daily News" asking for writing paper and can-

### Things Scarce

The letter had been written a lieutenant in an infantry regiment in Korea. He explained that writing paper was tough to get in Kores, and that, since most of the dugouts used by the troops were

### Sunshine Boys



Raymond LaBombard (right) and an unidentified shipmate sun themselves aboard the Afoundria (Waterman).

not equipped with electricity, candles were also very welcome. Garcia said that the crew took

up the letter at the Louisiana's next shipboard under good and welfare, and that unanimously to send some writing paper and candles to their buddies and rela-

tives over in Korea. Paul Ulrich was elected to get some with the ship's fund.

had taken this action so the men paper and candles."

"will be able to write home and to read their mail while they are in some foxhole or dugout, or wherever they may be where there isn't any light."

"We would like you to know," SIU meeting said the Louisiana's crew, "that we are 100 percent behind you over welfare, and that there," and said that they were the crew voted helping by keeping American merchant ships sailing.

"We figure," said the crew, "that it's the little things like this that really make the difference in a man's morale. The main things are usually taken care of, but the small, insignificant things can mean an awful lot if they just The crew also wrote a letter to aren't available, and that's the way the lieutenant explaining that they it probably is with the writing

- (1) What name on the US Declaration of Independence has become symbol for all signatures? Was it (John Adams), (Benjamin Franklin), (John Hancock) or (Thomas Jefferson)?
- (2) After a man bought a car, he resold it for \$1,200 plus half the amount he paid for it. If he wound up making \$300 on the deal, how much did he pay for the car originally?
  - (3) What ball game and city in Wisconsin have the same name?
- (4) Which weighs more, a cubic foot of ice or a cubic foot of water? •(5) The vegetable canned in the largest volume in the US is the (beet), (carrot), (pea), (tomato)?
- (6) What did the little dog look like in the song which begins "Oh where oh where is my little dog gone"?
- (7) How many years did a man live who was born in 50 BC and died on his birthday in 4 AD?
- (8) According to the Bible, what giant stood "six cubits and a span" or a little over 11 feet tall? (9) Are the three monkeys See No Evil, Hear No Evil, Speak No
- Evil part of the culture of (Brazil), (Germany), (Japan), or (India)? (10) Tom and Frank can complete a certain job in six days. Tom can do it alone in two weeks. How long would it take Frank to do it

(Quiz Answers on Page 29.)

# Seafarer Re-United With Brother On A Special Leave From Front

It isn't often that a man has a chance to spend time with his brother, fresh back from the front lines in Korea, but Seafarer Evaristo Rosa, oiler on the Ocean Lotte, is one man who had that good fortune.

Rosa was sailing on the shuttle between Japan and Korea, carrying the supplies to our forces there, when his ship pulled into Pusan. Rosa says that the first thing he did after docking was to get to a telephone and call the Red Cross there. He told them that his brother was in the Army and was stationed somewhere in Korea, but he didn't know where.

### Told To Wait

After giving them all the information. Rosa was told to wait a day or two and they would try to find his brother for him. Rosa went back to his job and waited. "You know, we weren't allowed off the ship over there, he said, but I was very lucky that there was a phone on the dock and the MP on duty let me go down on the dock and use it."

The day after he phoned the Red Cross, Rosa says, he got a note delivered to the ship telling him his brother was up in the front lines, but was being granted a special leave to get to Pusan and visit

### Good News

"The next day I was down in the engine room when one of the guys came down and told me my brother was up on deck. Boy, I flew out of the engine room. You can imagine how good it felt to see him again. We sat and talked and talked for a while.

"Then we got hold of a bottle, occasion. He had three days before he had to go back to his outbottle after supper, and the crew had a drink with us. It was a real fine party to celebrate seeing my brother again.

"Then Angel, my brother, and I went to Captain Hoskins, and told him that my brother was on leave and had three days off, so the captain was real fine and said it would Lipkin, the chief steward, and the ing experience."







At upper left, Scafarer Evaristo Rosa (right), poses with his brother, PFC Angel Rosa. At upper right, Evaristo pours a drink to celebrate, and, bettom, Evaristo (right) and his brother (second from right) are joined by the crew to celebrate.

rest of the crew were also wonderand had a drink to celebrate the ful and made my brother's visit a very pleasant one.

"On the second day that we were fit. That night, we broke out the there, I had on some old Army clothes, so my brother and I went off the ship and into Pusan. The seamen aren't allowed off the ships, but with the Army clothes on, the guards at the gate thought I was a soldier and let me out.

"We walked around Pusan and from the front lines to visit me saw some of the sights, and had a real fine time. I didn't see any sort of trouble or anything that would be okay for Angel to stay aboard make it unsafe for a seaman to the ship for the three days. Max go ashore. It was a very interest-

By Spike Marlin

or so, was just about the biggest and best pro football tackle in the business. In his prime with the Green Bay Packers he was quitea terror. One day we saw him take out three men on one play simply by swinging his huge bulk sideways in the path of onrushing enemy players. That was when he was considered a fading veteran, a mere shadow of his former self.

Even before his football days were done, Hubbard turned to umpiring for a living. He proved quite successful at keeping the peace on the diamond and has been umpiring with distinction in the American League for the past 17

### No Arguments

Nobody argued with Hubbard when he was a football player, and if he has his way, nobody will be arguing with him this season either. Hubbard has been largely responsible for a new American League ruling which says there must be no more beefing by players, coaches or managers, on ball and strike calls.

It seems that AL League President Harridge and his staff of umpires are worried that the im- ideal for the role. The next time partial arbiters are not getting the proper respect they deserve. Not Cal's word he should pick up the only do the ballplayers fail to tip interloper by the scruff of the neck their hats to Hubbard and Com- and shake him violently until he pany, but on numerous occasions desists. That way the umpires they show insulting disregard of would take the center of the stage, the umpire's wisdom by implying and no players would challenge that they don't even know where them anymore.

Back in the early '30's big 'Cal | the strike zone is. From now on, Hubbard, all 270 pounds of him things will be different. Umpires will be treated with deference, or else its gonna cost 'em plenty.

### Ham Actors' Feast

It's agreed that there have been too many showy displays of temper by managers and players since television came in. Such notable ham actors as Jimmy Dykes in Philadelphia and Leo Durocher in New York take advantage of the free television time by sticking their profiles in camera range with tiresome monotony. They have perfected a three-stage routine which consists of a) dashing up to the plate and throwing their hats on the ground; b) standing arms akimbo, jaw jutting out in the umpire's face and mouth yacking furiously; c) walking away shaking their heads dolefully and throwing up their hands in disgust.

Faced with this well-developed talent the umpires have come off second best. Their acting is neither versatile nor eye-catching. All they can do is stroll away as if they were promenading on a Sunday morning, or straighten up indignantly and point to the clubhouse.

Obviously what's needed is not a new rule, but better performance on the umpire's part. Hubbard is a runty 185-pounder challenges big

# Crewmembers of Steel Admiral Help Aged Blind Mother Of Dead Shipmate

The crew of the Steel Admiral (Isthmian) gave a demonstration of brotherhood, SIU style, on the ship's last 'round-the-world trip, after a brother Seafarer died aboard the ship in San Francisco.

the delegates reported, died in head man, and he escorted us to then left with sadness in our his sleep while the ship was the crew got together and decided that Long's mother might be able to use some extra money in addition to the \$2,500 SIU Death Benefit that she would be getting from the Seafarers Welfare Plan.

### Mother Blind

It seems, the crew said, that Long's mother was old and blind, and that she lived in a small village outside of Penang, in the Maavan Straits, Since the ship was scheduled to call at Penang, the delegates decided that they would visit her. The crew got together and gave a total of 500 Straits Dollars, which is \$165 in US currency. As the delegates reported, everybody from master to wiper contributed."

When the ship left Singapore and headed for Penang, the delegates got busy. Mathew Bruno, deck delegate; Charles Hartman, steward delegate; Barney Spedil, engine the plain, usual delegate, and Donald Rood, ship's foods all the time, delegate, all decided to make the trip together.

### Agent Helps

They reported that the company agent in Penang made arrangements so that they would have a car to use to go out to the village, about eight miles from Penang, and also supplied the delegates with an interpreter, Waas Osman.

"We went out there," said the delegates, "representing the rank and file of the Seafarers International Union. We had sailed with the woman's son, and we wanted to help make her feel better.

the gift from the crew, hoping easier for her."

Seafarer Raymond Long, they said, "we were met by the our little token would help, and

in port. Afterward, when the vessel the poor old mother, blind and "But we all feel better that we was on its way to the Far East, unable to see us. She was so were able to visit the mother of filled with grief that she couldn't one of our departed shipmates, and talk to us either. We presented help make things a little bit

## 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, for home use. Here's chief cook Mike M ler's recipe for Tomato Surprise.

After sailing in the steward's department for the past 15 years, Mike Miller is convinced that the crews of all ships like to get something a little bit different to eat every so often.

"As long as it's a little out of the ordinary," he says, "the crews will

usually go for it. They get tired of even if it's the top quality steak and chops. They like a change."

With this in mind, Mike gives his recipe for "Tomato Sur-

prise." For a crew of 36 men, he says, take about 40 tomatoes to allow for a couple of seconds. Slice the top off the tomatoes in a way that the tops can be replaced later and used as covers.

"When we got to the village," tomatoes. Once this is done, you joy, since it's tender and tasty.

take five pounds of meat, cooked tender and ground. Equal parts of beef, pork and veal makes the best combination for this type of dish.

Then, add about one pound of cooked rice and one and a half quarts of cream sauce to the meat. Mix this thoroughly, adding salt and pepper to taste while mixing.

Mix Thoroughly Once this has been thoroughly mixed, stuff the hollowed-out tomatoes with the mixture. Once the tomatoes have been stuffed, replace the tops of the tomatoes as covers.

Sprinkle parmesian cheese liberally over the tops of the tomatoes. Then, pop the stuffed tomatoes in a hot oven, between 400 and 450 degrees, and let them stay in just long enough to brown. This should take less than six or seven minutes, since any longer time in a hot oven will burn the cheese.

As soon as they are browned, take them out, and serve them pip-Then, hollow out a little more ing hot. You'll have a dish, says than a third of the inside of the Mike, that the entire crew will en-





### Union Has Passed A Crucial Year

To the Editor: Yes, brothers the year of 1952 has gone and 1953 is here with some of the greatest gains that could be expected of any labor organization. As our Secretary-Treasurer summarized in this column, ft should make every Seafarer proud to belong to such a great labor Union. Of course, the determined efforts of the membership has made it possible to be what it is today.

Slopchest Improvement This is not the stopping point. Every member has to be ready at



ry the principles the unorganized To the Editor: in the maritime as well as all other fields.

Since the Unmen are guaran-

teed satisfaction with what they ably hot. A man with a bunk adjabuy, and the money saving goes a long way. This has proven the Union can run its own business and finds sleep nearly impossible. without interference from the outside, which has made the public these Waterman-type C-2s will join sit up and take notice,

Welfare Plan Tops All In my opinion the Welfare Plan was the greatest achievement that could be made, especially for the future, when we will have our hotels and restaurents for the membership's use: Then you will be able to go ashore with the feeling that you will not be taken for a Real Good Crew sucker, as has been the case in the To the Editor: past. Yes, brothers, it is a good feeling to know that the seaman's Queen (Del Monte). On this scow life is about up to par with anyone's ashore, and it will get better as time goes on.

Under this present administration we can't afford to let a minute go idle; we have to be on our toes watching every move that is made, to stop any movement that might be a hinderance to us in the future. I believe the time is ripe for a change in the maritime laws, to bring the merchant marine up to present-day levels.

Here's hoping everyone will make an all-out effort to make more gains this year than last. D. D. Story

\* \* \* LOG Can Assist **World Tolerance** 

To the Editor: All over the world the people in general believe that we Americans old man passed the word around

The reason is obvious because they believe if you live in the steward on Del Aires in Santos United States you are wealthy, eat on our way south. Same old Red. well, live high, spend freely, dress well.

However, it is good policy to distribute our LOG. After reading it to others far afield in other lands, it will reach many people, for world understanding that most Americans do really work for a living, regardless of what tasks we have to perform,

Sir Charles Oppenheimer

### 1 1 1 SIU Blood Donors Help Save A Life To the Editor:

Three weeks ago I arrived home in Galveston from New York for a vacation and found my wife in St. Mary's Hospital for a major operation.

She was in critical need of blood in for transfusions-nine pints of a very rare type. After recovering from the shock of learning about her condition I hurried to the SIU hall here in Galveston and told my story, asking for blood donors for my wife.

announced in the hall she was be- discussed.)

ing given the first pint of blood, Thanks Union donated by Frank Dodd of 2705 Louisiana Street, Houston, Tex.; several more men then contributed, so the nine pints were made

I wish to thank these real buddies of a Seafarer, so that they may know that we are forever grateful to them for their kindness. Also, thanks to the dispatcher and agent, for their help in making our needs known to the men on the beach. George Baugh

### \* \* \* . all times to car- Men Sleepless In of the SIU to all Sweltering Bunks

We the crewmen of the Jean Lafitte, a Waterman C-2, have a beef about a condition in the forward two foc'sles of the crew's quarters ion has started aft. The inboard bulkheads of these issuing the slop- two foc'sles house the fan and heatchests the er unit. When the heat is turned on these bulkheads become intolercent, upon any contact with the bulkhead, is immediately awakened

> We hope that all brothers sailing us in this beef so that in the near future some kind of remedy can be worked out to the satisfaction of all concerned.

Signed by 14 Crewmembers of the Jean Lafitte

### 1 1 1 **Del Monte Claims**

Just a word from the Little we have one of



Booth

the best bunches that you will find on any SIU ship. I myself know this for a fact. All three departments are true Seafarers. There are no logs and everybody turns

Good Feeder In my stewards department I am fortunate in having Tommy Beatty as chef and Carl Treitler as night baker. They came from the Del

to.

Sud. After two years on the Queen the boys just wanted a freighter for a change. For a country boy like myself, trying to make a good feeder out of it, I take great pleasure in having such fine cooks. The are capitalistic, even to the tune that this ship is feeding better than of seamen who labor for a living. the passenger ships.

I saw Red Simmons, who is

Here's hoping everything continues as it has in the past for the best voyage I have made since leaving the strawberry woods. Alton R. Booth

### \$ Seconds Plans In LOG's Column To the Editor:

I have just finished reading the March 6th issue of the LOG, and "As I See It" by Paul Hall seems to me to be just what any working

man should have in his dreams for his family. I myself am not married, but of

course I will be some day. And if I am able to go back to sea, I wouldn't want any more satisfaction while I'm away than to know my family was being taken care of in such a manner. Edmund Blosser

(Ed note: Brother Blosser refers to the column which disser condition I hurried to the SIU lets to the column which display here in Galveston and told my some sort of housing project for Seafarers Respond sked the membership to send their ideds on the subject to the LOG so the idea could be fully displayed.

# For Sick Aid

To the Editor: I would like to take this opportunity to thank everyone connected with the SIU and especially everyone in the New York hall for taking care of me after I injured myself on the Seatrain Savannah re-

cently. I hurt my foot when I slipped

ladder. The injury is gone now and I have the Union to thank for earing for me while I was recovering from my injury. It is the first time I have

Terry

been in the New York hall, and I think it is one of the best I have

ever seen in my life. I am proud to be in the SIU and I am looking forward to geta ting back to New Orleans and then Recalls Humor shipping out again.

Charles Terry

### ± ± LOG Acquires **Another Reader** To the Editor:

I wish to say that you have the best union paper; I like it very much and wish you to send it to my house. I don't get to see it often, for my boy friend isn't on the beach too often, but when he does come in I make him hurry and get me a LOG, for that is the only way I know what is happening. He is a bookman and all he talks about is that he belongs to the best Union in the world.

Greta B. Bush

### Feels Contract Is Unfair TO OS

To the Editor:

Since the new wage scale has gone into effect, I feel a great injustice is being done the ordinary seamen aboard our contracted

Since the ABs now make, with their OT, over \$65 a month more than the ordinaries, some stipulations should be made whereby the have to stand a half-hour wheel watch two out of three days and

also an hour-and-20 minute watch at night. True, the OS is supposed to be learning but in cases like mine and many more, who have years of sea time, I feel we are being misused.

I feel sure there will be plenty of pro and con on this matter. Edward W. Ketschke

### \* \* \* **Candidate For** on the starboard Mayor Withdraws

To the Editor:

I wish to inform my many friends and former shipmates that I have withdrawn as a candidate for mayor of Highway 90 and the territory west of Lake Charles, in favor of Honest Tex Alexander and Honest Swede Heliman.

I wish to thank Jim Cheshire, Joe Cares and Leroy Clarke for their confidence in me during my recent campaign.

Honest Ed Parsons

### \* \* \* Of Smiling Bosun

To the Editor:

Well, I'm sailing on the bauxite run right now, and doing pretty well, but I've been thinking about my old pal, Mike Rossi, who is better known as the "Smiling Bosun." His Irish humor made me

think about the following routine: There's only

two things to worry about - if you're rich or poor, and if you're rich, there's nothing to worry about.

If you're poor, there's only two things to worry about-if you're sick or well, and if you're well, there's nothing to worry about.

If you're sick, there's only two things to worry about-if you'll live or die, and if you live there's nothing to worry about.

If you die, there's only two things to worry about-if you're going to Heaven or to Hell, and if you're To the Editor: going to Heaven, there's nothing to worry about, and if you're going OS's work doesn't coincide with that you'll be so busy shaking the staff members of the SEAthe AB's. I feel the OS should not hands that you won't have time to FARERS LOG for the excellent worry.

Percy Boyer

### The Rugged Del Sol Deck Dept



Seafarer William Cameron sends in this shot of the rugged members of the MV Del Sol deck department. Kneeling is Pettus, OS. Standing, front row, left to right: Berthiaume, OS; Wolff, AB; Brindley, AB, and Harwel, DM. Back row, left to right: Siade, AB; Sheldon, AB; Henry, bosun; Lewis, AB and Burdick, AB.

### **Hot Issues Scare** LOG. He Claims

To the Editor:

I've been critical (which is my prerogative) of many policies set down by the LOG. Namely, the reluctance in putting down the story of Seafarers.

As a travelogue, the LOG has been very successful. Tell you about some market place in Timbuktu' that sells oranges and you

publish it immediately. But on the other hand, when you receive a story about American boys getting their heads beaten in these ports, you crawl back in a dark corner.

Kronmel

Believe me, I am not complaining about my first letter, the beef about our boys getting mugged and humiliated in Port Elizabeth and Durban.

The truth of the matter is that I refused to write anything at first, but only after the ship's delegate and the boys involved in these incidents asked me to. They wanted to protest this outrageous conduct by South African hoodlums and they asked me to write to the LOG.

I told them you wouldn't do it. that it was too "hot" for you and I was right in the long run. Something about being outside Beira a day after Christmas appeared in the January 23 issue.

Since the LOG is reaching so many shoreside people (Seafarers' families, friends, etc.) I feel it is only fair to let them know what their sons, husbands and boyfriends have to cope with out here and maybe our return to home would be made much easier if our friends understood us just a little better.

### Harry Kronmel

(Ed. note: The LOG will stand on its record for handling "hot" issues and will continue to publicize all instances where Seafarers are given a raw deal.)

### \* \* \* Union News Kept GP's Spirits Up

Having returned from Germany and awaiting my separation from to Hell you'll meet so many friends the Army, I take this time to thank service rendered to me while

> I was never without news of the Union and my Seafarer friends. The LOG kept my spirits up and provided me with hours of reading pleasure, and many of my GI friends kept the paper moving so that it was usually tattered and worn before the next issue arrived. Most of them, being married men, were amazed at the maternity benefits given by the Union: I was amazed also.

I hope to return to the sea in a short time, so I would appreciate it if you would send the LOG to my home address from now on. Thank you again and continued success and advances to the LOG and the SIU.

Leslie R. Bell (Ed. note: Your change of address has been noted by the LOG's mailing department.)

### \* \* \* All-SIU Family Enjoys The LOG To the Editor:

Before I was married to A. L. Miller, two months ago, I used to read the LOG, My son, foster son, brother, and two nephews, as well as my husband are members of the SIU and I really like the LOG, so will you please send it to me.

Mrs. Allen L. Miller (Ed note: Your name has been added to our mailing list; you will receive the LOG every two weeks, as published.)

### Needed Repairs Not Being Done

To the Editor:

There are quite a few repairs here on the Fort Bridger that have



to be done by the engine department and haven't been done as yet. They tell us that we cannot do anycause our Union is in New York and not over here, in Don-

genes, France where the ship is running.

I guess we will have to wait till this ship gets back to the States; we also have quite a few hours of disputed overtime.

John A. Buzelewski

### \* . \* \* SIU Hospital Aid Tops All Unions

To the Editor: After years of sailing on almost anything that floats, I've been laid up on my back for almost nine months and have had ample time to judge what it is to belong to an organization that goes out for its one's appetite. We have one AB members in every way, especially the unfortunate ones who wind up

not forgotten. Besides Walter Siekmann there have been four or five other Union delegates who made the hospital a small boy-285 pounds. and there hasn't been a time that they didn't offer and want to help

us out, within reason. Even the hospital workers and other union men here envy us. I had often heard remarks that we belong to one of the best unions. As for myself, words are almost inadequate to explain. It does something to you that you will al-

ways remember. I am over the hump now and soon I should be ready to go. What the membership and officials have Royal Oak Helps accomplished so far and what can and will be done in the future Disabled Sister makes a man feel proud to be part of the organization

William Herman

### Welfare Dept. Highly Praised To the Editor:

Attending the bi-monthly meetings in the Port of New York, I have needed parts. been intrigued, but well, by the various phases of these meetings, and particularly so by that of the Department of Welfare, whose functions have made possible the The Chiwawa was also there to many benefits currently enjoyed by our aggregation.



Cothran

the

I look forward self, what next is in the offing? The

suspense of it all captivates the imagination.

Our Department of Welfare seemingly is a veritable Houdini, conjuring these heretofore nonexistent benefits from its bag of tricks. All of which should be at present common knowledge among the membership. Some of them, thanks be unto this department's "hat and rabbit-like performance," have already been the happy recipients of such benefits.

Cafeteria Saving Director of Welfare Walter Siekmann seemingly has an inexhaustible source of choice morsels to dish out at these periodical meetlags. Incidentally, his mentioning the \$10 cafeteria books now available for only \$7.50 is certainly a consideration we can ill afford to pass up. \$2.50 saved is \$2.50 made.

And since eating is a must-well brothers, you figure it out. Mates, if that isn't consideration for our welfare, then I'm all fouled up like fire and boat drill.

Compare the difference in conditions had by the older vintage of Barnacle Bills, whose existence was plagued by finks, crimps and Shanghal plotters, etc., with those of his present-day constituents, and I am reasonably sure there will be a concerted voice of praise and appreciation for this great Union of ours and its Department of Wel-

Charles W. Cothran

### t. t t Clear Sailing, Despite The Flu To the Editor:

Well, so far this has been a very good trip on the Hurricane, despite the fact that some of the crew-two mates and one engineer -have the flu. However, the chief mate was always there with the 21-gauge needle for the boys. But it sure has not taken away anywith the initials DK, who can sure put away the steaks and ice cream. in the hospital. We are certainly It's nothing for him to eat-and I mean eat, with no waste-ten steaks and vegetables, twelve plates of ice cream. After all, he is only

Well, the boys are going to give the French girls a break this time in Cherbourg. From there we go to our old standbys in Bremerhaven, Germany.

We are going to lose one good shipmate this time in France, George Smithers. His mother is very sick in Australia so he is going home. We all say good luck and hurry back.

Crew of the Hurricane

# \* \* \*

To the Editor:

We had something a little different from the regular routine happen on the Royal Oak recently.

The Archers Hope, also a Cities Service ship, had its power plant fail off the coast, and using the battery powered emergency radio, it called for help and the badly

The Royal Oak seemed to be the only ship nearby that had the parts, so we sailed 40 miles off our course and met the Archers Hope. help if needed.

There was a launch that had these benefits been sent out from shore, so we cometh like unto took the parts, some kind of inthe white rabbit jector, and made them fast to a plucked from out lifejacket and a lifering. Then the magician's parts were put over the side and floated to the launch.

The launch fished the parts out eagerly to each of the water, and took them over meeting with to the Archers Hope. After the reacute anticipa- pairs were made, all three ships tion, asking my-continued on their way.

William Calefato

### Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencles. Listings are as of March 19, 1953 and are subject to change without notice. England, New Zealand, South Africa: \$2.80 per pound sterling.

Australia: \$2.24 per pound sterling. Belgium: 50 france to the dollar. Denmark: 14.45 cents per krone. France: 350 france to the dollar. Germany: 4.2 Marks to the dollar. Holland: 3.80 guilders to the dollar. Italy: 625 lire to the dollar. Norway: 14 cents per krone. Portugal: 28.75 escudos to the dollar. Sweden: 19.33 cents per krone. India: 21 cents per rupee. Pakistan: 30.2 cents per rupee. Argentina: 14.2 pesos to the dollar, Brazil: 5.4 cents per cruzeiro. Uruguay: 52.63 cents per peso. Venezuela: 29.85 cents per bolivar.

### Fancy Work



This shot by "Doc" Watson shows Bert Shannon, AB, on the Chicksaw with the sailing board he painted.

### Seamen's Draft Should Be Banned

To the Editor:

I have encountered a problem that countless other brothers have been sharing these past seven or eight years. Yes, the draft board is trying to grab me, as they have done to so many seamen.

I'm writing this in the hopes that my suggestion will benefit others in the future, even though it may be too late to help me out. Our Union has become a powerful leader in the maritime world and labor in general. Why can't we get some sort of legislation through Washington to protect us from the force of a draft?

All of us who sailed during the war years, were cast aside from any and all GI rights. We were called mercenaries and draft dodgers. We knew and the name-callers knew the risks that were involved and that those "fabulous payoffs" were just so much malar-



This telephote shot taken by William Calefate shows the Isunch as it is fishing the spare parts (white ring to right of bow) out out of the water je transfer to the disabled Archera Hope.

### key. We have had to fight every inch of the way against Government agencies as well as the companies to secure the marvelous benefits which we now enjoy.

Trained Seamen Wasted We are still delivering the goods, with many men having returned to sea as soon as the distress call went out. The shortages were met, only to have good SIU men, trained in their trade, sent into

khaki as raw recruits. This is my way of blewing off a head of steam that has been building up for quite a few years. I hope you can find enough logic among the bitterness to have the SIU take the lead again and secure equal rights for seamen.

I hope I may continue to sail, or if drafted, return to the finest contracted ships afloat. We are all very proud of our Union and the wonderful way it works. Keep up the good work.

John A. Leavens, Jr.

### **Housing Project** Worthy SIU Goal To the Editor:

For a great many years the chiseling landlords have used just

about every trick in the book to take advantage of the Seafarer whose calling carries him, and his family occasionally, to various shipping ports along the eastern and western seaboards. Some use the buy the furniture" angle while others demand an outrageous under-the-table commission for a rattrap apartment.

Ineligible For City Projects I was caught in a similar predicament about six years ago when

the house where we were living was sold. Consequently we were forced to move. We could not obtain admittance to a city project because my base pay was too high. The city does not



Brault

take into consideration the intermittent employment of seamen. Along came our great opportunity: two furnished rooms for almost \$75 a month. Five of us slept cozily in one of these rooms.

Special Conditions Needed If there was a housing project for Seafarers and their families such situations would not arise, because the project would be made to fit the Seafarer, not the Seafarer knocked out of shape to fit Saved His Life the project.

A non-sectarian chapel, medical clinic, day nursery, playgrounds, on the premises would be a great convenience, depending on the site of the project. Such a plan would improve the standard of living of Seafarers and make us a little more civic-minded.

The SIU has moved ahead gainfully for the membership and their families by death, disability, hospital, maternity benefits and scholarships. The strength of any movement is the extent of its organization. Let us strive to make this another SIU first in industry. Ray Brault

### To Send Entries To Art Contest To the Editor:

art centest. During the next few the SIU. Nothing is for sale; they needs in the world, the Senfarers will become Union property. .... Integrational Union, AFL.

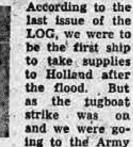
### Army Sidetracks Cargo For Dutch

To the Editor:

Well, here we are on the Hurricane, a Waterman ship, in the Port of Cherbourg. It looks like an all-SIU port here today-the Southwind, the Maiden Creek and ourselves.

No Dutch Trip

We were very disappointed in not going to Holland this trip.



Eriksen

strike was on and we were going to the Army base, and we all

know how the Army operates, they refused to take general cargo in the Army base, so we had to discharge all our cargo at Pier 6, Bush Terminal and only take Army cargo for France and Germany. I think it was a lousy trick pulled by the Army, as the Dutch people need all the help they can get and we were able to take the cargo. We haven't even got a full load this trip-no deck cargo at all.

Well, the Mobilian is taking all the cargo, so it's going on an' SIU ship anyway.

So far the trip has been fine; we had a fair crossing and expect to be back in the States again around March 10th. That's all the report from France, so smooth sailing to all.

Edmund K. W. Eriksen

### \* \* \* Seafarer Sends Contest Entry

To the Editor:

I am sending a miniature telegraph made of brass which I wish to enter in the second annual Seafarers art contest in the handicrafts class. It is the first lathe work I have ever done in a machine shop. It took me approximately ten hours to complete it.

I have been sailing SIU ships since March 1, 1946 as FOW in the engine department. I proudly salute the good old SIU for all the good conditions to protect me while I'm on my job as well as when I'm home.

Casper McLemore

### \$ \$ \$ Union Brothers

To The Editor:

A short time ago I lay in the community center and handymen hospital on what might have been my deathbed, had it not been for the aid I received from my brothers of the Union. This life-giving aid came in the form of blood donations, volunteered by 35 Seafarers on very short notice. I believe a request was made for volunteers during the hourly shipping calls.

These men probably never knew exactly what Seafarer it was who was in need of this blood; why he needed it, or whether he lived or died.

Well, the happy end to this bloody siege was that I did live through two major operations, during which I needed thirty pints of blood. Today I am almost completely restored to normal health.

What has really taken my eye It is a reassuring and strength-in the present issue is the coming ening feeling to know that you art contest. During the next few have a common bond with men weeks, I will be using my spare whom you have never met, and time in preparing three or four probably never will meet. Now exhibits, in wood carving, sign lettering, oil paintings. My contribin my veins, I am truly a member butions will be sent as a gift to of one of the strongest brother-

case and and level wind supply during Welling buttered



e Man Who Wanted to Put Ships on Seafarers and others in the maritime industry are accustomed to the sight of an ocean-

going freight train as carried by the SIU-manned Seatrains. But they would do a quick double-take if they ever saw the reverse—an ocean-going ship carried across land on a huge railroad flatcar.

A plan for this unusual mode of transportation was once seriously considered by the Con-

gress of the United States, be-+fore the building of the Pan- Mississippi River. He invented a end of the railroad would be two ama Canal. It called for ships diving bell that he used in salvag- terminals each of which would conto be hauled across the Tehuantepec Isthmus in Mexico, a distance responsible for the construction of 3,000 feet long and 30 feet deep. of 134 miles, so as to save the long a bridge across the river at St. The 12 parallel rails would run 8,000-mile journey involved in go- Louis consisting of three steel directly to the water's edge. ing intercoastal around South America.

### Used On Canal Boats

· Nor was this proposal the fanciful work of a deluded crackpot. It was a carefully-thought-out scheme by one of America's best-known a major ocean port out of New and most-respected engineers Orleans. He designed and con-James Buchanan Eads, the father of the port of New Orleans.

prove his plan. Its basic defect was dredge its own channel. It was the that he seriously underestimated first major victory in the stillthe potential size and weight of continuing battle to give New Orocean-going ships as well as over- leans clear passage to the open estimating the potential pulling power of steam locomotives. But the idea itself wasn't pulled out of in 1879, and the restless engineer thin air. A similar system had been then looked for new fields to conused to transfer small canal boats quer. For many years past, proacross Appalachian passes from one stream to another. And mod- fast to build a canal for oceanern engineers have succeeded in moving good - sized apartment the narrow waist of Mexico and houses several blocks on flatears South America. This discussion without damage.

Eads' plan for hauling vessels up to Suez Canal in 1869. A Congres-6,000 tons total weight, 134 miles sional Committee, entitled the up grades and around curves. It House Committee on Interoceanic took a good deal of imagination Canals, had been appointed to hold to dream up a proposal of this hearings on the best possible plan kind, but Eads was one engineer whose daring engineering feats had tween the Caribbean and the Pabrought him fame and honor, Con- cific. sequently he was listened to with respect when he submitted the seemingly-impossible transit proposal.

Eads had first won attention during the Civil War when he defor the US Navy. But most of his

ing of wrecked riverboats. He was tain a large sunken steel pontoon, arches. This was considered a triumph of engineering and a tremendous advance in bridge design.

### Developed New Orleans

But his most lasting claim to fame rests on his success in making structed a system of jettles in the South Pass of the Mississippi that Eads never had a chance to in effect compelled the river to sea, 100 miles down-river.

The Eads jetties were completed posals had been coming thick and going ships somewhere between had been tremendously stimulated All this is a far cry though, from by the successful opening of the for crossing the land barrier be-

### Summit 738 Feet

It was to this committee that Eads submitted his design in 1881. His original plan called for the construction of a railroad roadbed across the Tehauntepec Isthmus tenders. signed and built 11 ironclad ships carrying 12 parallel rails. The roadbed would have to cross a work was done in and around the summit 738 feet high. At either so as to provide additional power. reason, Eads appeared before the along with other great Americans.

When a ship came into the terminal for transit across land, an empty "cradle," or huge, modified flatcar large enough to carry the ship, would be hauled into place on rails at the bottom of the dock directly over the pontoon. The ship would then be floated into place and made secure.

### Set Of Buttresses

Powerful pumps would pump out would settle and come into contact with the keel block of the cradle. The next step in Eads' plan called for installation of hydraulic rams to push up a series of long arms set in the floor of the cradle along its full length on each side. These arm supports would come flush against the sides and bottom of the ship. They would be topped off by a block surfaced with rubher, and each block would have of the block would fit snugly against the curve of the hull. These supports would assure that the ship's weight would be distributed evenly. The cradle proper would be 300 feet long and 50-60 feet wide, designed to support a total weight of 6,000 tons.

Once the supports were locked into place, the entire assemblycradle, ship and all-would be hooked to two powerful locomotives. The locomotives would run on the four outer rails, while the eight inner rails would be used for

Subsequently, Eads modified the plan to call for three locomotives,

### Floating Turntables

An additional problem that Eads had to face was that of rugged terrain. His proposed railroad would have to make quite a few sharp turns. Obviously, if the vessel had to go around a sharp curve, its weight would be concentrated on one set of side supports. To handle this problem, the a universal joint so that the face plan called for floating turntables at curves in the road. In other words, the trackage at that point would pivot on a turning center point, swinging the whole assembly in the new direction. Eads also added a series of sidings to the plan that would permit ships to pass each other and make emergency repairs.

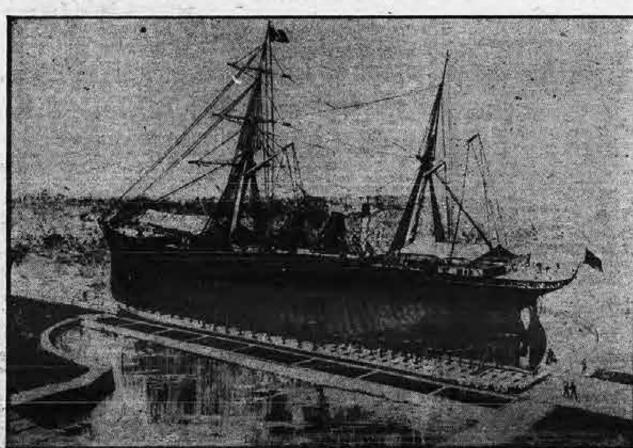
> the Mexican and American govern-Mexican government awarded him hauling ocean steamers across the didn't mean very much as it only earlier accomplishments are still

He estimated that the entire as- House Committee on Interoceanic sembly could travel at ten to 12 Canals on behalf of his plan. He miles and hour, making the com- claimed that it would cost half of the pontoon until the ship's keel plete transit in 13 to 16 hours' the construction costs of a canal, and further, would take advantage of the shortest possible route between the East and West Coasts.

### Plan Reported Favorably

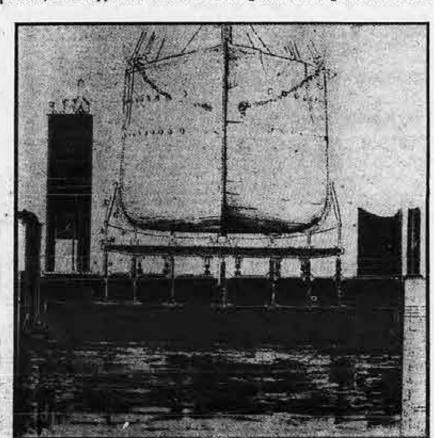
Coming from a man of Eads reputation, the plan attracted wide discussion. In February 1881 a majority of the House Committee voted in favor of a bill to incorporate Eads' plan into any final arrangement for transiting the land barrier. But that was as far as it got. The French promoter, de Lesseps, builder of Suez, soon took the play away. He was setting up a company to build a canal through Panama, to be financed by sales of stock. Since he asked for no Government appropriation, he won the support of the US in this project.

Eads kept pressuring for his In 1880, Eads set out convincing plan in subsequent years, but attracted no financial support. He ments to adopt his proposal. The died in 1887, and his dream of a concession for the plan, but this isthmus died with him. But his amounted to a permit to go ahead recognized by his profession and with construction, provided that his bust stands in the Hall of money was forthcoming. For this Fame at New York University,



Drawing shows Eads' plan for floating turntables to accomplish changes in direction.

The crade would rest on the turntable and the whole assembly would swing around. Note the side arm supports, similar to flying buttresses.



Cross-section drawing shows first stage of operation with ship resting on cradle on top of underwater steel pontoon. One pontoon would be at each terminus of

# DIGEST of SHIPS' MEETINGS

DOROTHY (Buill, February 11—Chairman, Lawton; Socretary, J. Cruz. Joseph Merkel was elected ship's delegate by acclamation. Ship's delegate will see the patrolman about hot water in port. Larger lockers are needed in all crew's quarters. Crew should cooperate in keeping the recreation room clean.

EUGENIE (Ore), February 22—Chairman, G. Haga; Secretary, R. C. Merrisette. Deck engineer wants something done about the steam pipes running through his room. He says it is too hot to sleep when the steam is on. Repair list will be made up, so repairs can be made during the trip. Keys for all rooms should be obtained in Honolulu. Captain will be contacted about obtaining more stores for the slopchest in Honolulu. Lockers, portholes and gaskets need repairing. Vote of thanks went to the stewards department for the good job that they are doing.

SEACLIFF (Coral), Jenuary 16—Chairman, John Dimitriadis; Secretary, C. B. Jensen. R. Smith was elected ship's delegate. Deck department will take care of the recreation room and the laundry, Men should be sure they know how to operate the washing machine before they use it. Passageways should be cleaned. Captain will be seen about getting an advance in US currency at sea before ar-US currency at sea before ar



ALCOA PILGRIM (Alcos), January 18-Chairman, Danzey, Secretary, B. L. Winston, Three men who left in San Juan will be reported to the patrolman. Danzey was elected ship's delegate; Cell Wiggins, deck delegate, Leftover food should not be left all over the ship.

should not be left all over the ship. Bread should be baked fresh every day. Ship's delegate will see if a small donation can be made up for the two men left in San Juan.

February 15—Chairman, J. L. Danzey; Secretary, C. R. Bevell, Vote of thanks went to a member ship for the true SIU manner of belping a brother in trouble in San Juan. Steward will make up a list for the cleaning of the laundry. Ship's delegate will check to see that it is kept clean at all times. General discussion was held with the steward on the food. Ship's delegate will check the drinking water fountain sed the heads, to see that they are fixed before the ship sails.

AMES VICTORY. (Victory Carriers), January 11—Chairman, William J. Smith; Secretary, H. Stivers. Sinks in the pantry and galley are to be fixed in Japan if the ship stays there more than three days. If they are not fixed, the crewwill go on subsistence all the way back to the States. Crew's pantry ice box should be fixed also. Each department should take turns in keeping the messroom and recreation room and laundry clean. Vote of thanks went to the neclean. Vote of thanks went to the ne

gotations committee for a job well done on our new agreement. February 11—Chairman, William J. Smith; Secretary, A. F. Notige. Tilling of one bathroom will be repaired by the of one bathroom will be repaired by the bosun. Sinks were partially repaired in Japan, but not as planned. This will be taken up at the payoff with the agent. There were many beefs in the three departments and with the captain, chief mate, chief engineer and steward. Agent at port of payoff will be given full details of this voyage, in regard to the anti-union attitude adopted by the above men. Member did not want to sougee galley and pantry toward the end of the voyage. Steward had inadequate stores for the voyage. Ice cream was very old.

EVELYN (Bull), February 8—Chairman, W. Reid: Secretary, E. C. Dacey. Keys was elected ship's delegate. The ship's dog will be taken to the veterinarian and the bill paid for out of the ship's fund. Water-tight doors below need fixing. Steward will put in a requisition for a new washing machine, with the old one kept for heavy clothes. Man who missed ship will be reported to the patrolman. up will be reported to the patrolman Vote of thanks went to the steward and the cooks. Ship's fund was reported on and the report accepted.

SWEETWATER (Metro Petroleum), February 15—Chairman, C. W. Emanuel; Secretary, John R. Tilley, Crew mess chairs have been repaired; radio needs chairs have been repaired; radio needs more work done on it. Chief mate's attitude to men on deck will be reported to headquarters, as talking hasn't had much effect on him. Cold water system should be repaired on deek so that crewmembers don't have to go clear to the messhall for a drink of rafe drinking water that is not hot. Delegates will make up a repair list and give a copy to the captain before arrival in port. Copy will also be given to the patrolman and the next crew. Salling board was posted five different times before sailing on Lincoln's Birthday in Texas City; the crew feels they are entitled to remuneration for the inconvenience. for the inconvenience.

CAROLYN (Bull), February 21-Chair man, M. Gordils: Secretary, W. C. (Pat)
Murphy, All delegates will turn in a repair list before leaving Puerto Rico so
that necessary repairs can be made in
due time. 12-4 fireman complained about
noises in the passageways and the music
box in the next foc'sie. All agreed to
keep noises down as much as possible.

MONROE (Bull), February 29—Chairman. Esteban Ruiz) Secretary, B. Friedman was elected ship's delegate will see the chief engineer about repairing the coffee urn and water cooler. Patrolinan will be contacted about fixing or replacing all crew's lockers. Deck watch portholes and door should be fixed.

Enough keys for the crew, should be contacted that the received good stores for the voy-replacing all crew's lockers, beck watch portholes and door should be made that the crew keep pantry and

made on the next trip. Steward aske for cooperation in not wasting coffee.

EVELYN (Bull), February 23—Chairman, J. Tutwiler; Secretary, E. C. Decey. Charlle Schrunk was elected ship's delegate. Repair list will be made up and turned over to the ship's delegate before arrival in New York. Lower passageway needs painting and water-tight doors need to be fixed. Steward put in a requisition for a new washing machine.

LONE JACK (Cities Service), February 15—Chairman, Dennis Downey; Secretary, Michael Toth. There is a balance of \$15.08 in the ship's fund. One AB paid off at the lest minute; vacency will be filled at the next-port. One man missed ship and the work was divided among the stewards department and handled efficiently. Bernard Maer was elected ship's delegate unanimously. Washing machine needs servicing. New members will donate \$1 to the ship's fund at each port where a draw is in effect. This donation is not to exceed \$2 a month.

STEEL CHEMIST (Isthmish), February
8—Chairman, N. Swokla; Secretary, A.
W. Saden Water. Two men missed ship
in Oakland; the patrolman was notified.
N. Swokla was elected ship's delegate.
Captain will be asked by the ship's delegate for a draw in American money the
day before arrival at Manila. Request
for cushions for the bench in the crew's
messroom will be granted mext trip.
Crew was warned to keep pantry, messrooms and passageways locked in foreign ports. STEEL CHEMIST (Isthmiah), February

OLYMPIC GAMES (Western Tankers), January 31—Chairman, M. Muchalik, Sec-retary, R. Garrod. Restrictions on abore leave in Sidon were read; the captain will try to obtain leave if possible. Discussion was held on putting light on the washing machine switch. Engine department head will be used by the black gang only. There is \$60.25 in the ship's fund. The crew's radio needs a new gang fund. filter.

February 21-Chairman, J. T. Rentz Secretary, J. F. Ryan. There is \$52 20 in the ship's fund. Repair list will be made up before reaching port. Ship needs fu migating. Ship's library needs new books.

SEAPENDER (Orion), February 25— Chairman, W. Pozen; Secretary, Hem-sley M. Guinter. J. Roos was elected ship's delegate by acclamation. Captain will be contacted on painting the crew's will be contacted on painting the crew's quarters, showers and tollets. Motion was passed to get extra coffee, sugar and milk to give to the soldiers whenever they come along or ask for a cup of coffee without having to say no, which is a great insult to any of them when refused. The captain will have to contact the port commanding officer about this. Vote of thanks went to the stewards department from all hands for the excellent manner in which the food was excellent manner in which the food was prepared and served, also the service.



PURPLESTAR (Triton), January 16—Chairman, B. Kilby; Secretary, M. Smith. Old man agreed to have messmen's rooms painted. All but the deck has been done in the cooks' room. Recreation and messroom will be done on the way home. One man missed ship in San Pedro. Chief engineer will be contacted about painting blackgang foc'sles. Chairs in messroom should be fixed. Captain will be contacted by the ship's delegate about getting the deck in the cooks' room painted, as the mate refused to let the bosun do it. Locker doors abould be fixed so they can be locked, or else keys should be made for all foc'sles. Clothes should be made for all foc'sles. Clothes should be taken off fines when dry. Scupper plate in blackgang shower needs fixing. The entire crew sincerely wishes to thank the Wilmington agent for the fine job he did in helping the crew obtain additional stores, slopchest items and new replacement.

and new replacement.
February 21—Chairman, Joseph Wil-aszaki Secretary, J. Longfellew. Water February 21—Chairman, Joseph Wilaxiak; Secretary, J. Longfellew. Water
was turned off for twelve hours. Crew
will put in for overtime since there was
no shore leave in Korea. Motion was
passed to see the American Consul about
getting sufficient stores in Japan. SUP
patroiman in Japan will be contacted.
Deck showers will be fixed, as well as
stewards department's and showers, heads
and deck head. Light bulbs are needed
in stewards department head and shower.
Messhall and recreation room should be
kept clean. Chief engineer will be contacted by the ship's delegate shout soap.
Ship's delegate will see the captain about
getting winter gear for the slopchest in
Japan.

STEEL VENDOR (Isthmian), February 15—Chairman, Samuel N. Doyle; Secretary, V. G. Orencie, Steward and his department were thanked for putting outgood, well-seasoned food and for satisfactory service as well as cooperation rendered. No one is to go into the pantry with dirty hands or improperly dressed to pick up food. Steward informed the membership that anyone is free to enter the galley but they must observe the rules. As for eating before regular meal hours, this is perfectly permissible, for the ship is our home while we are sailing her, especially in port, when a brother is off duty and wants to go ashore that the cooks are finished cooking. It was suggested that the standby make coffee over the weekend. STEEL VENDOR (Isthmian), February

### '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 solici-tors 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.

messhall clean at night. Stewards department was praised by the crew for fine cooperation.

January 25—Chairman, Robert Williams, Scoretary, Peter Patrick, Captain was told not to scratch out overtime when it was disputed. Motion was made to keep unauthorized persons off the ship in all ports with the help of the gangway watchman. Ship's delegate asked the crew to help the unfortunate brother who lost a child and had to fly home at his own expense. Crew was asked for donations to help pay for transportation. Captain is willing to cooperate in sending money to Brother Charles Boyd, former bosun.

SOUTHWIND (South Atlantic), February 8-Chairman, B. Bryant; Socretary, L. E. Harris. BR and three sanitary men will keep the recreation room. laundry and slop sink clean. The crew gave the two wipers a vote of thanks for keeping the recreation room clean since the voy-age started.

February 15-Chairman, C. Thompson; Secretary, Fernando R. Ros. Carpentry work disputed in the deck department will be brought to the agent's attention upon arrival in the States. Motion was passed to turn in the repair list before the ship reaches the States and not to sign on until it has been completely compiled with Crew will set the agent to plied with. Crew will ask the agent to have the chief mate post a price list of slopchest articles on the bulletin board.

CITY OF ALMA (Waterman), October 6-Chairman, Harry B. Hastings: Secre-tary, Harry Huston, One man missed ship in Mobile. Side lights on after deck are to be turned on after dark. Washing machine should be unplugged after use. Laundry should be kept clean. Morning and evening chipping back aft and on the boat deck should be alternated. Tex Frances was elected ship's delegate.

December 1—Chairman, Harry Huston;

Frances was elected ship's delegate.

December 9—Chairman, Harry Huston;
Sacretary, Harry Hastings. Murphy was
elected ship's delegate. Patrolman will
be contacted about member to be
brought up on charges. Pan room att
will be locked and the deck engineer
will keep the key so no one can tamper
with the heat valves. Hot and cold water
back aft is screwed up.

January 24—Chairman, Harry Huston;
Sacretary, Mike Tewnsend, Rooms should
be cleaned up at the payoff. Patrolman
will be contacted on a few beefs. One
man missed ship in Kure, Japan; the emgine department is now two men short.
Charge against the member who missed
ship under suspicious circumstances will
stand. All keys are to be handed to department delegates. Vote of thanks went
to the stowards department. All extra
linen should be turned in for inventory.
Steward thanked the crew fer cooperation when linen ran out; all hands should
make sure to collect two weeks' pay in
lieu of clean linen.



DEL ALBA (Mississippi), February \$-Chairman, J. W. Aralianess Sacratary, P. S. Gppedent. Fresh fruit came aboard in Argentina. A wiper missed the ship in Santos going south and later rejoined on the return trip to Santos. One AB was sent home aboard a passenger ship due to iliness. Motion was passed that the company should furnish washing machine parts so they can be repaired at sea or while in foreign perts. Discussion was held on short-handed crews shifting ship. Patrolman will be contacted of the purser's lack of cooperation and of the insufficient stores that came aboard. All should help in keeping drinking fountains clean. One third of the ship's fund will go for beseball gear another third for magazines and records; there is \$29.10 in the ship's fund at present.

SEAMAR (Calmer), December 14—Chairman, John Mershall: Secretary, J. E. Lujan, Ship's delegate should contact the captain about the drain in the crew's laundry.

Jenuary 6—Chairman, John Marshall: Secretary, J. E. Lujan, Motion was made to sell the old washing machine and put the money in the ship's fund. Motion was made to get regular iced tea glasses, Ship's delegate should contact the captain about the hot water situation, which should also be taken up with the patrolman.

passageways. Captain will be contacted about mailing letters for the crew. Fidley door needs repairing. Discussion was held on the draw list for Singapore.

January 18—Chairmen, E. R. Smith; Secretery, John Latella. Vote of thanks went to the stewards department. All fresh water tanks will be inspected in the States, and then cleaned and relined properly, if necessary, so that the next crew does not have to drink rusty water and wash in rusty water. Weevil-infested flour should be condemned. All extra linen should be turned in.

SEATRAIN SAVANNAH (Seafrain), February 5.—Chairman, T. J. Constatino; Secretary, C. Hargroves. One man missed ship in Savannah. Discussion was held on raffling the radio and putting the money in the ship's fund.

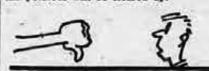
SEATRAIN NEW JERSEY (Seatrain), February 22—Chairman, Sir Charles: Secretary, S. U. Johnson. The engine department has sailed short for three trips. One man missed ship in Texas City and one was fired in New York. There is a \$21.60 balance in the ship's fund; brothers were asked to make donations at the payoffs. Crew will notify the boarding patrolman through the departmental delegates about the cuts on various stores for the stewards department. Ship's delegate should see the patrolman about getting a new wringer for the washing machine; it has been on the repair light for three months. All cups should be returned to the messhall after use.

POTRERO HILLS (Martrade), February 11—Chairman, K. C. Smith; Secretary, A. Yarboraugh, Washing machine should be left clean after use. Ship's delegate will call a lawyer in Galveston about a for-mer crewmember; radiogram arrived re-

KATHRYN (Bull), February 8—Chairman, Luis Ramirez Secretary, Gerge Burke, Suggestion was made to paint the

TRINITY (Carras), January 19—Cheirman, Harold Wilson; Secretary, Clem Matte. One member missed ship in Houston, Tex. T. J. Moore was elected ship's delegate. Motion was made to try to get the washing machine repaired. Blank repair list will be posted in the messhall. Scuttlebutts on crew's deck will be put in working order. Patrolman will be contacted about obtaining watch foc'sles for engine department. Feet should be kept off the chairs in the messhall. Messman should put out ash trays at night. Tables and counters should be left clean after use at night. Brother Pedersen was at night, Brother Pedersen

elected treasurer.
February 7—Chairman, Joe Burns: Secretary, Thomas J. Moore. New washing machine motor was installed. First aid kit is needed for the engine room. Medi-cine chest will be checked. Beef about the potatoes will be cleared up.



BEATRICE (Bull), January 25—Chair-men, Francisce Gernler, Secretary, Wil-ilam Ortiz. New chairs are needed in the meashall. Members should wait for measmen to serve them instead of help-

ROYAL OAK (Cities Service), February 12—Chairman, Robert J. Feters; Secretary, Carl Kammer. Motion was passed to have the washing machine put aboard. Something should be done about the slithy, rusty water the crew has been drinking. Coffee brand should be changed. Ship's fund should be built up by a \$1 donation from each man. Foo'sles should be tidled up. More mattresses are needed. Linas should be stowed aft after each trip and the poop deck should be washed down. No less than six men should be used to stow lines. Bosun and mate are not to be allowed to run the winch.

BENTS FORT (Cities Service), February 11—Chairman, Vincent Kickirles, Secretary, B. F. Bris. There is \$41.60 in the ship's fund. Ship's delegate will see the steward about putting out more cold drinks instead of so much water. Patrol man will be contacted about skimmed evaporated milk. Discussion was held on poor quality meals and meaus; there is too much veal and lamb. Hominy should be gotten. First aid hit is needed for the engine room. Roach powder should be put out. Watch is to be served first. Washing machine should be turned off after use.

AFOUNDRIA (Waterman), February 9
—Chairman, Peter Gonzalez; Secretary,
Beb Shoppard, Beef on the lack of heat
in New York one night will be brought
to the patrolman's attention. Discussion
was held on the new washing machine.
Electrician will order some new parts.
Sleward will put fee on order for the
new machine in New York. Automatic
machine is recommended.

CATHERINE (Dry Yrans), February 8
—Chairman, Frank Mablukis Secretary,
James C. Walter, Discussion was held
on being properly dressed in the messhall, and being a little quieter in the
messhall at night.

CANTIGNY (Cities Service), February 15 Chairman, Phillips, Secretary, Ver-non Manuel. It was suggested that the chief cook follow the menu. The ship's delegate should see the old man about returning the locker to the BR.

COBUR S'ALENE VICTORY (VICE should also be taken up with the patrolman.

STEEL ARCHITECT (Istimian), November 30 Chairman, Pete Langan) Secretary, John Lafelia, Discussion was held on Isuach service in Sematang. Ship's delegate should see the esptain about keeping unauthorized persons out of the for the good food served and the good.

work done by the men. One man from each department will clean the laundry. February & Chairmen, Ronald E. Barness Secretary. Themes J. Durkin. Repair list of the last trip was completed. Men were asked to keep their feet off the chairs in the mesuroom. Recreation hall should be cleaned. Men were asked not to bang doors when others are asked not to bang doors when the saked of the crew's mess.

is needed for the crew's mess.

COE VICTORY (Victory Carriers), February 8—Chairman, set listed; Secretary, M. Iwassko. Due to dangerous working conditions on deck a motion was made and seconded that the repair list he made out. All standing and running gear on deck is to be checked and overhauled. Hasp on locker is to be renewed and both fans repaired. Locks will be checked and repaired, as well as flush valves, drain plugs. All showers and heads will be painted. Second cook and baker was praised for excellent work performed in the galley. Spitting in the drinking fountain will not be tolerated. Medical supplies should be checked. First aid kit is needed in the engine room. Coffee urn, table, baker's closet door need repairing, as well as the steam pipe behind the galley aink, water faucets in the pantry and galley.



SEATRAIN GEORGIA (Seatrain), February 15—Chairman, James Lippincott; Secretary, Charles Wysocki, James Lippincott was elected ship's delegate by acclamation, due to the death of the preceding ship's delegate. Several mattresses will be replaced. Motion was passed to buy flowers for Brother Farge's funeral.

COUNCIL GROVE (Cities Service), February 17.—Chairman, H. M. Connell; Secretary, R. D. Tapman. One man missed ship in Port Arthur, Tex. H. M. Connell was elected ship's delegate. Deck head scupper and tollet need repairing. The bosun is doing machinist and carpenter work. Discussion was held on the issuing of linen.

MONTEBELLO HILLS (Western Tankers), February 15—Chairman, Lewrence.
Campbell; Secretary, Staven Bogucki,
Ship's delegate spoke on the rusty water
and will see the captain again about
having tanks cemented. There is a \$22
balance in the ship's fund. All men
should donate \$1 toward the purchase of
a recording machine for the crew, Men
dumping garbage should go to the very
end of the stern and not near sleeping
quarter portholes. Chief cook was asked
if he can improve on the food situation;
officers and crew have complained.

STEEL ROVER (isthmism), January 31
—Chairman, Charles (Red) Hell; Secretery, C. Matthews. There is a halance of
\$11.45 in the ship's fund, after \$13.60 was
spent for holiday refreshments; \$5 loaned
to a crewmember, \$.10 for phone call.
Case of the man who walked off the ship
in Honolulu will be referred to the patrolman. A man hurt on the Steel Maker
signed on as a passenger utility at Hontrolman. A man hurt on the Steel Maker signed on as a passenger utility at Honolulu for return to the mainfand. Source-ing and painting of the engine department rooms will be put on the repair list. Ship's fund should be increased to cover emergencies. New washing machine, to be provided by the company, should be put on the steward's requisition, and the present one, owned by the crew, should be stored. Engine delegate reports nothing can be done about gobs of oil coming from the showers.

SEA GALE (Seatraders), January 11— Chairman, S. Snow; Secretary, P. Lynch, Ship's delegate reported that he had cau-tioned the first assistant engineer about doing the wiger's work. B. Snow was elected ship's delegate by acclamation. Messroom will be locked in port and the keys given to the messman or pantry-man; et night they will be turned over man; at night they will be turned over to the gangway watch. All crewmembers were asked to cooperate in keeping the messroom clean at night. Some brothers have been leaving cups, sugar bowis, spoons, etc. on the messroom tables. Crew has gone on record as being very well pleased with the baked goods, so they would like the baker to put out larger portions. Report will be made to the chief engineer about the washing machine. The boaun explained that it was a minor repair that he could take care of in five minutes.

ROBIN KETTERING (Rebin), February 8-Chairman, Bing Miller; Secretary, Juan Oquende, Jr. One man was taken off the ship to go to the hospital on January 30th in Capetown. South Africa. One man missed ship in Port Elizabeth, and it will go on record that the captain had three doctors verify the fact that this man was not sick and able to work while in Capetown, when man came aboard. Army cots should be turned back to the ateward at the end of the voyage: All beds should be stripped effinen, which should be turned over to the steward before the men get off the ship.

PRANCES (Bull), February 18—Chairman, F. Loris: Secretary, J. M. Elliett. Members were asked not to tamper with the messraom clock. Brother Figure was left in Porto Plata sick. Patrolima will be notified of the repairs that have not been done; delegates will press this beef and see that repairs are completed.

SUZANNE (Bull), February 24 Chair-man, Jimmy Jones, Secretary, nee tiered, Messman complained about effer being missing. Beef with the jumis third mate will be taken up by the 600 Calegate

(Continued on page 20)

# DIGEST of SHIPS' MEETINGS

(Continued from page 28) and the chief mate. Chairman suggested that someone pick up educational litera-ture at the hall.

ELIZABETH (Buil), February 22—Chairman, R. Rivera; Secretary, Luis Gil.
One man was left behind in New York and another in San Juan, sick. There was no launch service in Ponce. Chief mate refused to issue passes. Matter will be taken up with the patrolman. Pantojas was elected ship's delegate. Electrician's attention was brought to the fans that need fixing. Steward was asked to have more fresh fruit.

ROBIN KETTERING (Robin), December 7—Chairman, Bing Miller; Secretary, Robert D. Phifer, Bing Miller was elected ahip's delegate by acclamation. Electric toaster will be fixed. Iron plug should be left in the laundry.

MARGARET BROWN (Bloomfield), January 18—Chairman, J. Reilly, Secretary, E. R. Marrison. T. James was elected ship's delegate by unanimous vote. Deck and black gang will clean the laundry; stewards department, the recreation room.

SEATHUNDER (Orion), no date-Chairman, John A. Ziereis; Secretary, William J. Anderson. A few minor repairs will be fixed as soon as possible; petty beefs will be kept to ourselves.

BRADFORD ISLAND (Cities Service), February 23—Chairman, Glenn Lawson;

### PERSONALS

James Smith

Please contact your sister, Beulah Smith, 1618 Ovid Street, Houston, Texas.

t t t Johnny Burk

Get in touch with Julian T. Lelinski, RD 1, Glenmore, East Liverpool, Ohlo, concerning shipwreck of Citrus Packer.

t t t Wesely E. Bingham

Contact C. R. (Robb) Robertson at the USPHS Hospital, Staten Island, NY, Ward 5F.

> 1 1 Arthur Bassett

Important that you contact Leo A. Wolf, Jr., 2903 Closhell Road, Mobile, Alabama.

James J. Bentley

Your father died. Urgent that you get in touch with your brother Wesley, at Route No. 2, Newton,

Ralph Aquilla Philipp

Important that you contact your draft board immediately.

Tony Lipari

It is important that you get in touch with your brother Frank immediately.

T T T

An old shipmate recently discharged from service wants you to write to him. He is Thomas F. O'Reilly, Seaman's Church Institute, 25 South Street, NY 4, NY.

Bennie Cecil Harn

Your brother is worried about you. Phone 4-6154 or write to Mrs. Ruby Floyd, 2509 East Gwinnett St., Savannah, Ga.

Watlace Lew Ashford

Contrary to any rumors you may have heard, your father is still alive. Your parents want to hear from you. Write to Mr. and Mrs. G. W. Ashford, 2602 N. Florida, Joplin, Mo.

Thomas Driscoll

Have learned of your law suit. Will give statement to your lawyer when I get to Boston. Thomas F. "Whitey" Daly.

\* \* Richard Rawlings

Communicate with your lawyers in your suit against the Stephen Mallory by calling collect RIttenhouse 6-9900 in order to take steps to execute releases and obtain money which is coming to you.

Lee Kane

Please contact Albert Peterson, 230 West 43rd Street, New York, NY, as soon as possible,

AN ASSESSED THE SECRETARY

Secretary, Robert Myers. There is \$31.56 is the ship's fund. Patrolman will be asked about the overtime beef with the mate and engineer. Plumbing will be checked. Captain Edwards Mounhand got a vote of thanks for treating the crew so well.

AFOUNDRIA (Waterman), February 24
—Chairman, Wiley E. Parrott; Secretary,
Bob Shepperd. New washing machine
was brought aboard and installed at the
end of the last trip; it was reported
working very well. Delegates will make
out and turn in repair lists. Discussion
was held about the beef on heat in the for sies. Engineer maintains that some unauthorized person or persons are open-ing and closing valves.

SEATRAIN LOUISIANA (Seatrain), January 25—Cheirman, W. F. Mueiler; Secretary, Tem Sowers. There is 865.73 in the ship's fund. Suggestion was made to send candles and writing paper to the boys in Korea. Paul Ulrich was elected to do this. Suggestion was made to try and get wall desks in all rooms. Bosun should make a mail box for the crew messroom. Cabinet over the sink should be moved, as it is in the way when dishes are washed in the messroom. More side dishes are needed. A vote of thanks went to the ship's delegate for the good work he is doing in building up the ship's fund. The steward and his department got a vote of thanks for their good work.

JOHN B. WATERMAN (Waterman). February 7—Chairman, Waiter Sibiey; Secretary, Thomas A. Jackson. Waiter Sibley was elected ship's delegate. Laundry room, washing machine and recreation room should be kept clean. Igckers on the repair list were not fixed. Steward was asked why the food ran out last night. Lockers will be fixed in San Francisco. Cois should not be left on the deck after use. Vote of thanks went to the stewards department for a good job.

STEEL SEAFARER (Isthmian), February I.—Chairmen, Gene Flowers; Sacretary, F. Nelan, Old ship's delegate went to the hospital and Gene Flowers was unanimously elected in his place, Matter of member who got off in Penang because of illness will be looked into by the Union; man has not been receiving allowance or subsistence and asked that the Union; man has not been receiving allowance or subsistence and asked that the patrolman be notified. Stores should be checked before leaving the States on the next voyage. Bedsprings will be checked for repairs or replacement. Men were asked to keep newly painted mess-

INES (Bull), no date—Chairman, Issac Antonio; Secretary, R. J. Joopald, C. Inman was elected ship's delegate. Member who missed ship twice will be referred to the patrolman. Delegates were asked to go around and collect for a donation to the American Seamen's Fund Society, Recreation room should be kept a little cleaner for everyone's benefit.

THE CABINS (Mathlesen), February —Cheirman, D. Hines; Secretary, M. E. Reid, The cooking is unsatisfactory. Chief cook is getting off voluntarily in Texas. Locks and keys for all foc'sles should be consistent with the cooking the c

GOVERNMENT CAMP (Cities Service), February 20—Chairman, G. B. Gillespie; Secretary, F. Semple. Chief engineer will be contacted regarding working in the engine room before 8:00 AM, which disturbs the watch's sleep. General minor repair list will be given to the Lake Charles patrolman. Vote of thanks went to the chief cook and the second cook and baker for good output of grub.

HURRICANE (Waterman), February 15
—Chairman, A. Anderson; Secretary, D. Kissel. Al Niinebeag was elected ship's delegate by acclamation. Members should return cups and dirty dishes to the pantry after use. Messroom should be kept clean for the next watch. Tablecloths should not be used by card players.

MARGARET BROWN (Bloomfield), February 5—Chairman, H. C. Hutcherson; Secretary, J. Rielly, Captain refused to have messhall or stewards department passageways sougeed at the regular overtime rate. Patrolman should make sure that crew's quarters are painted out next

### Quiz Answer

- (1) John Hancock.
- (2) \$1,800. (3) LaCrosse.
- (4) The water.
- (5) The tomato. (6) "His ears cut short and his
- tail cut long."
  - (7) 53 years. (8) Goliath.
  - (9) Japan.
  - (10) 101/2 days.

### Puzzle Answer



there elle has been all a block to

### Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage-regardless of the port-goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

voyage. Stewards department got a vote of thanks for good chow and service dur-ing the trip. Discussion was held about a fight between the third mate and an AB. Rooms should be cleaned before leaving the ship.

STEEL ARCHITECT (Isthmian), February 17—Chairman, Charles Scofield, Secretary, A. Hitas. Ship's delegate will see if fresh water tanks have been cleaned. One man paid off because his wife is sick in the hospital. Captain told the deck department delegate he didn't recognize a ship's delegate. The Norfolk agent was notified; he said he would call isthmian and instruct them to tell the captain that all SIU ships carry a ship's delegate. Mate doesn't want to turn the watch to on deck on holidays and weekends when securing for sea. The Long Beach patrolman will be asked to straighten him out. Motion was made to leave the watch's coffee for the watch. leave the watch's coffee for the watch. Messhall should be kept clean. John Ward, OS who hurt his back aboard ship, was wished a speedy recovery.



ALCOA FURITAN (Alcoa), February 21
—Chairman, J. Mehalov) Secretary, J.
Stringfellow, First assistant should be asked for hot water in the crew pantry for washing dishes. Washing machine should be secured.

MALDEN VICTORY (Mississippl), February 8—Chairman, Hunti Secretary, Lyons. Everything is shipshape; repairs and painting were taken eare of. Repairs that cannot be taken care of at sea will be turned over to the Union agent. Steward reported that the port steward in Seattle would not get all of the stores he ordered. T. G. Lyons was elected ship's delegate. Electrician said he would check and remain the weeking machine if not and repair the washing machine, if pos-sible. Mirrors will be put in all crew's for sles. There should be more variety in the menu. Steward agreed to coop-erate. Patrolman will contact the port agent to see about getting more and greater supply of stores. Members agreed to keep the laundry, day room and rec-reation room clean. Thanks were given to the night cook and baker by the

SEACOMET (Orion), February 1—Chairman, F. Hagin; Secretary, R. Bowley. Copies of the repair list will go to the captain, the port engineer and the patrolman. There is a balance of \$26.50 in the ship's fund, Morgan was elected ship's delegate by acclamation. Bad butter will be condemned. More fruit should be left out at night, and more fulce for breakfast. Cooking of the chow should be improved. The messroom is in poor shape and needs painting. Foc'sles were left in bad shape after previous voyagez. Rooms should be painted as per repair list. Passenger seamen being repatriated will be fed in the recreation room.

Fabrusry 12—Chairman, Morgan Secretery, Robert Bowley. Crew should be more careful of new stores coming aboard as some ice crean and milk was left overnight in New York. Enquiry will be made into slopchest requirements.

CHRISTOS M. (Marine Shipping), February 16—Chairman, James Smith; Secretary, Tony Wasilyk. Trouble with the mate will be taken up when the ship arrives in port. Repair list will be made up. Next crew should be told to have spare parts for the washing machine, and see that it has a general overhauling before the ship sails. Larger light bulbs should be put in the heads and showers

### NOTICES

James Francisco Your certicate of discharge from the Carolyn is being held for you in the New York hall.

Will the permit holder of receipt number G12249 please contact Headquarters:

hands should be sure to collect their vaccination cards from the chief mate. All hands gave a vote of thanks to F. Boyne, the ship's delegate, for the wonderful job he has done.

ALCOA PATRIOT (Alcoa), February 5 —Chairman, R. D. Schwarz; Secretary, L. W. Nichols. Discussion was held on contraband picked up by the Customs in Mobile. Contraband cost will be paid to the captain out of the ship's fund.

ANNE BUTLER (Bloomfield), February 8—Chairman, Welter Zeleski; Secretary, M. Flood. Ship's delegate saw the chief engineer about engine room showers and heads. He turned wipers to and painted them. Overtime beef should be turned over to the patrolman by the deck department. Sanitary men were reminded to do their sanitary work the way it should be done; every SIU ship is a clean ship. At this point the ship's delegate told the membership to read the agreement once in a while and leave the sex stories alone for a change.

ment once in a while and leave the sex stories alone for a change.

January 18—Chairman, Waiter Isleski; Secretary, W. Srubel. Steward reported a slight beef with the old man about sougeeing the passageways; the old man is coming around slow but sure. Chief engineer will be contacted about a hot water line for the crew's washing machine. Ship's delegate is on the ball. He saw the chief engineer and he took care of it. Steward doesn't want anyone to go in the boxes and storerooms.

SEATRAIN TEXAS (Scatrain), February 15—Chairman, D. Whitney; Secretary, C. Goldstein. Matter of quarters for the third cook will be discussed with the patrolman.



OREMAR (Ore), February 15—Chairman, Lioyd Thomas: Secretary, John Taurin. Washroom beef is cropping up every trip. Men using machines leave them in bad shape. One AB missed the ship sailing day. Second cook took sick and was hospitalized in Chile; first cook worked his way down to a messman. Steward will order 15 new pillows. Steward says he receives less than half the amounts he orders. Vote of thanks went to the stewards department for well-prepared and tasty food, courteous service. Our steward. Dioscore Militar is a very good steward.

GREENSTAR (Triton), February 15—Chairman, David Barry; Secretary, Donald Alf. It was agreed that the stewards department will clean the after part of the main passageway. Ship's delegate will check with the steward on stores when he gives the captain his order. Members entering the messroom should wear proper clothing. Laundry room should be cleaned by all three departments. Men should shut off the washing machine before leaving the laundry room.

HEYWOOD BROUN (Victory Carriers), November 39—Chairman, John Hoggle; Secretary, William Alvaro. John Hoggle was elected ship's delegate. Anyone caught carrying tales topside will be brought up on charges. Repair lists will be made up by each department and turned over to the ship's delegate. Performers will be brought up on charges. Engine and deck departments will keep the wash room class at all times; stew the wash room clean at all times; stew-ards department will keep the recreation room clean.

HEYWOOD BROUN (Victory Carriers), January 26—Chairman, John Hoggie; Sec-refary, John R. Butler. One man missed ship at San Pedro. Discussion was held on performers, their being brought up on charges and fined. Ship's delegate should get in touch with the captain and see about fixing the stove in the galley. Empty coke bottles should be turned over to the steward. Baker should try to rectify his bread a bit as the dough on the inside is still cold. From now on baker will put bread in the oven to take the chill out. the chill out. Night lunch should be more varied and the baker should try to bake a cake now and then for coffee time, or have cookies. Thanks went to the negotiations committee for a swell job on the contracts that we have just gotten.

VENORE (Ore), January 30 Chairman, Douglas Claussen; Secretary, Al Chysna.

Ship's delegates will get the ship's fund money from the captain to buy magazines. Albert Chysna was elected ship's delegate by acclamation. Scullery should be kept clean; washing machine should be fixed when new parts arrive next trip. Cold drinks will be served when the ice machine is working. Crew was told to take care of crockery. Deck delegate will see the mate about painting deck in the OS foc'sie.

RAPHAEL SEMMES (Waterman), February, 8—Chairman, Kay Sherrebeck; Secretary, Warren Mossenger. Men were not paying attention to routine work while in port. Headquarters should be given a vote of thanks for the new pay raise and the new contract they negotiated. Discussion was held on engine department foc'sles. Excess linen in the lockers should be turned in before the payoff. Repair list was read. Discussion was held on getting innerspring mattresses. Suggestion was made that members contribute to the March of Dimes at payoff. RAPHAEL SEMMES (Waterman), Feb-

MASSMAR (Calmar), February 8— Chairman, C. Senoff; Secretary, Robert Pritchard. Ship's sanitation system will be checked. Frozen foods seemed to go over well with the whole crew. Vote of thanks went from the crew to the stew-ards department. Crew messman thanked the crew for being good to work with.

CHILORE (Ore), February 11—Chair-man, John Morris; Secretary, Walter Fe-sarty, Hespital patients' room will be taken care of by BR. All cots should be at the end of the voyage. Stopper is to be put in the pantry sink, as well as dish rags. Company should be contacted about the shortage of stores on board at Sparrows Point, Md.

MAE (Bull), February 21—Chairman, Ben Wilson: Secretary, H. (Tiny) Ken-nedy, There is \$33 in the ship's fund. An arrival pool will be made up—\$20 for the winner and \$10 for the ship's fund. Repair list will be made up and given to the patrolman. Discussion was held on the chief cook's room not being painted the chief cook's room not being painted as it should have been last trip. Ship's delegate says there was a misunderstanding about who would give the order to have it done. It will be done for sure next trip, though. Discussion was held on making keys for all rooms; each man will put up a \$.50 deposit, which will be returned when he leaves the ship. Ship's delegate will be responsible for this. Ship's delegate will buy two cribbage boards and cards from the ship's fund.



EDITH (Bull), February 22—Chairman, Larry Zalenskij Secretary, L. Rizzo. Re-pair list will be made up. First assistant is still giving the black gang a hard time. He expects men to do extra favors in return for time off. Patrolman will be contacted again. OS and wiper need mop buckets. Laundry was discussed.

STEEL SEAFARER ((sthmian), February 11—Cheirman, G. Flowers; Secretary, A. Aaron. Patrolman has taken care of everything. One man was refused penicillin by the mate. He stated that he had swollen tonsils and 100 degrees of fever and was only given two aspirins. One man was entitled to three days of rest, which he did not get. The doctor's slip with instructions which was given to a member was violated. Gangway watches should be maintained in the States as es should be maintained in the States as per agreement. Chief engineer will be contacted about the vents in the crew's

CUBORE (Ore), February 18—Chairman, F. Clawson; Secretary, E. W. West-moreland. Captain promised action on wind chutes. Fans were cleaned and checked. Motion was passed to have one person in each department take up the collection for the March of Dimes at the collection for the March of Dimes at the payoff. This will be given to the ship's delegate to turn over to the patrolman. Ship's delegate should see the patrol-man about having more fruit put aboard. man about having more fruit put aboard.
Soup can should be placed in the crew's
coffee kitchen so each man can wash his
cup and hang it up after using it.
February 27—Chairman, T. J. Lewiss
Secretary, E. W. Westmoreland, Jr. Suggestion was made to get some Union literature.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG-please put my name on your mailing list. (Print Information)

NAME STREET ADDRESS .....

CITY ..... ZONE .... STATE .....

Signed .....

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address belows

ADDRESS .....

### Showin' 'Em Off In Savannah



Seafarer Clem E. Mosely's second youngster has her eyes wide open even though big brother Bruce closed up under the flashbulb. Daughter Gail Hortense was born February 2, and brought with her the usual SIU welcome in the form of a \$200 maternity benefit and \$25 bond.

will collect the \$200 maternity Avenue, Tampa, Fla. benefit plus a \$25 bond from the Union in the baby's name.

Daniel Earl Cronsell, born February 14, 1953. Parents, Mr. and Mrs. Earl V. Cronsell, 4585 Park Avenue, Bronx, NY.

\* \* \*

Jeffrey Mark Bauer, born January 31, 1953. Parents, Mr. and Mrs. George R. Bauer, 801 Darthmouth Road, Apt. B, Baltimore, Md.

1 1

Allluz Colon Cruz, born February 14, 1953. Parents, Mr. and Mrs. Luis Cruz, 63 Taylor Street, Brooklyn, NY.

Janice Naomi Wells, born De-Mrs. Edward L. Wells, 2809 Freret NY. Street, New Orleans, La.

Billy James Hoover, born No-

vember 19, 1952. Parents, Mr. and Mrs. Daniel Benjamin Hoover, Route 1, Ponchatoula, La.

1 1 Donna Gayle Baker, born January 30, 1953. Parents, Mr. and Mrs. Alfred J. Baker, 1030 East Lake Parker Drive, Lakeland, Fla.

\* \*

John Joseph Murphy, born February 10, 1953. Parents, Mr. and Mrs. John Francis Murphy, 161 - 30 Jewel Avenue, Flushing, Queens, NY.

Brenda Diane Roberson, born Mrs. Charles V. Roberson, 2726 Avenue, Baltimore, Md.

t t 1 Edward Kary Casey, born December 30,1952. Parents, Mr. and Mrs. Alfred H. Casey, Northampton, Mass.

1 1 1 Andrew A. Kustas, born February 14, 1953. Parents, Mr. and Mrs. Thomas Kustas, 83 Hamilton Place, New York, NY.

Roth Padilla, born February 11, 1953. Parents. Mr. and Mrs. Eusebio Padilla, 338 - 2nd Street, Brooklyn, NY.

\* \* \* Carol Ann Lynn, born December 15, 1952. Parents, Mr. and Mrs. Allen B. Lynn, Route 2, Box 215, Calloway, Fla.

Susan Elaine Blevins, born January 29, 1953. Parents, Mr. and Mrs. Edward L. Blevins, 3601 Chamberlayne Avenue, Richmond,

Jesiah Franklin Land, 3rd, horn Vickie Mariene Cain, born June February 16, 1953. Parents, Mr. 15, 1952. Parents, Mr. and Mrs.

All of the following SIU families, and Mrs. Josiah F. Land, 108 Oak, Vance S. Cain, Bayou La Batre,

1 Gary Wayne Callaway, born February 2, 1953. Parents, Mr. and Mrs. Herman C. Callaway, 21131/2 Fern Street, New Orleans, La.

tt Raymond Scully, born February 4, 1953. Parents, Mr. and Mrs. Adrien Louis Edward Scully, 4720 Dryades Street, New Orleans, La.

Stewart Daniel Cash, born February 13, 1953. Parents, Mr. and Mrs. Joseph S. Cash, 120 Banks Street, Winthrop, Mass.

Fletcher Christian, born February 9, 1953. Parents, Mr. and Mrs. Edwin Christian, 308 Norway Avecember 5, 1952. Parents, Mr. and nue, South Beach, Staten Island,

> Margaret McGill, born February 11, 1953. Parents, Mr. and Mrs. Josiah McGill, 2434 East Gordon Street, Philadelphia, Pa.

Christy Lynn Washington, born February 27, 1953. Parents, Mr. and Mrs. Harold D. Washington, 2374 Lime Avenue, Long Beach 6,

Marcia Lou Evans, born May 31, 1952. Parents, Mr. and Mrs. Lawrence E. Evans, St. Elizabeth School of Nursing, Yakima, Wash.

t t Gregory Charles Nelson, born January 26, 1953. Parents, Mr. and January 24, 1953. Parents, Mr. and Mrs. Donald C. Nelson, 3010 White

> Kathleen Laura Chamberlain, born February 16, 1953. Parents, Mr. and Mrs. Vincent P. Chamberlain, 3 Lexington Avenue, East Boston, Mass.

Jeanetta Ann Hathorne, born January 4, 1953. Parents, Mr. and Mrs. Arnold E. Hathorne, Route 2, P. O. Box 40 B, Bogalusa, La.

t t t Judy Kay Smith, born December 16, 1952. Parents, Mr. and Mrs. John F. Smith, 901 - 24th Street, Covington, La.

William Bjarne Mills, born February 20, 1953. Parents, Mr. and Mrs. William R. Mills, 4121 - 7th Avenue, Brooklyn, NY.

1 1 1 Boreen McPhee, born February 15, 1953. Parents, Mr. and Mrs. Joseph D. McPhee, 166 Fair Street, Paterson, NJ.

Ala.

\* Merta Celsa Lopez, born November 27, 1952. Parents, Mr. and Mrs. Genaro W. Lopez, 80 Pampanos, Bego Alto, Puerto Rico.

t Russell Deshotels, born January 29, 1953. Parents, Mr., and Mrs. Jeffrey Joseph Deshotels, Route 1, Box 66, Westlake, La.

\* \* Kamoce Faye Ikerd, born January 30, 1953. Parents, Mr. and Mrs. Donald J. Ikerd, 2326 17th Avenue, Gulfport, Miss.

1 Daniel Israel Fucich, born February 22, 1953. Parents, Mr. and Mrs. Joseph L. Fucich, 2703 Pauger Street, New Orleans, La.

Karen Ann Herbst, born June 3, 1952. Parents, Mr. and Mrs. Robert L. Herbst, 4923 Avenue N. Galveston, Tex.

Linda Marie Pease, born Feb ruary 7, 1953. Parents, Mr. and Mrs. Edwin C. Pease, Box 3, Mendon Road, Cumberland Hill, RI.

Miguel Angel Oquendo, born December 27, 1952. Parents, Mr. and Mrs. Juan Oquendo, 1829 Lexington Avenue, New York, NY.

\* \* \* Joan Bonita Smith, February 20, 1953. Parents, Mr. and Mrs. Harold M. Smith, 208 East 4th Street, Washington, NC.

\$ 4 Roy Edward Cain, Jr., born Feb-Roy Edward Cain, Jr., born Feb-ruary 19, 1953. Parents, Mr. and Mrs. Roy Cain, 305 North Jackson Street, Mobile, Ala.

John Mike Frange John Galvin

William E. Logan

# in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list. drop in for a visit. It will be most welcome.

USPHS HOSPITAL BALTIMORE, MD.

T. L. Ankerson
Roland R. Bell
Eari A. Bink
Hubert Cantwell
Carl E. Chandler
Jeff Davis
David E. Emerick
Stuart M. Ginsburg
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C. R. Nicholson
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Clarence J. Mills
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Henry S. Sosa
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WELFARE ISLAND, NY Lawrence DuBeau

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MEET YOUR OLD SHIP-MATES AT THE SILE OWN

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

### Another Baltimore Entry



On display is Gregory Charles Nelson, first-born son of Mr. and Mrs. Donald C. Nelson of the terrapin city, Gregory was welcomed with the usual SIU fanfare \$200 in cash and a \$25 Defense Bond.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN

(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes to take all year round. Several his rounds in his post as Director of Welfare Services.)

Back for another operation in a string of surgical events is Vic Litardi, The Seafarer who has had a pretty rough time of it these past few months, is once again in the USPHS hospital on Staten Island.

He underwent a long period of recuperation in the hospital, was released for a short time, and is now back in for additional treatment.

Vic has always been a level-headed guy, and the long inactivity caused by his illness did not work any great hardship on him or his family, because he saved his money for a rainy day. It is a simple lesson in dollars and sense. Take care of your money and it will take care of you in time of need. It is a lesson other Seafarers should take to heart for their ewn good and for the protection of their loved ones. Harry Cronin, recently shifted from the Marine

Hospital in Baltimore to Detroit, sends his best regards to all the membership and to his special friends in the Union, Harry has been in the hospital for quite awhile and is getting to know his way around. He is getting along in fine style. He writes that he ran into an oldtimer in the SIU whom he has known for a long time - Tim

Burke from Alabama. Another Seafarer who dropped a line to the Welfare offices is George Dunn, now in a hospital in San Francisco, Cal. In his letter George wrote that he got off on the West Coast recently and went almost directly to the hospital. It seems as if the strain of some recent hard luck took its toll on his body

and George came down with a case of ulcers. He ought to be up and around in a little while and shipping all over the globe as he usually does.

Tripped by a temporary ailment of the body, Harold (Ace) Arlinghaus, recently of the Wild Ranger, is now a patient in the USPHS hospital on Staten Island. He expects to be in there about four or five weeks. Arlinghaus would appreciate any mail or personal call from Seafarers who would care to take time out from their activities to spread a bit of cheer.

Charles Simmons, looking as hale and hearty as ever, is back on the beach in New York. He sends his regards to all his Union buddles and wishes them the best of everything. It won't be long now before he ships out along with other SIU pals.



Seafarers have been reported to since February, 1939, he sailed the Seafarers Welfare Plan and from New York and held the rate \$2,500 death benefits are being ings of bosun and AB. He is paid to beneficiaries survived by his niece, Carolyn paid to beneficiaries.

Samuel Crowther, 40: Lobar pneumonia proved fatal to Brother Crowther, who died in the Beekman Downtown Hospital, New York, NY, on December 27, 1952. A member of the SIU since May, 1951, he sailed as an AB in the deck department. Brother Crow- 6, 1952, at the USPHS Hospital. ther was buried at the Rose Hill Baltimore, Md., and was buried in Cemetery, Linden, NJ. He is sur vived by Patricia Henry Crowther.

\* \* Marcus H. Dean, 54: Brother Dean suffered a brain injury and died at the Marine Hospital, Baltimore, Md. on October 31, 1952. He had been a member of the stewards department and sailed SIU since December, 1938. Brother Dean was buried at the Key West Florida Cemetery, Key West, Fla.; he leaves his sister, Salome Dean of 621 Thomas Street, Key West,

Allen P. Antill, 64: Bronchopneumonia proved fatal to Brother Antill on February 20, 1953, in New Orleans. A member of the SIU since 1947, when he joined up in New Orleans, he sailed as third cook in the stewards department. He leaves his wife, Mrs. Florence Antill, 917 Valance Street, New Orleans, La.

Fla.

nembutal and was buried at sea. Shonkwiler.

The deaths of the following A member of the deck department Louise La Frage, of Abbotsburg,

> Mahlon David Watt, 50: A member of the engine department for the past six years, Brother Watt died of tuberculosis on December Baltimore, He joined the SIU in Baltimore.

1 1 1

William N. Sale, 50: Pneumonia caused the death of Brother Sale on February 18, 1953. He died at the USPHS Hospital in Baltimore, Md., and was buried at South Port Cemetery, Houston, Tex. Brother Sale sailed as an AB in the deck department. Surviving is his sister. Anne M. Whalley, Route 5, Box 162, Houston, Tex.

tt Roman Rombalski, 27: On September 22 Brother Rombalski was drowned at the West Slip G.N. Ore Dock, Superior, Wis. He was buried at St. Peter and Paul Cemetery, Independence, Wis. He is survived by Julia Rombalski, Independence,

James H. Shonkwillert Brother Shonkwiler was lost at sea between Forta Lesa and Rio De Janetro on Elmer A. La Frage, 42: On Feb-Santos. He had been stilling as ruary 14, 1953, Brother La Frage steward from New York since May died aboard ship of an overdose of 13, 1952. Surviving is Dorothy

# Old Age \$ Paid Between Trips

Seafarers who are over 65 but are still active in the maritime industry can collect some of their Social Security benefits under certain conditions. The nature of the seafaring trade makes it possible for older Seafarers who don't like to work a full year to get benefits for

those months in which theytr are taking it easy ashore.

SIU Welfare Services points out that quite a few of the oldtimers have the habit of just taking a few trips a year, because the work is a little too tough for them quick trips or a couple of longer ones usually provide them with enough money to get by the rest of the time, thanks to good wages and overtime enjoyed under SIU contracts.

\$120 Limit

Many of the oldtimers don't realize though, that they can collect their old age payments for the months that they are ashore between trips. Then if they want to go out to sea again for a voyage, the benefits are cut off only during those months in which they earn more than \$50. The old age payments make it possible for them to take longer layoffs if they want to.

Since the Social Security payments range up to a maximum of \$120 a month, with the average payment around \$50 or \$60 a month in most instances, they come in very handy for the older man who no longer puts in a full year's work. The larger benefits go to married men whose wives are also over 65. The maximum for one person is \$85 a month with the wife getting half that amount if she is eligible.

Then of course in those rare cases where a Seafarer is over 75 and still sailing, he can work full time and still collect the Social Security while he is working. That's because the law doesn't set any income limit on a man over

> How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents: Your marriage certificate.

· Baby's birth certificate dating Wirth after April 1, 1952. The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

WAGE STATEMENT REQUEST FORM CAR-7004 G-80 AGENCY ACCOUNT NUMBER SOCIAL SECURITY ADMINISTRATION, Bureau of Old-Age and Survivors Insurance, DATE OF BIRTH Please send me a statement of the wages recorded in my Old-Age and Survivors City, P. O. sone, and State ..... Sign your name as usually written .... WARNING! Sign your own name only. Whoever falsely represents that he is the person whose name and account number appear above is subject to \$1,000 time or 1 year imprisonment or both.

If your name has been changed from that shown on your account number card, please copy your name below exactly as it appears on that card.

These standard forms can be used to check up on the amount of wages recorded to a man's credit by the Social Security Administration. Seamen working for many different companies will find these cards useful in making sure they get full credit for wages

doing just that."

retire or not, he should make ap- fice, or in filling out the necessary plication for his Social Security forms, Welfare Services will be benefits as soon as he passes his happy to lend them a hand. 65th birthday. That way he can get all the requirements out of the way, so that he can collect benefits whenever he stops working. Otherwise he might be delayed in get- as the Union hospital benefit and ting benefits or possibly lose out on the disability benefit. Other outsome money that would be due side income he might have through

Seafarers have found that the Federal Security Agency has been away. Those oldtimers who want field office.

75. There are a very small num- to apply for benefits should go diber of men in the Union who are rect to their nearest Social Security field office. If they have any Whether a seaman is ready to difficulty locating the proper of-

While the Seafarer is receiving the Federal benefit, he is also allowed to receive any Union benefits that might be coming to him such working is limited to \$50 a month.

Incidentally widows of Seafarers can in certain circumstances collect very cooperative in giving seamen survivors' benefit from the Governthe information they need on the ment. Here too, injuiry can be subject and getting them squared made through any Social Security

# **Oldtimer Collects Maintenance** Thanks To Prompt SIU Action

The SIU Union contract provides for \$8 daily maintenance and cure whenever a Seafarer becomes ill or injured aboard a ship. But sometimes a question arises as to whether the ail-

ment was a new one or one+that the man had beforehand. ski's last job was on the Sand Cap-That's where Welfare Service tain, the Construction Aggregates comes in to see to it that the man involved collects maintenance that's coming to him.

Seafarer B. A. "Dutch" Zielinski, an oldtimer who has been going to sea for a great many years. Zielin-

sandboat. The ship was working in the Narrows between Brooklyn and Staten Island on a gas pipeline lay-One such case recently involved ing project. Zielinski was aboard her about ten days when he suffered a heart attack.

He spent 12 weeks in the Staten Island USPHS hospital receiving treatment and then was discharged for out-patient care. Since he was still unable to return to work he applied for maintenance and cure. The company balked at paying the money, claiming that his illness was the result of a previous condition for which they weren't responsible.

That's where the Union stepped into the picture as a matter of sirple contract enforcement. The Union pointed out that the company had accepted the man and if he was well enough to work for ten days as deck engineer, then he was not to be considered ill before he went on board.

As a result the company finally yielded on the issue and paid Zielinski 41 days' maintenance and cure at \$8.00 a day, amounting to \$328 in all.

"The Union certainly did a swell job for me," Zielinski said, "and I want to thank all the officials that took care of my case. That goes especially for the ones who planned and set up this Welfare Services Department.

"I've been in this Union a long time and I can tell you that there's nobody that does a job like the SIU. Anything you say about the SIU can't be too good."

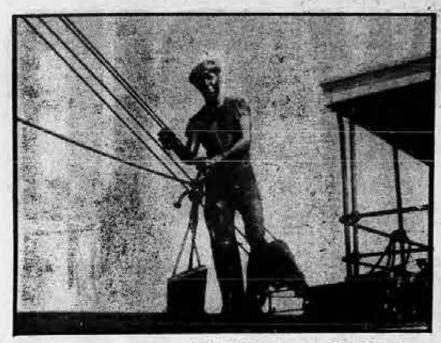




The Rev. Harry J. Pearson stands beside coffin of "Uncle Otto" Preussier in Savannah branch hall. Services took place in the hall with Seafarer-friends of the deceased attending. Story on Page 5.

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



Pitching In. OS Kelley aboard the John B. Waterman off the coast of California gets set to rig a bosun's chair, all in the line of a day's work. Photo by James Parker.



Python Paradise. Handling a pair of harmless pythons on a snake farm in Durban, South Africa, is Doe Watson, an SIU electrician who knows how to "short-circuit" any dangerous tendencies which may still reside in the captive crushers. An interested zookeeper looks on.



Tank Top Time. Aboard the Paoli on the run to Japan OS Davis strips down and applies some elbow grease while giving a fresh coat of paint to a tank top.



Reunion. Seafarer D. K. Nunn and his mother held a ship-board meeting on the Stonewall Jackson the last time the vessel was in Galveston. He wanted to show her a good SIU-Style ship.



Bang-Up Bosun Danny Burns, crews bosun aboard the Del Alba, who ships out of the Gulf, is busy doing a top-notch job as deck top kick on the vessel.



Sweet Stew. Some of the boys in the steward department of the Del Alba take time out from their chores to pose for the camera. Shown, left to right, back row, are: Pedro Sanchez, Fred Shaia, John Graves and Paul Carter. In the same order in the front row are Julius and Bill Varn.



'Um, Good.' Galleyman McFaul aboard the Paoli on the way to Japan samples some of the top-grade chow put out by the ship's department. Photo by Herbert Libby.

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