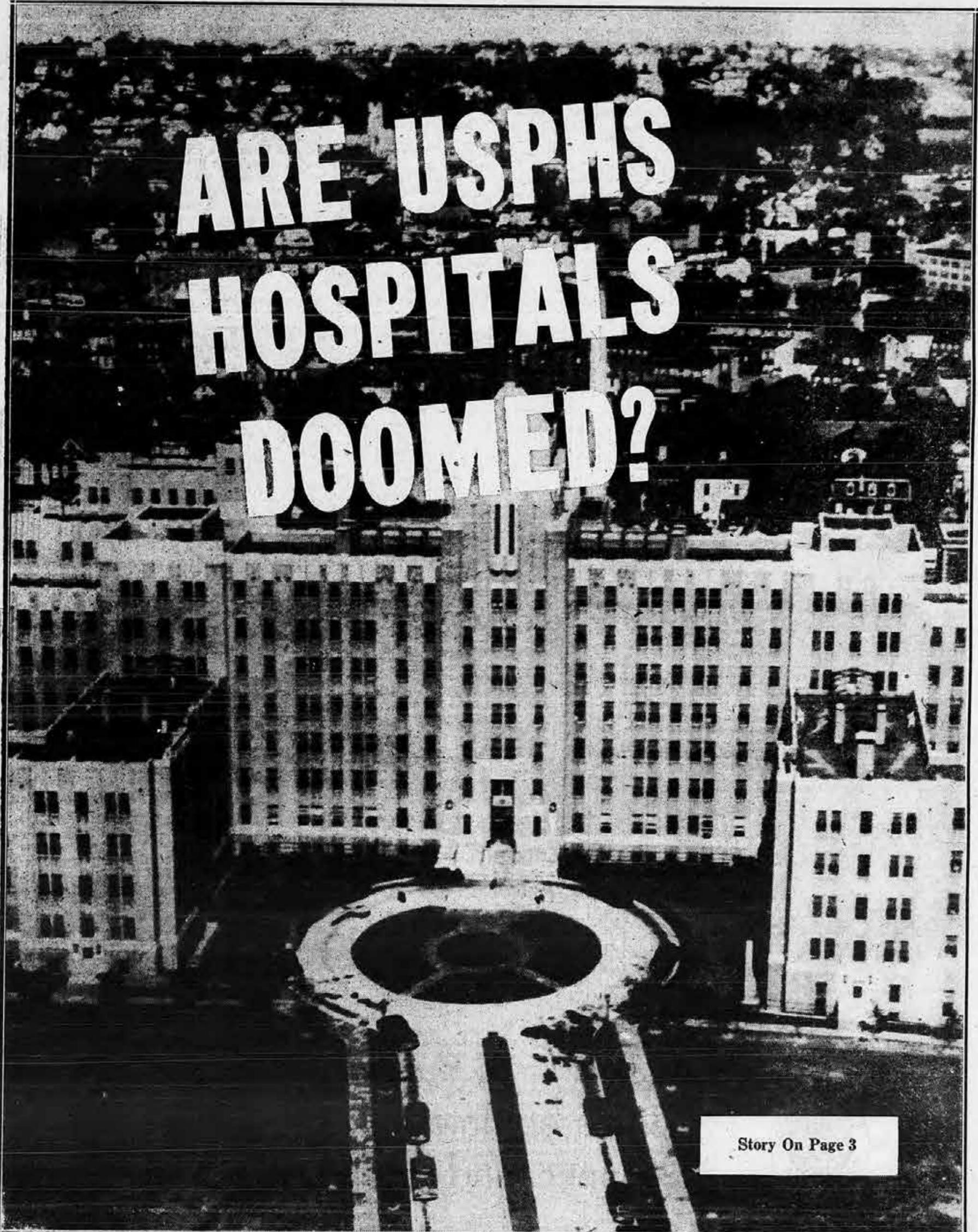


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• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •



ARE USPHS HOSPITALS DOOMED?

Story On Page 3

Labor Day? - Just Another Holiday

Labor's own holiday, Labor Day, 1953, is coming up this September 7. It will no doubt find the average American worker climbing into his automobile and heading out on the roads for a picnic, a swim at the beach or a ball game. In one or two scattered communities, Labor Day might feature a parade and speeches, but unless the parade features a few-Bikini bathing suit figures on floats, chances are that not many spectators will show up for the affair, which will be left in the hands of politicians and a handful of curious onlookers.

What has happened to Labor Day?

The reasons for its decline as a labor holiday are many. One is that every holiday tends to lose its significance with the passage of time. Few people go to church on Christmas and even fewer are aware of the religious origins of Thanksgiving Day. The Fourth of July is known chiefly for fire-crackers and not for Thomas Jefferson. Then, the Communists and other groups have so dramatized May Day as a working class holiday that Labor Day has suffered from the competition.

Another big drawback is that Labor Day always falls on a Monday in the summertime, so that it

makes a nice three day weekend for people to go away on and have a good time.

Canned Message

Whatever the reason, Labor Day has become just another holiday. The President, the Secretary of Labor, governors, mayors and other prominent figures have Labor Day statements written for them by one of their staff in June, just before they close up shop for the summer. Mimeographed copies of the message, praising labor in general terms, go out to editors around August 1, who give them greater or lesser attention depending upon the amount of vacant space the newspaper has the morning of the holiday.

Labor unions themselves pay only lip service to the idea, perhaps with a special Labor Day edition and the usual accounting of how Peter McGuire and the Carpenters Union started the whole thing.

Maybe in the last analysis it's the progress of American workers that has diluted Labor Day's significance. When McGuire started the observance it was rare for a working man to have a holiday off, particularly a holiday of his own. The men who knocked off work to participate in the Labor Day parade and ceremonies were sacrificing a day's pay to do so and often taking off against

the wishes of their employers. Consequently it involved a great deal of personal conviction on their part.

Even after Labor Day became a legal holiday, which made it proper for men to take the day off, the workingman on wages still lost the day's pay for doing so.

Today there isn't a union contract in the land which doesn't provide Labor Day as a paid holiday, as well as four to nine other holidays during the year. Union members in most instances are no longer downtrodden, but have won for themselves vastly improved conditions and status in the community. Therefore it no longer seems important to them to assert themselves on Labor Day and emphasize to the world the contribution that union members make to the well-being of the community. Maybe this is the answer. A day off work at home for no reason other than workingmen and women deserve a day off is celebration in itself.

Still, perhaps all these things are being taken too much for granted. It might be wise for us to take a second look at Labor Day and see if it couldn't be made into a holiday of real significance to organized labor.

MA Hints At Removal Of North Sea Bonus

The first feelers toward removal of the \$2.50 mine area bonus in Northern European waters have been taken by the US Maritime Administration and the Navy Department. In a letter sent to all maritime unions and employers, over the signature of Louis Rothschild, Maritime Administrator, the Navy is quoted as saying that mine dangers in the North and Baltic

Seas are "remote" and no greater than "normal marine hazards."

The Navy statement claims that minesweeping of routes to all major ports has been completed, but admits that much minesweeping remains to be done to completely clear the heavily-traveled area and to shorten existing detours to major North Sea ports.

While the letter did not make a point-blank statement that mine area bonuses should be lifted, it did suggest that unions and ship-owners consider removal of the bonus.

An SIU headquarters representative immediately challenged the view that the mines no longer constituted a hazard. "Everybody knows that there are plenty of mines left in the North Sea," he said. "Even though anchored mines may have been removed from the shipping channels, every storm breaks loose a number of mines and sends them drifting into the ship lanes.

"As long as there are any mines left in the North Sea, there's still a dangerous condition, because it only takes one mine to take care of a ship and the crew."

So far, none of the ship operators have publicly picked up the suggestion that the mine area bonus be abandoned. Most operators apparently regard the bonus as a normal wage cost in European waters, since it has been paid regularly ever since the beginning of World War II. As such, removal of the bonus would be considered a cut in wages. No doubt steps would be taken to see to it that crewmembers were compensated in direct wage payments for loss of bonus income.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: September 9, September 23, October 7.

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

Workers Sue Co. For Using Spies

The Englander Co. in Chicago and a labor spy outfit have been sued by two members of the CIO United Furniture Workers under a law making it an offense to interfere by unlawful means with a person's right to work.

The company paid Albert Cooper, who was trying to organize the plant when he was fired, \$700 in back wages, and also paid Miss Semmie Banks, who was also fired, \$500 in back wages. The company also posted notices that it would not disturb employees in their desire to join or not to join the union.



Dr. K. E. Nelson (right), medical director of the Staten Island USPHS Hospital, thanks Walter Siekmann (left), SIU Welfare Services Director, as Siekmann and Al Thompson, Welfare Representative, present a new moving picture projector and sound system to the hospital on behalf of the Union.

Projector SIU Gift To SI Hosp.

Hospitalized seamen in another USPHS hospital will be able to enjoy sound movies now that the SIU has donated a new movie projector and sound system to New York's Staten Island USPHS Hospital.

The seamen in the USPHS hospitals in Norfolk, Savannah and New Orleans have already been enjoying movies shown in projectors presented by the SIU.

Although the Staten Island hospital already had some old or re-conditioned movie projectors, this is the first time that the hospital has had a new projector and sound system to use for the benefit of the seamen hospitalized there.

Dr. K. R. Nelson, medical director, accepted the new Bell and Howell projector and combination amplifier-loudspeaker on behalf of the hospital as the presentation was made by Walter Siekmann, SIU Welfare Services director.

It was pointed out that many seamen are confined to the hospital for many weeks and months while trying to regain their health.

In many cases, the men are able to be up and around, but cannot leave the hospital and the time weighs heavily on their hands. Under such circumstances, recreational facilities, such as moving pictures, help the men pass the time and help make their stay in the hospital a little more pleasant.

Regular SIU Policy

It was in keeping with the regular SIU policy of trying to make the men's stay in the hospital as easy as possible that the cameras were presented to the hospitals. It is this same policy of giving personal service wherever possible that brought about the Welfare Services Department, and which is why every hospitalized Seafarer is visited each week by a Welfare representative who brings the weekly cash hospital benefit and takes care of any problems the man may have.

Teacher Quits To Drive Truck

A Summit, N.J. high school teacher has quit his teaching job to take a job driving a brewery truck, since he was making \$85 per week as a teacher and now makes \$137.50 a week driving the truck.

Teacher Shortage

Estimates say the nation will have a shortage of about 72,000 teachers when school starts this fall. The average teacher's salary is \$3,400 per year, or \$65.40 a week based on a 52-week year. It is estimated that there will be a shortage of about 345,000 in grade and high schools, and that three out of every five classrooms will be overcrowded.

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Korea Truce Impact On Shipping Slight

The effect of the Korean truce on shipping was shown to be of almost minor impact this week with the announcement by the Maritime Administration that a total of 42 vessels operating under GAA charters will be returned to the reserve fleet. Of the 42 ships to be laid up, only seven SIU-manned vessels are affected.

According to Maritime Administration officials, it is expected that these 42 ships will constitute the bulk of the lay-ups due to the Korean truce. No further mass lay-ups are planned at this time. The word is that the number of Government-owned vessels operating under GAA charters is expected to level off after these 42 vessels are laid up, and that any further lay-ups that may come up at a later date will be due to other changes in the international picture.

When the scheduled lay-ups were announced, the Maritime Administration was operating 135 Government-owned ships under General Agency Agreements with private operators. This move will leave a total of 93 Government-owned vessels still operating under GAA charters.

Breakdown To Unions

A breakdown according to unions shows that seven SIU-

LOG Overseas

For the convenience of Seafarers, a complete list of all the places which receive copies of the SEAFARERS LOG outside the continental limits of the United States is included in this issue on page 24.

In addition to the copies of the LOG that are air-mailed to every SIU ship, bundles of LOGs are also sent to seamen's clubs, bars, maritime unions and other meeting places for seamen throughout the world.

Thus, if the LOGs sent to your ship are held up in the mails, it is possible for you to pick up a copy in just about any port.

manned vessels will be laid up, while there will be 15 SUP-manned ships returned to the reserve fleet, and a total of 20 NMU-manned vessels will be laid up.

Since the Korean truce, the entire maritime industry has been watching to see what the effect would be on American-flag shipping. This announcement by the Maritime Administration has been taken as a clear picture of the full effect of the truce on the operation of Government-owned vessels under GAA charters.

Aid and Supply

However, the Maritime Administration says that these lay-ups do not necessarily reflect the true effect that the truce will have on shipping as a whole. It was pointed out that rehabilitation cargoes and aid cargoes must be carried, as well as supplies for the troops still in the area.

These lay-ups, according to Government officials, were merely in line with the Maritime Administration's policy of letting privately-owned tonnage carry the cargoes whenever possible. In many cases, they said, privately-owned tonnage will be expected to take up the slack once the Government-owned vessels have been laid up.

"We feel," said a Maritime Administration official, "that privately-owned vessels are now able to fill the cargo requirements, and so these Government-owned ships have been ordered back into the reserve fleet. Of course, if the international situation changes, or events prove that these ships are still needed, they will be put back into service again."

The SIU-manned vessels effected by the lay-up order are: the Dennison Victory (Waterman); the Burbank Victory and Massillon Victory (Eastern); the Bessemer Victory (Alcoa); the Simmons Victory and Catawba Victory (Bull), and the Carroll Victory (South Atlantic).

New Gov't Budget Would Ax Hosps — SIU Plans Fight

Striking a body blow at the 155-year-old medical care program for seamen, the Bureau of the Budget has proposed that free medical treatment of seamen be discontinued and all but three specialized US Public Health Service hospitals be closed. The move would close sixteen hospitals in the US.

Budget Director Joseph Dodge has already instructed the Department of Health, Education and Welfare to eliminate appropriation requests covering merchant seamen from the department's budget to be presented to the next session of Congress.

The proposal, if it goes to Congress, is sure to touch off a furious fight, as the SIU prepares to do, battle on the issue, along with other maritime organizations. The action of the Budget Director comes as the culmination of a long period of whittling down medical care for seamen and repeated closings of USPHS hospitals in various ports.

If the budget director's recommendations go through the next session of Congress, it would mean that all USPHS facilities would be closed to seamen—the only hospitals left open would be the Carville leprosarium, the narcotics hospital at Lexington, Ky., and the mental hospital at Fort Worth, Texas. Seamen would be forced to take care of their own medical needs out of their own pockets. The SIU has announced, however, that it will not stand by and have Seafarers forced into this position.

USPHS Will Oppose Cuts

A spokesman for the US Public Health Services said that the agency could be expected to oppose the cuts before Congress. He indicated that as far as he knew, the Department of Health, Education and Welfare, of which USPHS is a part, would take a similar stand in defense of the PHS hospitals.

However, if past performance is any clue, maritime interests do not expect Mrs. Oveta Culp Hobby, secretary of the Department, to put up much of a fight on this score. It was Mrs. Hobby who led the battle for fund cuts in USPHS hospitals during the last session of Congress. As a result, two hospitals, Cleveland and Fort Stanton, were shut down. Three others, Savannah, Memphis and Detroit, were kept open only after a vigorous fight by the SIU and other maritime groups.

Government officials have been whittling away at the USPHS program for some time now and it was regarded as only a matter of time before battle lines would be drawn in an attempt to eliminate hospitals entirely. Originally there were 26 hospitals under the program, ten of which have been closed in recent years. Besides Cleveland and Fort Stanton, those that have been closed include Vineyard Haven, Mass.; San Juan, Buffalo, Ellis Island, Portland, Maine; Mobile, Kirkwood, Mo., and Pittsburgh. Most of the closings have been in the last two years.

Budget Cutting Program

Washington observers see several factors in back of the attack on seamen's medical care. First is the administration's desire to avoid raising the debt limit. This can only be done by cutting the budget. The hospital program is

Washington Observers See

several factors in back of the attack on seamen's medical care. First is the administration's desire to avoid raising the debt limit. This can only be done by cutting the budget. The hospital program is

(Continued on page 17)

Slated To Close . . .



Army Decorates SIU Man As Korea Hero

A Seafarer who has been in the Army for less than a year has been decorated for bravery under fire during the fighting on Porkchop Hill in Korea.

Donald Rundblad, who joined the SIU back in 1948, was drafted less than a year ago. Recently, the Defense Department announced that he has been awarded the Bronze Star for heroic action in Korea before the cease-fire went into effect. The decoration was awarded for his work in evacuating American dead and wounded under fire during the fighting on Porkchop Hill.

However, all of Rundblad's adventures haven't taken place in the Army. While sailing with the SIU back in August, 1952, he was sailing on deck aboard the Western Farmer when she was in a collision and sunk off the English coast in the Channel.

Notification of Rundblad's decoration was given to the LOG by Neal Cairns, AB, who sailed with Rundblad on the LaSalle and other SIU vessels. Cairns says that Rundblad "is the sort of a guy you'd expect to go all out to help a wounded buddy."

Right now, Rundblad's just



Don Rundblad after his rescue from the Western Farmer.

counting the time until he can get out of the Army and get back on an SIU ship. Cairns says, "Don told me that he's going to head right for an SIU hall as soon as he gets his discharge, and grab an SIU ship just as soon as he can."

Atlantic's Union 'Expels' Fletcher In Rigged Trial

PHILADELPHIA—A handpicked trial committee selected personally by the Atlantic Refining payrollers who are also officials of the Atlantic Maritime Employees Union has "expelled" Frank Fletcher, vice-chairman of the company union, from the AMEU. Fletcher's "crime" in the eyes of the AMEU officials, was his support of the SIU organizing drive in the Atlantic fleet.

The AMEU's kangaroo court, in which AMEU attorney-business-manager Emanuel Friedman gave all the cues, did not even permit Fletcher to get a statement into the record. Nearly three hours of testimony was taken up entirely by AMEU officials who refused to let Fletcher take the stand or offer a rebuttal at any point in the proceedings.

Although the results of the trial were a foregone conclusion, the AMEU officials were flustered and frightened by Fletcher's appearance. They had hoped to try him swiftly in absentia.



Frank Fletcher

Whistled Up The Cops

The first thing they did when they saw Fletcher coming with another Atlantic man, John Sweeney, as his representative, was to bar the doors to everybody else and whistle for the Philadelphia police. Three foot patrolmen, a squad car man and a hotel detective spent a quiet evening hanging around the lobby wondering what they were doing there.

While Fletcher was barred from defending himself at the trial, his prepared statement was entered into the record of the proceedings which is in the SIU's possession. In that statement he declared that he didn't expect justice from the "Moscow-type trial."

"The reason I'm here," he continued, "is because I'm not in the practice of taking a run-out powder when my reputation is at stake... I'm here not only for Frank Fletcher but for the hundreds of other men in the Atlantic fleet whom you would like to give the business to because they did the same thing I did—joined up with a real, bonafide union."

Fletcher, by showing up, put the onus on AMEU chairman Alcott

for his run-out on the mass meeting of Atlantic tankermen held recently in Philadelphia. Alcott failed to appear to debate the issues at that time with SIU Secretary-Treasurer Paul Hall.

Actually, Fletcher pointed out, his membership "in your card-board company union" ended when he stopped working for the company. The whole proceedings, he emphasized, were simply a propaganda stunt.

By-Passed Guarantees

But even in the process of working up a propaganda trial, the AMEU by-passed every one of the limited guarantees provided in their own constitution.

For one thing AMEU chairman Stanley Alcott, who also happens to draw down a weekly paycheck from Atlantic as a "leaderman," suspended Fletcher prior to the trial. The AMEU constitution provides that members can be suspended or otherwise punished only after a trial.

Then the AMEU by-passed its own fleet council in selection of a trial committee. Although their constitution specifies that committees are to be elected by the coun-

cil, Alcott and Ray Linton, another company payroller who is AMEU secretary - treasurer, handpicked three men for the committee as well as a handpicked chairman. Then the choices were mailed out to fleet council delegates for their "approval." The delegates had no way of voting against the members selected, or nominating or voting for committee members of their choice.

By contrast, SIU trial and appeals committees are elected by the membership at special meetings.

Finally, the entire trial was run by AMEU attorney Friedman who, employing his prerogative as a lawyer, continually instructed the chairman on what kind of rulings to make, every time Sweeney or Fletcher attempted to get their views into the record. Needless to say these rulings consistently supported the AMEU position. In SIU trials outsiders who are not seamen and Union members can take no part in the proceedings.

'Day Of Reckoning'

As Fletcher's statement concluded: "You can hang me and quarter me in... as much as you like. It doesn't mean a thing... to anybody except your bosses in the company. But when the SIU wins this campaign, and it is winning it overwhelmingly, there will be a real day of reckoning for the stooges who have been dishing out a line of baloney to Atlantic tankermen."

"Whatever this kangaroo court decided... the decision can have no effect on anyone. For the cold fact is that this kangaroo court is nothing but the stinking remains of a dead 'union'... a union without membership... Your decision certainly will have no effect on myself or the hundreds of other Atlantic seamen who share my beliefs and convictions, for we are now members of a free union of seamen. And that is the big difference between us—you are tools, we are free seamen."

Discounts Are Here To Stay

The so-called "fair trade" laws, say experts, are being broken daily because "nobody can stop the American shopper from buying at a discount." One expert has said that even merchants say the "fair trade" laws are unenforceable, and admit that "sales at a discount are here to stay."

The manager of S. Klein in New York cited one example of "fair trade" laws. A nationally advertised watch is "fair trade" priced at \$92.50 retail. The store's manager, however, says the watch wholesales for only \$22. Thus, the watch could be sold for \$44 and still give the store a 100 percent profit, but under the "fair trade" laws, the store is supposed to charge the \$92.50 and thus force the buyer to pay a 320 percent mark-up.

The experts also point to the discount houses in almost every city which operate openly and still make a profit although selling for far less than the "fair trade" price that is set by the law. The American shoppers, they point out, have become used to buying merchandise at discount prices, and will not pay the exorbitant "fair trade" prices.

As I See It . . .

— Paul Hall —

IT'S BEEN OBVIOUS FOR SOME TIME THAT CERTAIN FORCES in the Government were sharpening the ax with the idea of lopping off the entire Public Health Service hospital program. In the past couple of years these forces have enjoyed a certain amount of success in shutting down hospitals here and there. Therefore it comes as no surprise to your Union that there is now out in the open a proposal to destroy the hospitals.

Few people realize that the idea for the PHS hospitals began all the way back in George Washington's administration, and that the first

hospitals were opened under President John Adams in 1798. In those days it was firmly believed that the functions of Government should be limited. Nobody dreamed of things like social security, public housing and unemployment insurance then. Yet our founding fathers, as is known, were farsighted men, who had the vision to understand that in certain areas, nobody but Government can do a job properly. With seamen going from port to port, never fixed in one place and risking the many dangers of illness and injury aboard ships, they deemed it necessary for seamen to have hospitals where they could get care and treatment.



Conservatives Set It Up

The people that set up these hospitals were, anyway you look at it, staunch conservatives. The hospitals continued to function down through the years, even expanded considerably, while other conservatives such as McKinley, Harding and Coolidge, to name some, never thought of disturbing them.

Today this country has accepted the idea of wider Government participation in our affairs, much broader than in the past. It's generally accepted by all, (and our Government leaders have said so time and again) that the Government bears large responsibility and obligation for the welfare of the people. And we were assured many times over that nothing would be done to limit the welfare benefits that have been established through the years.

This Government obligation to the public welfare was recognized just a few months ago when Congress established a special department for that purpose, called the Department of Health, Education and Welfare. It would seem to be a little peculiar if the first significant action of that department would be to destroy a health service that was established by the founding fathers of this nation 155 years ago.

Those men back in 1798 were aware of something that's not so obvious today; that few people, even men in battle, have poorer access to medical care than the merchant seaman on a ship. A man who gets sick aboard a ship, or hurt in the performance of duty which is not uncommon in this hazardous industry, is out of luck until the ship gets into port. He has to get by on whatever care the officers and his shipmates can give him.

Hundreds of Miles From Home

When the ship finally comes into port, chances are that the man is hundreds of miles from his home community. It's true that most ports like other local communities, do have their own community-operated or voluntary hospitals. But in most instances they give first preference to men who are permanent residents of the community.

This is a necessary and logical rule, because the cities and towns find it a very tough job to provide the room and trained people to take care of the local people. It's generally acknowledged that in most places the hospital facilities are inadequate to meet even local needs.

Therefore, the USPHS hospitals fill a very real need of the seaman, since they assure him of a place where he is eligible for treatment, no matter what port he might happen to be in at the time.

There is a false impression around that these hospitals do nothing but take care of seamen. This is entirely in error, and as a matter of fact, the Public Health Service changed the name of their facilities from Marine Hospitals to Public Health Service hospitals, because they handle many other kinds of people besides seamen. Their patients include Coast Guardsmen, veterans and various federal employees, with seamen being just a limited percentage of all patients.

Research And Training Program

Furthermore, the USPHS hospitals have done a very fine job of training doctors and specialists and of finding new ways to treat diseases that kill a great many people every year. It's no exaggeration to say that there are thousands of Americans alive and well today because of the research work that has been done under the Public Health Service program. Such research benefits the entire community, not only the seamen who might happen to be patients in these hospitals.

Offhand, from what we can see of these hospitals, they are well-run and efficient places, and certainly not even their die-hard opponents have ever accused them of not doing their job properly. The US Government has a going concern here which is returning great value to the community for every dollar spent. The cost of letting such a program go to pot might turn out to be considerably more, in many ways, than the cost of maintaining it. Hospitals and well-trained hospital staffs don't spring up overnight.

Obviously, your Union is not going to stand idly by while somebody intends to do a hatchet job on this hospital program. The Union's position on the subject will be made clear when it comes up in Congress at the next session. But no matter what happens to the USPHS hospitals, Seafarers can rest assured that steps will be taken to see to it that no seaman has to do without essential medical care in case of accident or illness suffered aboard ship.



BROTHER CHAIRMAN!

They really had somebody big down in Galveston running their last membership meeting for them as meeting chairman. It was Brother Earl "Tiny" Wallace, just a growing boy of 25. According to Union records, Wallace put his weight down as a modest 245 pounds, the last time somebody asked him how much it was.



Wallace

Wallace is a native of Arkansas who joined the SIU in New Orleans on May 22, 1948. Pascagoula, Mississippi, is his current home town.

ashore.

The recording secretary's job was handled by Jack Gray, while William Harrell was the reading clerk. Both Gray and Harrell come from the neighboring state of North Carolina originally. Gray is 25 and has been sailing with the SIU for six years in the deck department. Harrell is 42 years of age and is a black gang member. He joined the Union in Norfolk on May 15, 1946, is married, and lives in South Norfolk.



Harrell

Boston's port chairman was Seafarer Tom Fleming, who will have had ten years with the Union by next January. Fleming, a deck seaman, was born in Boston on September 7, 1912, and still lives in the Massachusetts capital with his wife, Agnes. Recording Secretary Dan Sheehan got into the SIU via the port of Mobile, where he joined up on June 28, 1942. He and his wife live in the nearby Massachusetts city of Somerville. He sails in the deck department.

Three local boys took charge of the last Norfolk branch membership meeting and ran things in ship-shape style. Chairing the meeting was Robert Renfrow, who recently completed his first year as an SIU member. Renfrow was born in Virginia 37 years ago on July 1, 1916 and joined the SIU in New York last August 7. Renfrow sails in the engine department and makes Norfolk his home when he's

Seafarer Crosses Ocean Alone

After 67 days of battling the North Atlantic in his 30-foot schooner, the *Turquoise*, Seafarer Olavi Kivikoski successfully completed a non-stop solo crossing of more than 3,000 miles when he came ashore in the yacht basin of Den Helder, Holland, a small port about 25 miles north of Amsterdam.

It was on Saturday morning, June 13, that Kivikoski left the City Island Yacht Club, City Island, NY, on Long Island Sound for his transatlantic venture. He arrived in Den Helder on August 22, with both he and his vessel in good shape. After a few days in port for rest and repairs, he headed northward to the Kiel Canal on the second leg of his sailing trip to Finland.

Accounts of the trip received from Kivikoski, and the Dutch press are soanty on details, but apparently it was a rough crossing all the way. However, his round-bottomed and broad-beamed Nova Scotian sailing schooner lived up to her reputation as a seaworthy vessel and successfully rode out the storms.

Motor Conked Out

Kivikoski's original intention was to ride the great circle route and come ashore at Land's End, England. It's not known what caused the change in plans, but the fact that his small 12-horse in-board motor conked out almost immediately may have made it difficult for him to get into an English anchorage.

Loss of the motor was not particularly serious as he had only intended to use it for getting in and out of port. Of greater consequence was the fact that one of his two water tanks sprung a leak, forcing him to ration his water supply tightly, and to depend on rainwater for supplementary supplies. Fortunately, he had a spare set of sails aboard, and he used one of them to catch rainwater.

Kivikoski used mostly canned and dehydrated foods on the trip, so that he would be able to carry enough provisions. Even so, however, there was very little room in the tiny cabin of the *Turquoise* after all the supplies were in. Just enough room for a bunk, and not enough headroom to stand up.

Most small boats crossings of the Atlantic have been made westbound in more southerly waters, with stops at the Azores and other Atlantic islands. Few crossings



Seafarer Olavi Kivikoski sits at the tiller of his 30-foot sailing schooner, *Turquoise*. He crossed the Atlantic alone in the boat from New York to Den Helder, Holland, in 67 days.

have been made eastbound, and the Great Circle non-stop route has been rarely used for this purpose. One major reason for attempting this route was that in summer months it gave him plenty of daylight, with only a few hours of darkness to contend with.

Completion of the trip to Finland will fulfill a dream of many years in the making. Kivikoski has not seen his family since he left Finland in 1940. After paying off his last ship, the *Wild Ranger*, in March, he bought the *Turquoise*, a two-master for \$3,600 and spent the spring months repairing and outfitting her for the voyage. He redid the ship's bottom, put up new rigging and new heavy sails, ripped out a spare bunk to make more storage space, made a new tiller and sea anchor and installed necessary equipment and food supplies. The job took him three months of steady labor.

After visiting his family in Finland, Kivikoski will either fly home or try to catch an SIU ship in a German or Dutch port. He plans to ship regularly this winter and then try to make a westbound crossing next summer.

Kivikoski has been sailing for 20 years as AB, deck maintenance and bosun on the merchant ships of six nations. He has been a member of the SIU for the past six years.

Ore, Calmar Blind To Beefs On Slopchests

A growing wave of complaints about high priced slops on Calmar and Ore Line ships has brought to light the fact that not a single vessel in these two companies has ever ordered a slop chest from the SIU Sea Chest.

Ever since the Sea Chest started supplying the ships on a competitive basis, Calmar and Ore Line skippers have repeatedly turned down Sea Chest offers of merchandise on one pretext or another, even though the Sea Chest supplies are priced far lower than those of the private dealers supplying the ships.

In sharp contrast to this situation, virtually every other SIU-contracted vessel in the offshore trade has at one time or another taken on SIU slop chest supplies for the simple reason that they average better in quality and cheaper in price than the offerings of other dealers.

Passed The Buck

When the company was first approached on the problem and reminded of its agreement to purchase from the SIU slop chest when its prices were competitive, company officials passed the buck to the captains of the ships. The captains in turn have declared that they would buy where they pleased, irrespective of price.

Finally, after repeated requests from the SIU, the company distributed a letter to the skippers of its ships instructing them to buy from the Sea Chest, as per the agreement, wherever the Sea Chest offered competitive prices. These instructions have so far been ignored by the skippers who continue to get slops from a very high priced dealer in Baltimore, and the company has not lifted a finger

to enforce the instructions.

The SIU Sea Chest has obtained price lists from several Calmar and Ore Line vessels and found that in every instance, they were charging far more than the Sea Chest on standard items. Further, several interesting discrepancies were turned up, on two ships that purchase supplies from the same dealer. The prices on these two ships varied considerably from item to item which indicates one of two things; either the masters were violating the law which limits mark-ups on slopchests to a flat 10 percent, or the dealer was charging a different set of prices to different ships. That in itself is a situation which calls for scrutiny.

A typical list of prices on Calmar ships as compared with the Sea Chest price, is the list from the Oremar.

Watch caps: Sea Chest 70c, Oremar \$1.36. Wool sweater: Sea Chest \$2.90, Oremar \$5.00. Work shoes: Sea Chest (Endicott Johnson) \$5.45, Oremar (unknown brand) \$7.27. Dungarees: Sea Chest (Sweet Orr or Lee) \$2.70, Oremar \$3.45. Playing cards: Sea Chest 50c, Oremar 59c. Alka-Seltzer: Sea Chest 22c, Oremar 35c.

These are typical of the price discrepancies between Sea Chest-supplied merchandise and that supplied to Calmar and Ore Line by private dealers. In all cases, prices quoted are the dealer prices to the ship. Prices to the crewmembers are 10 percent higher.

SIU Sets Up Venezuela Office

In a move that extends the SIU's facilities and services to South America for the first time, the Union has opened a new branch in Puerto La Cruz, to bring services and representation to SIU crews calling in the area.

The new SIU branch is located on the entire second floor of the Seamen's Club, and will provide additional recreational facilities for the men in port. Located at Calle Bolivar 25, Puerto La Cruz, Venezuela, the office is being set up by Bob Matthews, SIU assistant secretary-treasurer who is on leave from his Washington, DC, post, while Bill Oppenhorst, a former Atlantic man and an SIU organizer, is contacting the vessels calling there.

All Services

With about 10 SIU and Atlantic Refining ships calling in the area each week, the new office stands ready to provide all regular SIU Stateside services and representation. Under this new set-up, it will be possible to settle many shipboard beefs before the vessels return to the States.

Expedite Repairs

In addition, the new office will expedite the filing of repair lists on those ships heading back to the US. Crewmembers with personal or welfare problems will be able to take them up with the Union representatives there and have them settled and taken care of while they are still on their way back to the US.

Mail and literature will be forwarded to the new branch. Vessels calling in that area will find their mail waiting for them.

In addition to servicing vessels calling at Puerto La Cruz, the new branch will also service ships visiting Aruba, Curacao and other outlying ports. Alcoa, Mathiasen, US Petroleum, and Carras have vessels calling at these ports regularly in addition to Atlantic.

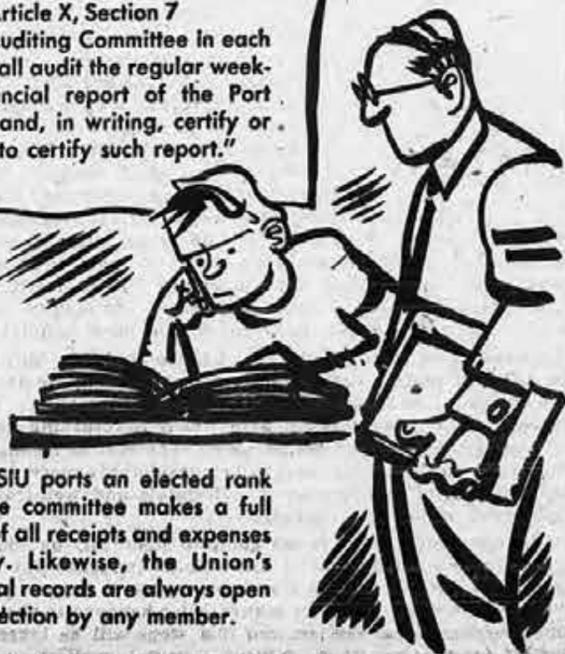


Bob Matthews, SIU assistant secretary-treasurer (right), joins three crewmembers of the *Alcoa Corsair* in Puerto La Cruz, Venezuela. Matthews is setting up a new SIU branch there.

YOU and the SIU CONSTITUTION

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

From Article X, Section 7
"The Auditing Committee in each Port shall audit the regular weekly financial report of the Port Agent and, in writing, certify or refuse to certify such report."



In all SIU ports an elected rank and file committee makes a full audit of all receipts and expenses weekly. Likewise, the Union's financial records are always open to inspection by any member.

NO LAWYERS NEEDED

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan at 11 Broadway, by the individual involved.

Scholarship Winner Receives Her Check



Dean Harold Hinman (left) of the School of Medicine, University of Puerto Rico, hands scholarship check to Miss Alma Iris Jimenez-Colls, SIU scholarship winner and daughter of Seafarer Pedro Jimenez. Check represents balance of scholarship money after payment of tuition and fees. Looking on are Mr. Luis M. Diaz, the University's receiving officer (left) and Mr. Miguel A. Santana, professor of foreign languages at the University. Pedro Jimenez is currently aboard the Bull Line's Kathryn.

Mariners Offered For Private Use

The possibility that a number of the new Mariner Class freighters will soon be made available for commercial purposes was disclosed by Charles H. McGuire, director of the National Shipping Authority.

McGuire stated that the NSA expects to make a number of the Mariners available on bareboat charters so that private operators can use these vessels in their regular trade, and see how they work out. It is hoped that this step will encourage more private companies to eventually

buy the new ships, which cost the Government about \$9 million each. The Pacific Far East Lines has signed a contract this week to buy three of the Mariners. The line will get the last three Mariners to be built, with features specified by the company. The price will range between \$5,460,000 and

\$6,625,000, according to the Government, and the ships will be put on the West Coast-Orient run. One consideration, said the Government, was that the line has been operating one of the Mariners under the regular GAA charter for MSTs.

Under Gov't Charter

Although a number of Mariners are already in operation, they are all being operated by private companies under MSTs orders, and have been used only to carry MSTs cargoes. Making them available under bareboat charters will give the operators their first chance to use these new vessels on their regular trade routes and thus find out how adaptable the Mariners are to regular commercial use.

"There are good prospects," said McGuire, "that a few of our major American shipping companies will soon complete negotiations with us for the purchase of Mariners, and we hope as time passes to sell a substantial number of them for private use, with a view to strengthening the quality and competitive effectiveness of our merchant fleet. As one of the means toward this end we expect soon to be able to offer a number of the Mariners for bareboat charter to American berth or liner operators, so that they may be able to obtain necessary practical operating experience with them in their own particular trades and can by this means determine if they show a real promise of successful long range use under the stress of actual commercial competitive conditions."

Among the Speediest

The NSA, at present, has 35 of the Mariner Class vessels in operation or under construction. The big, new freighters, are said to be among the fastest in the world, with speeds of well over 20 knots.

McGuire also said that NSA is, at present, operating 135 vessels for military needs.

He also called for a program to encourage the building of new vessels for the American flag, pointing out that the bulk of our present fleet consists of out-moded ships of World War II vintage, trying to compete with foreign fleets that have been built mainly in the last few years.

SIU COMMITTEES

AT WORK

The SIU appeals machinery for men convicted of offenses under the Union constitution is set up not only to reduce or reverse findings improperly arrived at, but also to correct errors of omission or commission that deny an accused his full rights in the trial procedure.



Gomez

A case like this arose recently where circumstances, rather than anybody's neglect, had the effect of denying the Seafarer's rights. When this was pointed out to an appeals committee, the committee felt it had no choice but to reverse findings of guilt and let the man go.

The whole business began last November when the Seafarer was accused of deliberately missing his ship in the port of New York. He was summoned to trial on January 15, 1953, and when he failed to show up, the trial committee went ahead with the proceedings and convicted him in absentia. They imposed a sentence of one year's suspension plus a \$50 fine on him.

Laid Up

What wasn't known at the time was that the man was laid up sick in his lodgings and while he was aware that the trial was to be held, he had no way of getting in touch with the Union and requesting a postponement due to his illness.

Had he been physically able to attend, he would have come to the trial and put up a defense including cross examination of his accusers.

Subsequently, the Seafarer had to be taken to a city hospital where he suffered amputation of both of his legs because of his illness. Because of his removal to the hospital he did not receive official notice of the committee's decision and his right to appeal within 30 days. The 30-day period lapsed then, without an appeal on his part.

Later on, when he was transferred to a Public Health Service hospital and contacted by the SIU hospital representative, he was able to make his position known. Since he had not received notice of his right to appeal, the 30-day limitation had to be waived and the man given new notice which he acted upon.

His appeal was heard by a committee consisting of R. Hernandez, A. Dudde, J. L. Gomez, W. Cutter, F. Radzuilla and J. Anderson. The committee ruled that in view of his illness and inability to either answer the charges or request a postponement of his trial, the man, had in effect been denied his full rights and privileges under the constitution. The trial committee's decision was reversed accordingly.



Cutter

SIU NEWSLETTER from WASHINGTON

The second session of the 83rd Congress, which convenes next January, will be busily engaged in broad investigations and hearings on problems of the American merchant marine.

This becomes clearer each day as the different segments of the maritime industry point up their peculiar needs.

A well-defined pattern has been formed in connection with Congressional matters, with one overall maritime plan being pushed by one group, the National Federation of American Shipping, and another plan by the unsubsidized members of the Association of American Ship Owners. This last group, during the first session of the 83rd Congress, was not successful in its attempt to alter the present operating subsidy scheme in the 1936 Merchant Marine Act.

The NFAS and AASO do not see eye-to-eye with each other on a number of legislative proposals, and will continue next year to set up different camps and separately fight their Congressional battles.

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The following 7-point program has been suggested by maritime employers to develop a strong US fleet: (1) agreement by industry and Congress that the 1936 maritime statute is a sound law that can be made to work; (2) a decision on how many private ships can be employed and how many are necessary for national defense; (3) development of formulas on ship needs so that shipping companies can cooperate with the Government in a phased program of vessel replacement; (4) help from the Government for lines trying to accumulate funds for ship replacement and encouragement by the Government of participation of venture capital in shipping; (5) immediate attention to the decline of our domestic fleet and to the growing need for ocean-going tankers and ore carriers; (6) cooperation of Government and business in diverting more American imports and exports to American ships; and leadership by the US in vessel design and propulsion, particularly as to atomic-powered merchant ships.

In urging the above program, maritime employers point out that American ships are carrying less and less of the nation's trade while foreign-flag ships are getting an increasing share of it.

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Five American steamship lines have been successful in their efforts to continue to charter Government-owned tonnage. Under the 1946 Ship Sales Act, as amended, shipping companies wanting to charter Government ships must make a showing before their charter applications can be approved.

Recently, the Federal Maritime Board found that conditions still exist justifying the continuation of charters of Government tonnage with the Alaska Steamship Company, American President Lines, Ltd., Luckenbach Steamship Company, Inc., Grace Line, Inc., and Pacific Far East Line, Inc.

The continued charters of Government ships was granted after no one interposed any objections.

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Regulations for preventing collisions at sea, which are in line with those adopted by the International Conference on Safety of Life at Sea, 1948, held at London from April 23 to June 10, 1948, have been proclaimed by President Eisenhower. They will become effective on January 1, 1954.

The President took the action after being notified by the government of Great Britain that substantial unanimity had been reached as to the acceptance of the regulations by interested countries.

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One of the biggest operating subsidy issues in recent years is nearing a head in this city. Recently, as reported in this column, the Federal Maritime Board found that the Bloomfield Steamship Company was entitled of the subsidy on two trade routes originating out of the US Gulf. The Lykes Bros. Steamship Lines, the existing subsidized carrier on each route, is vigorously fighting the Bloomfield application, and Lykes has asked the FMB to reopen the proceeding.

The Board is expected to act within about two weeks to decide whether to rehear the case.

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In shipbuilding, a postwar production record was established in 1952 when shipyards of the world completed 520 vessels of 3,719,000 gross tons, which figure includes ships of 1,000 gross tons and over. The indications are that in 1953 a somewhat greater production total will be achieved, due to the relief in European shipyards from the great shortage of steel which plagued their efforts since the end of World War II.

However, during the past six months there has been a marked decline in the number of new shipbuilding contracts placed throughout the world. Regardless of this, most shipyards have enough new building in hand to carry them well into next year. In the US, all of the major shipbuilding now under way will be completed in 1954, and no new orders are definitely in prospect. As a comparison, British yards are fully booked ahead for a number of years and have accepted at least a dozen orders with delivery in 1958, five years from now. Shipyards in Germany are also well fixed for several years ahead.

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Early next year, the Eisenhower Administration will ask for an additional \$20 million in appropriations to pay back bills on ship operating subsidies. The past session of Congress approved a total of \$55 million to pay operating subsidies but the Maritime Administration now is in a position to pay more on back bills.

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Expenditures for labor programs in the fiscal year 1952 are estimated at 245 million dollars, 23 million less than the January estimate and 14 million less than expenditures in 1953. Grants to the states for unemployment compensation and employment services administration are estimated at 190 million dollars compared with the January estimate of 208 million. These grants account for about 80 percent of the expenditures for labor.

Your SIU Washington Reporter

Top of the News

FRENCH STRIKES PETER OUT—The nationwide strikes of workers in various French industries including railroads and postal services dwindled away as workers straggled back to their jobs. The Government announced it had reached agreement with the postal workers providing for a bonus and other changes in conditions, but it wasn't exactly clear what would be done for the other groups. The strikes began as a protest against the Government's economy program which would have raised retirement ages and taken away other privileges.

RUSSIA CLAIMS H-BOMB—Premier Malenkov of the Soviet Union has announced that Russian atomic scientists have developed a hydrogen bomb. Subsequently the US confirmed the fact that Russia had set off a thermo-nuclear explosion, similar to those conducted by the US at Eniwetok three years back. It meant that the Soviet scientists had mastered the technique of a hydrogen explosion but it was not known definitely whether a workable bomb had been developed.

'OED MOSSY' OUT IN IRAN—In a startling sequence of events, Premier Mossadegh of Iran first ousted the Shah of Iran, who was forced to flee the country, and then was ousted himself and arrested by Army forces loyal to the Shah. The Shah then returned to Iran in triumph. It is expected that one result of the change in Government will be new negotiations with England over the fate of the Iranian oil installations in the Persian Gulf.



Returning to Teheran after army-led coup, Shah of Iran returns salutes of soldiers who put him back in power.

US, SOVIET IN WRANGLE OVER KOREA—A bitter fight in the UN General Assembly over the procedure for a Korean peace conference has threatened to break-up the sessions before they begin. The US held that no nations who did not participate in the fighting, with the exception of Russia, should sit in on the conference. The Russians wanted to include a great many non-belligerent countries, and exclude some who had participated in the war. The US won its point but the Soviets indicated it would be noncooperative in any such conference. Meanwhile the prisoner exchange continued in Korea without interruption.

ROMULO QUILTS PHILIPPINE CAMPAIGN—General Carlos Romulo has withdrawn as a candidate for president of the Philippines and has thrown his support to Ramon Magsaysay, the popular defense leader who helped clean up Communist guerrilla forces. Romulo's action was regarded as greatly strengthening Magsaysay's hand in his election fight against President Elpidio Quirino.

SALES TAX PROGRAM OUT IN OPEN—After much rumor and behind the scenes maneuvering, administration leaders in Washington are coming out openly for a Federal sales tax. The tax would be designed to replace revenues lost by the expiration of part of the excess profits and individual income taxes this coming January 1. Administration forces concede they will face a tough fight in Congress on this issue.

Helps Dad Collect Vacation Pay



Little Jack Chuong, 3½, helps his dad, Seafarer Chuong Ah Fah, collect his vacation money. Dad took the bills, and Tim Baranowicz, headquarters employee, gives Jack the change.

Slick Talk Sells Poor Insurance

The way in which some slick-talking insurance salesmen can peddle all kinds of relatively worthless policies to seamen is illustrated by the sad experience of Seafarer Anthony M. Ferrer.

Brother Ferrer, who usually sails out of Baltimore, was given the pitch on a policy sold by Mutual of Omaha, an insurance firm that goes in heavily for radio and newspaper blurbs about its health and accident policies. He took out a policy with the company's Baltimore branch on the understanding that it was a \$2,500 straight life policy plus \$25 a week payments in case of sickness and accident.

Found Gimmicks

Subsequently he became ill, and applied for sickness benefits under the policy. To his dismay, he found that he was covered by life insurance only in the event of accidental death. If he passed away from illness or natural causes his beneficiaries would have no insurance from this policy.

Further he found that the \$25 a week is payable only to the age of 60, after which payments are cut in half. Since he is nearing his 56th birthday, it means that he would be entitled to collect the \$25 payment only during the next four years.

Because so many seamen have been victimized by gimmicks in various types of insurance policies, the SEAFARER LOG has carried articles by Sidney Margolius, writer of the regular LOG feature, "Your Dollars Worth" on the pitfalls of buying insurance.

Seafarers out to increase their personal insurance holdings are advised to study the articles carefully. For more specific information on any one type of policy, they can get in touch with the Union's Welfare Services Department which is in a position to get them professional advice on the subject.

Alabama 'Work' Law Draws Labor Censure

MOBILE—Labor in Alabama is up in arms over the action of Governor Gordon Persons in approving a so-called "right to work" bill that outlaws the union shop and similar labor agreements in the state. Several unions are considering protest stoppages and other action to fight the new law.

The "right to work" bill makes no mention of whether it applies to solely local industry or industry covered by Federal law. It merely states that the union shop is "contrary to public policy" in Alabama. If it were to apply generally it would mean an open shop throughout all of Alabama's industry.

Governor Persons action in signing the bill was somewhat of a surprise, and even more surprising was the fact that he sent a lengthy message to the legislature

to justify his action.

The Governor had held off a full week on the signing of the bill and some people thought that he had vetoed the measure, when the clerk started reading his message.

A statewide rally of labor leaders has been scheduled for this morning at the Fairfield Auditorium in Birmingham, to consider ways and means of combating the legislation.

The bill is sure to become an issue in future political campaigns, with ex-Governor James Folsom, who was defeated by Governor Persons, coming out against the legislation.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Private Brands Save Plenty

In recent weeks there has been a new inflationary upsurge in the prices of household appliances and other home equipment. Anything you want to buy for your home will now cost you more, especially if it's made of metal.

It's been a sneaky sort of inflation, with manufacturers boosting their prices one by one. Some of the increases are small, but others are as much as 30 per cent. List prices are now higher on some of the best known makes of refrigerators, ranges, carpet sweepers, mixers, plumbing fixtures and other household goods.

In many cases the manufacturers blame the price hikes on recent increases in the cost of steel. This has gotten to be a standard device in recent years; if a union secures a wage boost, the manufacturers announce a price rise is required. But the truth is easily revealed in this case. Actually the recent steel price boost added only 69 cents to the cost of the steel in a cooking stove, for example. This is only one-fifth of one per cent of the retail price. In the case of a small appliance like an electric iron, the steel price rise added only 2½ cents to its cost, again only about one-fifth of one per cent of the price. Yet manufacturers have raised prices of these goods five, ten, 20 per cent, etc.

Private Brand Appliances

A Seafarer looking for essential household appliances for his family will have to do extra-smart shopping to beat these unwarranted price hikes.

There are two ways to buy appliances at reasonable prices:

- 1—Buy a nationally-advertised brand at a discount.

Recently this department reported on discount houses, and how they sell standard-brand merchandise at reduced prices, and named some of them around the country. These have their own brand appliances at prices that are often 15-20 per cent less than tags on comparable national brands. The interesting fact is that many of these private-brand appliances are made by and are much the same as appliances sold by the famous-brand manufacturers under their own names. For example, the Sears Roebuck Kenmore washing machine is really the Whirlpool under a different name and selling for less money. Sears portable washers are the same as the Handyhot. The Sears Kenmore sewing machine is really the White. Sears stoves are made by Florence. Similarly, many of Montgomery Ward's refrigerators, electric irons and other appliances are the advertised brands under other names. The refrigerators sold under the Macy, Affiliated Retailer and Parkway brands throughout the country are made by the manufacturers of the Crosley. The vacuum cleaners sold by the Macy stores are the same as the Universal. The famous Presto cookers can be bought under a number of retailers' private names at lower prices, including Ward's Magic Seal cooker and the Co-op cooker.

2—Shop the private-brand appliances of the larger retailers, department stores, chains and mail-order houses. These have their own brand appliances at prices that are often 15-20 per cent less than tags on comparable national brands. The interesting fact is that many of these private-brand appliances are made by and are much the same as appliances sold by the famous-brand manufacturers under their own names. For example, the Sears Roebuck Kenmore washing machine is really the Whirlpool under a different name and selling for less money. Sears portable washers are the same as the Handyhot. The Sears Kenmore sewing machine is really the White. Sears stoves are made by Florence. Similarly, many of Montgomery Ward's refrigerators, electric irons and other appliances are the advertised brands under other names. The refrigerators sold under the Macy, Affiliated Retailer and Parkway brands throughout the country are made by the manufacturers of the Crosley. The vacuum cleaners sold by the Macy stores are the same as the Universal. The famous Presto cookers can be bought under a number of retailers' private names at lower prices, including Ward's Magic Seal cooker and the Co-op cooker.

Among other large retailers who have their own brands are the large department stores in many cities belonging to the Associated Merchandise Corp. and selling the AMC brands (some of which are the same as the Hotpoint

appliances); the Allied department stores selling Ambassador appliances; the Western Auto Supply Stores, which sell Wizard brand appliances; the consumer cooperative stores; the Federated department stores; and Alden and Spiegel mail-order catalogs.

Tips On Buying Appliances

When you and your wife go to buy a refrigerator, washer, vacuum cleaner or other appliance, it's easy enough to see if the appearance and size are right for you, but hard to know if it will give you satisfactory mechanical performance. Here are good policies to follow in comparing various brands on the market:

1—Check to see if the appliance has been approved by Underwriters Laboratories against shock and fire hazard. Be sure the appliance itself carries the "UL" seal, not just the electric cord. The UL label indicates the appliance has passed severe safety tests. In gas appliances, look for the "AGA" seal (American Gas Assn.).

2—Note the length and type of guarantee, and what's actually guaranteed.

3—"Try out" various appliances before buying. Listen to the motor for quiet smooth operation. On vacuum cleaners, note if the cleaner is maneuverable, easy to handle, and passes over a rug without difficulty. On refrigerators, note the ice making capacity. In general, observe the ease of handling the appliance and cleaning it. On appliances which need frequent servicing like washers, note whether controls are easy to get at for such servicing.

4—Compare the power of different brands, as indicated by the horsepower or wattage. But avoid deluxe features which add to price but not necessarily to convenience.

'Winter' Lay-Ups To Come Early On Lakes

Large numbers of Great Lakes freighters will probably head for winter lay-up early because of the lack of cargoes. Lack of storage place for ore on Lakes docks, large shipments of coal early in the season, and a huge grain storage bottleneck are given as the causes of the problem.

However, it is expected that many of the Lakes freighters will be laid up early in November, since there are not enough cargoes to keep them in operation.

Steel plants are still using large supplies of ore, but the stockpile is growing at the rate of 6.5 million tons a month. Supplies will

be above the 50-million-ton mark by the beginning of November, enough for the winter months, and there is very little storage place left to put the ore even if the ships kept bringing it.

By the same token, coal shipments are way ahead of the usual mark. Supplies at the upper Lakes are reported to be ample for the winter, and a large number of coal shipments early in the season has built up stock piles of coal all over the Lakes.

No Storage For Grain

The non-existent grain movement is the biggest headache, however. The farmers have plenty of grain to move, and this cargo is usually a big part of the Lakes trade. However, this year, there is no place to put the grain, and so it has stayed on the farms.

Grain elevators all over the Lakes are bulging with grain. For example, the elevators at Duluth-Superior were holding 38,840,115 bushels of grain. During normal conditions, by this time in the season, all of this grain would have been moved to Buffalo to make room for the new crop coming up. The only trouble is that, this year, the grain elevators in Buffalo are already bulging with grain, and so the grain from Duluth-Superior cannot be moved to Buffalo. As a result, grain shipments are at a standstill.

It is estimated that there are 559 million bushels of grain already in storage, and there is a new crop of 1,202,000,000 bushels coming from the farms. Much of this grain is owned by the Government.

The way the situation stands now, unless something is done very quickly, a large part of the new crop will just be left in the fields, with farmers hoping that it won't rot before arrangements are made to move and store it.

Thinking It Over



Moon Kouns, fabulous door-man at the SIU New Orleans hall appears unimpressed by the blandishments of his girl friend.

More Ports To Get USS Facilities

The United Seamen's Service is planning expansion of its overseas seamen's clubs both on a permanent and temporary basis in various ports. Plans are being drafted to set up a USS club in Pusan, Korea, as well as in two or three of the following ports: Manila, Keelung, Formosa; Mena al Ahmadi, Kuwait; Alexandria, and Livorno, Italy.

In addition the USS is considering establishment of limited facilities at several ports where special military projects or seasonal shipping conditions have created a temporary shipping boom. These facilities would be kept open only as long as the boom lasts.

Ports which are being considered under the temporary program are: La Pallice, France; Seville, Spain; Izmir, Turkey; Sidon, Lebanon; Kunsan, Korea; Haiphong, Indo-China; Reykjavik, Iceland; and Godthaab, Greenland. Existing military facilities would be used in these ports wherever available.

On-The-Spot Surveys

The new program is the result of on-the-spot surveys made by USS representatives in various parts of the world. It will be presented for final approval to the USS executive committee within the next few weeks, which will then decide which ports are to get the new services.

The program will be financed out of funds supplied by the United Defense Fund. The latter agency has assigned USS \$350,000 to maintain existing programs in Casablanca and Yokohama and to complete its expansion in the above-mentioned ports.

'Metal Mike' Replaced By New System

A new electro-hydraulic steering system designed to replace and standardize the "metal mike" has been announced by the Sperry Gyroscope Company.

By combining the unerring "magnetic brains" of already-proven automatic control systems with mass-produced hydraulic components, the company says that it can produce a cheaper and more efficient type of automatic control.

The new apparatus is controlled by a non-vacuum tube magnetic amplifier, which is used to direct the movements on many super liners on precision courses.

Tested By Army

The new control has already been tested and accepted by the Army Transportation Service. It was given extensive tests on the Army's new FS 790 prototype freighter, which is the Army's new class of cargo ships designed for supply support of troops anywhere in the world.

According to the company, the new system was evolved from a 5-year program designed to streamline and standardize the "Metal Mike" used on most merchant vessels.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 8-17-53 To 8-28-53

No. Seafarers Receiving Benefits this Period	1018		
Average Benefits Paid Each Seafarer	70.16		
Total Benefits Paid this Period		71,425.80	

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4,440.00		
Death Benefits	15,000.00		
Disability Benefits	1,225.00		
Maternity Benefits	3,600.00		
Vacation Benefits	47,160.80		
Total		71,425.80	

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	361,575.00		
Death Benefits Paid Since July 1, 1950*	656,317.61		
Disability Benefits Paid Since May 1, 1952*	17,990.00		
Maternity Benefits Paid Since April 1, 1952*	154,600.00		
Vacation Benefits Paid Since Feb. 11, 1952*	2,472,877.62		
Total		3,643,360.23	

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	595,816.89	
	Welfare	766,503.54	
Estimated Accounts Receivable	Vacation	253,021.00	
	Welfare	225,455.00	
US Government Bonds (Welfare)		1580,707.82	
Real Estate (Welfare)		373,603.58	
Other Assets - Training Ship (Welfare)		97,913.05	
TOTAL ASSETS		3,893,058.88	

COMMENTS:

Some applicants for hospital benefits are not qualifying for benefits due to their failure to get notice of claims into the Welfare office or to the nearest SIU port agent on time. Payment of benefits will only be made provided that the applications for benefits are presented in writing not later than fourteen (14) days from the date the employee is physically discharged from the hospital as an in-patient, or personally contacts an SIU agent within the fourteen (14) day period.

Submitted August 31, 1953

Al Kass, Assistant Administrator

... and, remember this ...

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

UNION TALK



By KEITH TERPE

Many Seafarers, anticipating an SIU landslide in the Atlantic fleet, have been asking about the latest developments in the drive as they pass through Union halls around the country. The best way to describe how things stand is to say that the company union, the Atlantic Maritime Employees Union, is acting up the same way. Cities Service's company union, CTMA, did a few years ago, before it fell in a heap. What happened to CTMA is history now, but Atlantic and the AMEU seem to have dug back into the history books for some of those worn-out tricks.

Watching all their own "original" gimmicks blowing up in their faces, Atlantic and its paid gang of "union" officials are calling on the old Cities Service script in a desperate attempt to block the legitimate desires of the overwhelming majority of Atlantic tankermen for SIU representation and conditions. In the Cities Service drive CTMA belatedly came up with a bunch of trumped-up charges against the SIU before the National Labor Relations Board, just a few months before it folded completely. Now AMEU has copied the act. The only conclusion is that it too is riding for a hard fall and is just trying to pep up its faltering supporters.

SIU Licked CTMA Charges

The SIU licked similar charges of "intimidation" and attacks against the hiring hall made by CTMA even though the company-controlled outfit managed to get various complaints and an injunction issued against the Union before the SIU went on to discredit the charges and prove them false right down the line. CTMA, it may be recalled, collapsed soon after. Thus, history, especially the dirty pages of it, repeats itself. Today, AMEU is on its way to the same fate suffered by CTMA and every other phony outfit of its kind.

One of the surprising elements about the AMEU attack is that new, higher-priced legal talent has been brought to bear on AMEU's behalf, despite the fact that the company union has a general counsel-business manager on the payroll at all times. It appears, however, that the company has grown a little disgusted with the inept campaign conducted by this character, especially for his poor showing at recent labor board hearings on the SIU's election petition, and has decided that its fight against the SIU can use some big guns. Consequently, the AMEU has just announced that it has retained two big-name lawyers in Washington to press the new charges against the Union.

This leads to a lot of questions on items that strike right at the heart of AMEU operations. With just a few thousand dollars officially reported in its treasury on January 1, and with the regular general counsel and other officials practically draining that dry since then, who's footing the bills? Add to that drain, incidentally, the dues of over 400 former AMEU members who've withdrawn from the puppet outfit, pledged their support to the SIU, and saved their yearly dues for something that can do them some good.

AMEU Future Not Rosy

The AMEU future, then, even from a financial standpoint, doesn't look too rosy, unless it's getting money for an operating kitty from somewhere else. AMEU drew up its own indictment on that score just a few days ago, in its own official publication. Admitting they had money troubles, the quarterbacks of this ragged fight against the SIU publicly called for secret, anonymous contributions into a special kitty.

Now anyone with half a head who's watched this campaign and the company's own last-ditch efforts to beat down the SIU drive can see the beauty of this set-up. Ostensibly, AMEU is appealing to its remaining membership for money to stay alive. However, there aren't enough AMEU members around today to make the whole scheme worthwhile.

Atlantic Refining is the only one around with enough dough and interest in this thing to make handsome gifts to the AMEU kitty. They've been propping up the dummy outfit for so long it's become a habit anyway, and right now a necessary one. They'll probably mark it down as charitable contributions on next year's income tax.

Philadelphia Calls NY For Crew



Three men of a full crew board a special bus in NY for the trip to Philadelphia. The Philly hall didn't have enough men to man the Ampac Nevada and called NY where a half SIU, half SUP crew was gathered. Here, (L-R) Gildo Berdon; Joann Raun and Alameda Red board the bus.

Dive For Enterprise Treasure

Rumors about a valuable cargo of gold and currency aboard the sunken Flying Enterprise began to fly last week as secret salvage operations brought up the first cargo recovered from the vessel.

Thousands of soggy US and British bank notes were deposited in a Brussels bank by the company operating the salvage vessel Rostro, but the operation still was shrouded in secrecy.

The Flying Enterprise, which went down in January, 1952, after the dramatic and stay-put fight by Captain Kurt Carlsen, was carrying a large quantity of mail when she sank about 30 miles from the Cornish coast, but neither Isbrandtsen Lines nor the insurance company would talk about her cargo.

Sworn To Secrecy

The Italian salvage vessel Rostro, her 27-man crew sworn to secrecy, arrived in Ostend last week with the first load of salvage. This included the undetermined quantity of bank notes as well as type-

writers, porcelain laboratory equipment, and cars.

Rumors began flying that the Flying Enterprise had gone down with \$210,000 in gold and currency, but salvage experts said that this amount would not make it worth while for a specially equipped salvage expedition. "There must be something more than bank notes on the ship," said one.

Since the vessel is said to be in over 250 feet of water—depths where regularly equipped divers cannot operate—it was said that the Rostro crew must be using a special type of diving bell or ultra-modern equipment.

"This is a specialized job," said a spokesman for the Taylor Company, which is underwriting part of the salvage job. The company said

the Rostro had been picked for the job because the firm of Sominar, which operates the Rostro, was the only outfit that was successful about 20 years ago in salvaging the large amount of gold that went down on the Egypt. The Egypt was in about 300 feet of water.

Isbrandtsen Lines said they had no interest in the salvage operations, explaining that the insurance company, which covered the loss when the vessel went down, would be interested in the operations, however.

The insurance company has not said anything about the operations, so far, although, on the high seas, it is possible that the salvage operations are being carried out without the knowledge or authorization of the insurance company.

Cartoon History Of The SIU

Charting The Course

No. 45



The 1948 Agents' Conference was an important event in SIU history. The meetings studied the entire industry and laid out long-range plans to insure the continued growth and influence of the A&G District. In a short time the A&G District had become an important factor in the labor movement and maritime industry.



The Conference recommended four propositions to the membership on a referendum ballot. The first was a \$10 Strike Assessment to build a fund for any emergency. The second was a \$10 Building Assessment to enable the Union to buy or build halls in ports where permanent branches were established to provide better facilities for members.



The third proposition changed the shipping rules to prohibit shipboard promotions. This was designed to stop any favoritism and insure qualified men in the jobs. The fourth dealt with the fact that "An SIU Ship Is A Clean Ship," and designated wipers and ordinaries as the men to put in the allotted time cleaning crews' quarters.

PORT REPORTS

New Orleans:

Shipyard Men Praised On Val Chem Beef

Shipping since the last report has been good and the outlook for the coming two weeks should be very good with quite a few ships due in here for pay off. All ships will go out again with the exception of the Hattiesburg Victory that is due in from the Far East and will go on idle status. This will be the first ship to go on idle status NO has gotten since the peace in Korea was signed.

Oldtimers and younger members alike were saddened by the news in the last issue of the LOG of the final departure of Brother "Dutch" Zieliński. Dutch was well known in NO and many an oldtimer who was in the thick of the organizing of the SIU remembers Dutch well as one of the first and foremost in any and all SIU beefs from its beginning. In writing the final epitaph for a great shipmate and Union brother, the membership in NO wants to wish Dutch on his final departure, bon voyage and smooth sailing.

Thank Workers

At the last regular meeting the membership went on record to extend its hearty thanks to the CIO shipyard workers in Brooklyn for their support in the Val Chem beef.

Beefs have been few and far between in the past two weeks and the majority of the ships coming in were without beef and in very good shape. A vote of thanks is extended to these crews for a fine job and especially to the crew of the Sunion (Kea), that had come in from a Far East shuttle with a clean ship and no beefs, a true SIU ship.



Holland

Bouncing Boy

Brother Charles Tannehill, NO patrolman, reports the arrival of a fine baby boy. Mother and son are doing well from the last report and pictures of the addition to the Tannehills will be forthcoming as soon as Whitey's head comes down to its normal size.

Activity will pick up in the French Quarter shortly, and not from the strip-teasers alone. The American Guild of Variety Artists has requested the NO Central Trades and Labor Council to picket all French Quarter night clubs that have non-union entertainers. Lee Mason, regional representative of the AGVA stated all night clubs will be given chance to sign up before picket lines are set up.

Entertainers have found things tough on Bourbon Street because of non-union clubs and union members are forced to compete with waitresses who put on acts, some as strip-teases, in addition to serving tables. As in the past, the SIU membership will certainly support these people in their beef as we have done with all AFL unions.

On our last visit to the hospital we found Glen Curl, just returned from a Far East run and Wiley Gates occupying adjoining bunks in the hospital. Bill Holland, until recently chief electrician on the Del Mar, is recovering nicely from a hand injury sustained on sailing day. He is now an out patient. Tony Laperouse, hospitalized three months as a result of an eye ailment, has undergone two delicate

but highly successful operations and is well along on the recovery route. The list of beaming applicants who presented their eligibility for maternity benefits since last report consist of Wilbert Hennessey, Cleophas "Butch" Wright, Pablo Barrial, Stanford Smith, Nolan De Latte, Lester Carver, Dale Williams and John Calamia.

Payoffs were on the Del Campo, Del Norte and Del Viento (Mississippi); De Soto and Iberville (Waterman); Catahoula (National Navigation), and Kea's Sunion. Signing on were the Sunion, Alice Brown (Bloomfield), and Mississippi's Magnolia Mariner, Del Alba and Del Norte.

Ships in-transit included the Corsair, Patriot, Cavalier, Polaris and Planter (Alcoa); Claiborne, La Salle and Monarch of the Seas (Waterman); Steel Flyer (Isthmian); Val Chem (Valentine); Seatrains New York and Savannah (Seatrains); Southern Districts (Southern); Alice Brown, Magnolia Mariner and Del Alba.

Lindsey Williams
New Orleans Port Agent



Lake Charles:

All Jobs Filled On First Call In Port

Reporting from way down in the cane brake of Louisiana, things are moving along smoothly here with all affairs in good order. Shipping has been running high, although no job goes begging. All jobs are filled on the first call.

Causing the rush of shipping were the French Creek, Bradford Island, Logans Fort, Bents Fort, Chiwawa, Archers Hope, Council Grove, Winter Hill, Cantigny and Government Camp (Cities Service); Queenston Heights (Seatrains); Alcoa Pioneer (Alcoa), and the Bull Run of Petrol Tankers. All of these ships took quite a few men, with the Pioneer taking 19, making most everybody happy.

Performers are giving this port a wide berth, knowing that, even though we are small, we won't tolerate such actions, along with the rest of the Union ports. Gathered enough men to have a meeting last week, and the membership was well pleased with the progress of the Union in contract talks with the owners.

Among the boys on the beach here we find E. W. Cox, R. Lyle, Frank Shaw, J. W. Graves, L. Reinchuck, L. Romero, P. P. McDaniel, H. Robin, E. V. Hayden, R. M. Thompson, T. T. Nichols, and G. B. "Tex" Gillispie.

Leroy Clarke
Lake Charles Port Agent

Wilmington:

Shipping Continues At High Pace On Coast

After a slow start, shipping for the past two weeks picked up rapidly. All ratings moved to some degree, with most of the 60 men up from the Gulf out of here by now. It should continue along in the same top-notch vein.

Payoffs were on the Longview Victory (Victory Carriers), and the Compass (Compass). The Longview Victory signed on again. In-transits included the Fairport, Beauregard, Fairland, Schuyler Otis Bland and Hastings of Waterman; The Cabins (Cabins); Alexandra (Carras); Capt. N. B. Palmer (Dolphin); Boulder Victory (Seas); Hattiesburg Victory (Alcoa); Hoosier Mariner and Steel Admiral (Isthmian); Alamar and Massmar (Calmar); Omega (Omega); Gulfwater (Metro); Christo-M (Marine Shipping); Barbara Fritchie (Liberty Nav.), and the Trojan Trader (Trojan).

Had a radio operator on the Compass who was doing the purser's work for the captain and the white collar work went to his head. He forgot he was the sparks and thought he was the owner until we straightened him out. Everything in order now.

John Flynn passed through on the Steel Admiral (Isthmian) enroute to Frisco and the Far East. He stopped in to attend the meeting and take part in it. With the contract coming up for renewal, he said, now was the time for the membership to get their suggestions in to the negotiating committee. He said that he has heard guys gripe often on certain clauses, but wonders if they'll have anything to say now that the time for speaking and writing has arrived.

John Arabasz
Wilmington Port Agent

Mobile:

Reactivated Vessels Mean More SIU Jobs

For the last couple of weeks shipping has been fair with 160 men shipped to regular jobs and about 70-odd men shipped to relief jobs around the harbor.

During this two-week period we

paid off the following ships: Alcoa Patriot, Cavalier, Pointer, Roamer, Clipper, Polaris and Pennant (Alcoa); and Claiborne, Monarch of the Sea and Maiden Creek (Waterman). Signing on in the same period were the Patriot, Pointer, Roamer, Polaris and Pennant; Maiden Creek and LaSalle (Waterman), and Mississippi's Malden Victory.

Prospects for the coming two weeks look good with several ships due to hit the port for payoffs and replacements including the Alcoa Pilgrim, Ranger, Partner, Corsair, Cavalier and Patriot (Alcoa); and the Mobilian, Claiborne, Warhawk, Iberville, Monarch of the Sea and Antinous (Waterman).

At the present time prospects of the Government taking out additional ships to use in the food to Europe program are indefinite. As the US steps up the tempo of deliveries to impoverished nations, we feel that many ships taken out of the lay-up fleets will be drawn from this area, providing lots of jobs for the boys down here.

Negotiations

As the membership knows, notice has been sent out from headquarters to the contracted operators with a view to opening the contract for negotiations in wages and working conditions. Although we signed a two-year contract we retained the right to reopen it on written notice to the operators.

Some of the oldtimers on the beach now include J. Danzey, W. Roche, D. Worrell, J. Finnell, Frank Coggins, R. Henderson, W. P. Flynn, J. Johnson, R. Sullivan, J. Kelly, E. W. King and J. R. Moore. Charles (Buster) Wells and T. R. (Shotgun) Stanley are in the New Orleans USPHS hospital and would like to hear from some of the boys.

For our Seafarer of the Week we nominate brother James M. Foster. Foster joined the SIU in Mobile in 1944 and has sailed steadily from this area usually in the rating of bosun, deck maintenance or carpenter. He's married and makes his home close to Mobile. Since 1944 Foster has seen the various gains won by the Union. He thinks that the vacation plan is just about the tops in any organization. As he points out, it is the only one presently operating in the maritime industry whereby the benefit is paid without benefit of red tape.

Cal Tanner
Mobile Port Agent

Miami:

SIU Prepares To March In Miami Labor Parade

Shipping has been holding its own in the past period, although not too many men have been getting off the ships since they like the runs so much. It should be fair in the next two week period, with several ships expected to hit this port, including the Florida (P&O); Ponce (PR Marine); J. B. Waterman, Afoundria and Azalea City (Waterman).

Ships paying off in the past period included the Florida on continuous articles. In-transits were the same Florida on Mondays, Wednesdays and Fridays; Yaka, Azalea City and Wacosta (Waterman), and the Ponce.

We have been preparing for the Labor Day parade which I think will be one of the best in the country. Local unions are going all out to make it the best ever held in the

Miami area. Two crewmembers of the Florida are working out a set-up so we can have someone in there representing the SIU, complete with the traditional white caps. For the first time in the history of organized labor here, I believe, colored locals will march with white locals. I believe this is a great advancement for labor and humanity.

The brothers who are helping to make the Labor Day parade a big hit are Vince O'Reilly, an SIU member going to the University of Miami; Manuel Coto, ship's delegate on the Florida, and Dick Birmingham. They are all pitching in with enthusiasm and promise to make the show a bit hit.

Eddie Parr
Miami Port Agent

Boston:

Atlantic Men Can't Wait To Ship SIU

Shipping has been holding its own and looks brighter for the future.

Contacted the Seathunder (Colonial) in Fall River, Mass. The captain did not call in for replacements and intended to run to New York shorthanded. We made him pay off the men who wanted to get off, and to take replacements from Boston to New York. The ship went into the shipyards in New York for inspection. When the ship came into port late Saturday, it would have been too late for replacements, ordinarily, but we had a telegram from the ship and so we were waiting for it dockside.

Contacted Atlantic ships in New Haven, Providence, and Revere, and distributed literature at all Atlantic terminals where the Arco seamen hang out. The drive is still going full blast as it nears conclusion. The men in the Atlantic fleet are getting a little impatient at the hold-up. They are in a hurry to get the voting over with so that they can ship through any SIU hall instead of having to go to Philadelphia.

Ships in-transit were the Antinous and Chickasaw (Waterman); Winter Hill (Cities Service); Seathunder (Colonial), and Yarmouth (Eastern). The Seafood workers are having a little trouble with some of their contracts and are using our hall for their meetings.

James Sheehan
Boston Port Agent

A & G SHIPPING RECORD

Shipping Figures August 12 to August 26

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENG'NE	STEW.		DECK	ENG.	STEW.	
Boston	21	17	13	51	8	7	10	25
New York	183	159	129	471	165	142	115	422
Philadelphia	62	31	32	125	62	41	47	150
Baltimore	144	148	105	397	129	100	48	277
Norfolk	18	8	12	38	15	4	6	25
Savannah	26	21	16	63	21	14	13	48
Tampa	10	18	16	44	11	7	10	28
Mobile	51	60	66	177	57	45	58	160
New Orleans	80	65	80	225	78	81	85	244
Galveston	43	33	39	115	49	53	32	134
Seattle	12	15	9	36	23	15	11	49
San Francisco	45	35	20	100	34	30	22	86
Wilmington	37	32	33	102	22	26	23	71
Totals	732	642	570	1,944	674	565	480	1,719

IN THE WAKE

The ill-fated *Le Griffon*, which sailed on its maiden voyage in the summer of 1679, was probably the first European-type ship to sail the waters of the Upper Lakes. La Salle built it in the Niagara River, and dreamed that it would usher in a great era of colonization and trade for the Great Lakes region. On August 7th, the two-masted square-rigger sailed to Green Bay to pick up a cargo of fur, and then started back towards the Straits of Mackinac on its voyage home. It was never seen again. With it vanished the valuable pelts that were to have been used to establish La Salle's credit, and his hopes of establishing the region as a great trade center for France. No one was ever able to discover whether *Le Griffon* had been wrecked in a storm near the Straits or whether treachery on the part of the ship's officers was responsible for its disappearance.

Superstitious awe of the sea, an ancient feeling, exists not only among those who sail the seas but among those who live along its shores. In Brittany, the peasants believe that clover must be sown when the tide is coming in; if not, it will sicken and die, and any cows unlucky enough to eat it will burst. The housewives along this coast get out their butter churns just when the tide is beginning to flow, since this is when the best butter can be made. Animals, too, are affected by the sea, and as far back as the days of the ancient Greeks, people believed that even when a seal had been killed, its fur remained sensitive to the sea, and would ruffle up at times when the tide was ebbing.

The Sasanoa River in Maine, is noted for its swift, dangerous currents and the eddies and falls; which made it a hazardous waterway to the original Indians who lived in New England. To propitiate the god who dwelt in the river, the Indians used to leave, an arrow in the headland as an offering. And today, fishermen who live at Marblehead pass a bleak crag, called Half-Way Rock, be-

tween Boston Light and Cape Ann, as they sail out to sea. As they pass, they toss copper pennies on the rock for good luck on their voyage, in much the same way as the Indians placated their sea gods; hundreds of years ago.

A nagging woman may be had enough, but all will agree that the ghost of a nagging woman is much worse. Captain Sam Blood, master of a large coasting brig, kept his hard-working wife, mother and children on a small, impoverished New England farm, while he made short trips to Atlantic ports and, in the intervals, met with other members of his Mariners' Club at a favorite inn to eat, drink, tell tall tales and generally enjoy himself. One night, as the seamen gathered at the bar before a particularly tasty dinner, there came a loud crash from the dining room. Dishes, glasses, food and drink were smashed on the floor, and sharp-eyed observers saw the gaunt, sickly form of Captain Blood's wife running down the road, away from the tavern. All agreed that the poor woman was overworked and needed a rest, and the captain took her with him on his next voyage. He returned a widower. The next time the Mariners' Club met, with the grieving widower among them, they heard, again, an ear-splitting crash from their private dining room. The table was a wreck; no one was in sight. From that day forth, no one has eaten at that table. Dinners were prepared, utensils glued or nailed to the table, but in vain. The vengeful ghost of Mrs. Blood wrecked every celebration prepared by mariners.

Among the strange inhabitants of the ocean is the candle fish, which is so oily that when dried, a wick can be drawn through its body and the fish will then burn, like a candle. The smelt's heart is located in its mouth, while the crayfish has an eye at the end of its tail. The sea horse, too, is a strange fish. Male sea horses hatch the eggs of their young, and all members of this species swim while in an upright position.

THE INQUIRING SEAFARER

Question: How do you rate American women as compared with those from other countries?

John McGonnell, AB: You can't compare American and foreign women, they're too different. They have different standards and different attitudes. I think the foreign women are a lot better and make much better wives because they're more settled, make a better home, and stay at home.



Ed Cozen, OS: There's no doubt as far as I'm concerned that American women are tops. They always appear a lot nicer than other women. They know how to dress and how to make a nice appearance and are a lot better looking anyway.

I think they make much better wives, too.

Harry D. French, AB: Foreign women don't expect as much from a man. They aren't always expecting and wanting things from him. If you buy a woman in another country a gift, they really appreciate it, and don't take it for granted. Still, American women are the prettiest in the world.



Joe Brown, cook: Some foreign women are nice, but I think that the American girls make the best wives you can find. The women in other countries are obedient and do what the husband says all the time, but American women are better companions and wives.

William O'Brien, AB: The average American girl makes a lot better wife than the women in other countries do. They know how to take care of a home and stay attractive at the same time, and they know the way that their husbands are used to living. They cook better, too.



A. R. Mellin, pumpman: I like the American women. They are not so set on formality like the women in Northern Europe, and they are easier to talk to. They know how to dress so that they always look pretty, and they are not tied down by a lot of old customs and rules.



MEET THE SEAFARER



ANTHONY PINCHOOK, OS

"I guess I just like the sea, and like sailing," says Anthony Pinchook, after going to sea for the past six and a half years. "I started sailing because a few of my friends were seamen, and they kept telling me about all the places they visited, and the things they saw, so I decided I wanted to go to sea with them."

Tony, as most of his friends call him, says that he started sailing on deck, and has never sailed in any other department. "I like the work up on deck, and I like being out in the fresh air and the sunshine," says he.

On Isthmian Line

Soon after Tony started sailing with the SIU, he became active in the Union affairs. When the Union was forced to strike Isthmian, Tony was one of the Seafarers who was right down on the picketline, and stayed there until the beef was won. He was also on the lines when the SIU backed up the United Financial Workers during the Battle of Wall Street.

Active As Organizer

In addition, Tony took an active part in the SIU's organizing campaign in the Cities Service fleet. While working as an SIU organizer, Tony sailed aboard the Paoli, the Fort Hoskins and the Bents Fort. He was active in his support of the SIU during that drive, but says that, "I was sure glad when the SIU won the drive, and the ships were put under an SIU contract. That business of sailing in an unorganized tanker fleet is really rough, especially after you're already used to having SIU wages and conditions, and having the Union back you up when you have a beef."

Since the time he sailed in the Cities Service organizing drive, Tony says he "sticks to SIU ships." However, he says that he'll take a job on "just about anything that floats, as long as there's an SIU contract. I sail tankers, and freighters, and even take a passenger run once in a while. That way, you get sometime on all the different types of ships, and it's a lot more interesting."

"I can bet that it must get

pretty boring to be stuck in just one company like these unorganized tankermen and just have to stick to the same type of ship all the time, and even make the same runs all the time. That's just about as bad as working on a ferry-boat and hoping you'll see the world. No, that sort of stuff just isn't for me. I like to pick my ships, and take freighters or tankers when I want, and also be able to make different runs all over the world."

Hailing from up around Boston way, Tony now makes his home at Framingham, Mass. "It's a little town just about 26 miles outside of Boston," says he, "and I really like the country up around that way."

He also says that he likes the country down around South Africa, too. In fact, he says that of all the runs made by SIU ships, he prefers the Robin Line runs to South Africa. "The run is just about the right length," says he, "and the ports down there like Durban and Capetown are really great. Then when you get back from a run like that, you have really got a fat payoff in your pocket."

Happy When Sailing

Tony, who's 29 years old, says that he figures he'll keep on sailing for some time. "I figure I have the kind of work now that I want, and I'm happy with sailing, so I might as well stick to it for the future."

In spite of the fact that he says he likes the South African run, Tony says that he's found another trip that he likes, and that's the Far East runs, which have been becoming more and more popular with Seafarers. The last trip he made was to the Far East aboard the Heywood Brown, when he visited Korea and Japan, and he's making another trip right back there again. "It's a long run," says he, "and there's not much to do while we're at sea, but I usually spend a lot of my spare time playing cards with some of the other men in the crew and that helps to pass the time away. The ports there and the payoffs make it a good run."

The Seafarers Puzzle

- ACROSS
- The SIU has never lost one
 - Islands W of Amchitka Pass
 - How shipping should be
 - Westerly Aleutian island
 - Yale
 - Killer whale
 - V.P. Curtis' sister
 - Hit a ball
 - Fish treat
 - Supreme Being of Mohammedans
 - 100 sens
 - Bearing of Kuriles from Japan
 - Snake
 - Steel (Isthmian)
 - Passes away
 - Business abbreviation
 - Swing about
 - Overcame verbally
 - Conducted
 - Before
 - Harbor
 - LI
 - Ed of the Yanks
 - Pitch from Trinidad
 - It's mighty when split
 - Saratoga Springs
 - Mixture
 - Atomic
 - Breeze
 - Signal to engine room
 - Wound mark
 - Good thing to get

- DOWN
- Containers for coffee
 - Settlement on Greenland
 - Islands on Sicily
 - Where tides are highest
 - Settle, as differences
 - Drug plant
 - Make fast
 - Drinking vessels
 - Spoken
 - Eight; prefix
 - Morse symbol
 - Things, in law
 - Cape
 - Mass.
 - What SIU membership is
 - Furs for mariners
 - Ship's cat
 - Writing fluid
 - Sick
 - Petition
 - Man's nickname
 - The America
 - A good hobby
 - Skip stone on water
 - What the Dutchman was
 - Folds
 - Of the ear
 - Port near Trieste
 - Samoa port
 - Member of the chorus
 - Symbol of Britain
 - Places for men aloft
 - Weaken

1	2	3	4	5	6	7	8	9	10	11
12				13			14			
15				16			17			
18			19			20				
23	24	25		26		27		28	29	30
31		32		33			34			
35			36			37		38		
		39				40		41		
42	43	44			45			46	47	48
49					50			51		
52					53			54		
55					56			57		

TEN YEARS AGO

Petroleum from Texas, pumped from there through the Big Inch underground pipeline, arrived at Linden, NJ... The Third Division of the American Seventh Army entered Messina and the conquest of Sicily was completed in 38 days... American warships made the first direct attack on the Italian mainland in the Gulf of Gioia, in the "toe of the boot"... Eighteen SIU crewmembers won \$7,000 in overtime pay from South Atlantic, the Union whipping the line and the WSA in order to achieve the signal victory.

The United Mine Workers of America signed an agreement with the Illinois Coal Operators Association calling for portal-to-portal pay, denied by the National War Labor Board in the Appalachian fields... The SIU revealed the Panamanian Division of the NMU to be a phony deal, directing SIU members to steer clear of any doings with the crooked outfit... General Sir Harold Alexander issued his first proclamation as Military Governor of Sicily. He dissolved the Fascist party, annulled all discriminatory laws and suspended the power of the Italian

Crown during the period of occupation.

China severed relations with the Vichy government of France and took over the administration of that section of the Yunnan-French Indo-China railway in Chinese territory... The SIU collected overdue money owed to Seafarers from at least five different companies in a two-week period... In Montevideo an agreement renewing Uruguay's diplomatic relations with Russia which were broken off in 1936 was reached.

The War Council at Ottawa formally recognized the French National Committee of Liberation as administering French overseas territory and directing French prosecution of the war, providing that the formation of the post-war government of France would be left to the French people and that Gen. Dwight D. Eisenhower would retain his control over the French Army in North Africa... SIU fisherman made their first big gain by being named exclusive bargaining agents for all fishermen in that area... United States planes bombed airfields in France, reporting shooting down 17 Axis planes and losing 12.

SEAFARERS LOG

September 4, 1953

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They Don't Love You

Every once in a while, when seamen start lulling themselves with the idea that the shipowners aren't such bad fellows after all, along comes an operator who shows them how shipowners really feel. The latest example of the shipowners' basic disdain for working seamen is the behavior of the Calmar and Ore Lines on the slop chest issue.

The SIU requested and the companies agreed the Sea Chest has the right to supply slop chests to the ships on a competitive basis. In other words, the SIU's Sea Chest could sell its supplies to the ships slop chest if the Sea Chest could beat the quality and price offerings of other dealers.

Well the Sea Chest has been doing that successfully, with the result that most ships are stocking SIU slop chests most of the time. Not so on Calmar and Ore Line. Not a single pair of socks or package of razor blades has ever been ordered from the Sea Chest by any of the ships. The result is that their crewmembers have had to pay higher prices for their work gear and other needs.

Moneywise, it doesn't make the slightest bit of difference to the companies where the skippers get the slop chests. The companies don't gain or lose a penny either way. Yet they have refused to compel the skippers to live up to the contract by purchasing slop chests on a competitive basis. In other words, as far as the companies are concerned, crewmembers can continue to pay through the nose. They just don't give a hoot.

Labor's Enemies Act

Further evidence that the enemies of trade unions are still alive and kicking is the passage of the Alabama "right to work" law. The legislature and governor of that state have given union members a peculiar kind of Labor Day present by making any kind of union shop arrangement illegal.

What this kind of law can do to a union is clear. It opens the way for employers to keep a union small and weak, and even to break a union if they so desire.

Fortunately there hasn't been too much success by anti-labor forces along these lines in recent months. But that doesn't mean that they aren't trying their hardest to undermine and wreck the union movement. And there's still plenty of reserve dynamite in the Taft-Hartley law that could be used against trade unions. That's why all unions need to be alert to these dangers and prepared to fight them whenever they arise.

LOG Gets Around

Recently Labor Press Associated, a labor news syndicate, carried a story about a union in Chicago that negotiated a year's vacation after ten years' employment. The story attracted considerable attention and LPA boasted of the fact that it got around to foreign countries too, being picked up in Israel and the Netherlands. It added the comment "the labor press has a wider circulation than is generally realized."

Getting around to foreign countries, however, is old hat to the SEAFARERS LOG. This issue of the LOG carries a list of the hundreds of addresses outside of the continental United States that receive bundles of 25, 50 or 100 LOGs or more. In addition there are the thousands of LOGs that go out to individual subscribers all over the world and the copies that are airmailed to every SIU ship.

When it comes to international circulation, the SEAFARERS LOG can claim it really gets around.

Two Brave Seafarers

Seafaring men have always been proud that theirs is a profession requiring liberal doses of both skill and courage. Two recent incidents involving Seafarers point these facts up anew.

One was the remarkable single-handed feat of Seafarer Olavi Kivikoski in crossing the North Atlantic eastbound in a 30-foot sailing schooner, a crossing which took him 67 days. The other was the heroism of Seafarer Donald Rundblad in Korea, who entered the Army little under a year ago. Rundblad was awarded the Bronze Star for his rescue, under fire, of several wounded soldiers.

The SIU is proud to offer its congratulations to two members who have reflected considerable credit on themselves and the entire organization.

LETTER of the WEEK

Mayor Pens Note On LOG Report

To the Editor:

Please allow me a few lines to correct a wrong impression which intending visitors to England and especially to this City of Kingston upon Hull might get from reading the article in the SEAFARERS LOG of May 30, 1952, by Louis A. Ramirez.

I have lived and worked all my life in the dock area and know something of the sailors of all nations, and I must say that I am surprised that Louis left with such a poor impression of this city. If I did not know that the Coeur d'Alene Victory had been here I should have thought that he was talking about some other place.

Excel In Clothes

Louis must have been unfortunate in his shopping expedition. I am sure if he had gone into the new store and had a word with the management they would have been pleased to help him. Surely it is in men's clothing, particularly, that England leads the world in quality of cloth and style of tailoring.

Really, it is too bad that visitors send back reports which lead people to believe that we in England are starving. It is true that we have to be careful with some things. If all visitors took Louis' advice and restricted their purchases here this might indeed help to bring to reality your headline, "Cupboard Is Bare In England." This is the key to our position here; we must sell abroad to live. That we are doing so with some success is evidenced by the fact that we can employ such ships as his to bring in the goods we need from all parts of the world.

Elective Power

I have not ventured upon these words of remonstrance without some authority. Ever since the twenty-fifth year of the reign of King Henry the Sixth, that is, since 1446, the Mayor and Aldermen have had the power to elect, to quote, "one suitable and discreet man to be Admiral throughout the whole waters of the Humber." The Mayors and Lord Mayors since that time have been duly elected to the office, and whilst he is no longer called upon, as he was in ancient time, to collect a fleet and sally forth to battle to protect the coasts, his flag is still respectfully flown on formal occasions by visiting British and foreign warships and by merchantmen of all nations when he goes aboard for the purpose of greeting visitors.

I shall be pleased to welcome any of your readers during my year of office as Lord Mayor.

Councillor Arthur Richardson, J. P., Lord Mayor of Hull, England

(Ed. note: Ramirez' remarks are not to be construed as anti-British, but rather as an account of the city as he saw it at the time. His report on England in the May 20, 1953, issue of the SEAFARERS LOG is entirely complimentary on the pre-Coronation pageant. In both instances he reported the fact as they appeared to him.)

'Of Course It Costs More— But Look At What You Get!'



LABOR ROUND-UP

A work stoppage of conductors and brakemen on the Sacramento and Northern Railway, a subsidiary of the Western Pacific, "is a direct result of management failing to recognize principles established by the National Railway Adjustment Board," the Brotherhood of Railroad Trainmen charged. The strike is in its second week and management still has not agreed to meet with the union.

The New York State CIO has taken over direction of the strike against the Hearn's department stores May 14, thus throwing the weight of the full state CIO behind the 800 striking employees represented by Local 1250 Distributive, Processing and Office Workers, CIO. The store officials have refused to bargain with the striking union, and so the state CIO appointed a committee of five heads of international unions to conduct the strike.

Some 60 employees of the T. M. Miller Casket Co. won their strike and a package wage increase of 11.2 cents an hour as the result of tickets to a baseball game. While the employees were out on strike, the company president remembered he still had tickets for a baseball game for the workers as part of an outing planned before the strike started. He asked the pickets if they still wanted to use the tickets, and the strikers, after a curbside conference, decided to take the tickets. A union representative from Local 506, CIO United Furniture Workers, went into the plant to get the tickets and, as he reported, "one word led to another, and the strike was settled before I left the office."

Pickets of the striking CIO Communications Workers of the Indiana Bell Telephone Co. in the coal-mining town of Clinton found themselves in the position of protecting scab workers recently. Citizens of the coal-mining town take a dim view of strikebreakers, and so when the phone company imported operators to man the struck phone exchange in Clinton, the townspeople decided to do something about it. The residents

stormed the phone company offices, and were stopped only through the efforts of the pickets outside the building, who, knowing negotiations for a settlement were progressing, talked the townspeople into going home. In other towns in the coal-mining region, phone operators sent in to man switchboards found it impossible to find any place to live and were told to leave town by local residents, were refused rooms at hotels and found their baggage left at the railroad station for them.

As a memorial to its late business agent, Pat Ansbourey, Local 89 of the AFL Teamsters has voted a \$25,000 grant to Bellarmine College. The largest single donation ever to be made to the college, \$10,000 of the grant will be used to buy books covering the fields of organized labor and labor relations. These books will be housed in a special section of the library. The other \$15,000 of the grant will be used to build a labor relations classroom for use in conducting courses in that field.

Top representatives of the AFL International Association of Machinists and the CIO United Auto Workers met in Washington, DC, to prepare for the first joint negotiations between the two unions and the aircraft manufacturers. The new mutual assistance pact signed by the two unions provides that, in cases where each union has some members in a plant, the unions will enter into joint negotiations with the employers.

The 36th convention of the Brotherhood of Locomotive Firemen and Enginemen has adopted a program with goals of wage adjustments, night shift differentials, longer paid vacations, seven holidays, double time for Sunday and holiday work, guaranteed minimums for firemen on extra lists, time and a half for all work after hours in freight service regardless of the distance run, and increased wage differentials in way freight service. These goals are to be used in negotiations due to start in the future.

To The Editor:
 I read in the papers where Hollywood is thinking of remaking "Mutiny on the Bounty". Seems to me that being the story about a merchant ship, the Log should offer its services to Hollywood to brighten up the script and modernize it a bit...

THE EDITOR,
 SEAFARERS LOG,
 675 FORTH AVE,
 BROOKLYN 32, N.Y.

AUG 27 7 40 PM 1953

We don't know if Hollywood is thinking of refilming "Mutiny on the Bounty," but anyway we believe that motion pictures and the newspapers have always gone overboard on sensationalizing every isolated report of "mutiny" that comes in on the news wires. And, of course, the union crew always gets it in the neck.

There hasn't been a genuine mutiny on merchant ships since the steamboat made its bow, but, with tongue in cheek, the LOG staff has taken a few liberties with the dialogue of MGM's 1935 filming of that most famous mutiny. So here again are Captain Bligh (Charles Laughton) and Fletcher Christian (Clark Gable) re-creating their famous roles. Don't look for this version to appear at your local movie house.

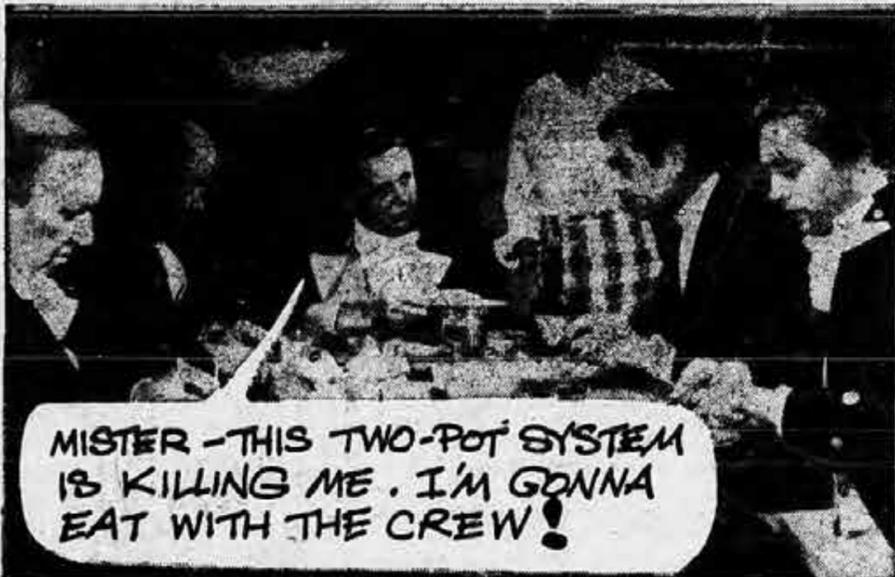




I DON'T CARE WHAT THE AGREEMENT SAYS — I'M STILL MASTER OF THIS SHIP!



HOW MANY TIMES DO I HAVE TO TELL YOU NOT TO RAID THE CREW'S ICEBOX?



MISTER — THIS TWO-POT SYSTEM IS KILLING ME. I'M GONNA EAT WITH THE CREW!



WHY CAN'T WE RUN A MEETING LIKE THE SIU CREW DOES?



LET'S SCRAM — HERE COMES AN SIU PATROLMAN!



STAND BACK — YOU MOTLEY CREW!! THIS IS OFFICERS' CHOW!



WHY DIDN'T ISTHMIAN PUT INTO THIS PORT BEFORE?



I KNEW HE WAS A PERFORMER THE MINUTE HE CAME ABOARD!

MARITIME

The Golden Mariner has been launched in San Francisco. One of the 35 Mariner Class vessels already built or under construction, the Golden Mariner was the first ocean-going vessel built in a West Coast shipyard in the past seven years. She is the first of five mariner vessels under construction in West Coast yards. . . . The mail ship Mohamed Ali el Kebir spent two days at Alexandria to load a complete circus, including 62 wild animals, a dozen elephants, trucks, wagons and other equipment, and then spent an equal amount of time at Catania, Sicily, unloading the circus.

The LST 287 was credited with saving the Danish freighter *Elsø Basse* from destruction. When a fire aboard the freighter got out of control, the crew and the one woman passenger aboard abandoned ship and were picked up by the Canadian vessel *Cornerbrook*. The LST then approached the spot, sighted the flaming abandoned freighter, and closed in on her. Using all her fire-fighting equipment, the LST was able to bring the fire under control, and was then able to make fast and tow the freighter into Newfoundland.

The Continental Piers Inc., of Brooklyn has announced plans for a series of improvement projects to expand and improve its pier facilities in the Gowanus Bay section of Brooklyn. The announcement came as the company awarded its first \$150,000 contract for work to be done on improving the loading facilities and approaches to one of its piers. . . . The liner *United States* had added another port of call to its schedule during the winter months with the announcement that she will call at Bremerhaven on all of her trips during the winter.

The Italian merchant fleet has reached its pre-war tonnage, and Italian shipyards are straining to get the fleet over the four-million-ton mark within the next two years. Since almost all of her fleet was lost during the war, the shipbuilders have been working overtime to build it up again. By 1952, they had all pre-war services back in effect. Now, there are 63 private Italian shipping companies operating compared with 36 before the war. Most of the country's shipping, however, is carried by the four large government-subsidized shipping lines. A large portion of the country's present fleet, however, is composed of fast, new vessels designed and constructed since the end of the war.

The Hamburg-American Line has announced that the performance of its new Heidelberg Class freighters may compel it to change its schedules. The new freighters have proved faster than planned, and service schedules may be speeded up. At present, three of the new freighters are in service, and the company has four more on order. . . . The 300-foot motor tanker *Chicago Socony* has been delivered at Houston. Scheduled for Great Lakes Service, she is the first large vessel built in Houston since the end of the war.

A new collapsible tank, made in England, has been developed so that a vessel can serve both as a dry cargo ship and as a liquid cargo vessel. The tank is made of heavy fabric, with metal frames, and attached to the bottom of the hold of a freight ship. When liquid cargo is pumped into the tank, it fills up and expands until it fills the entire hold. When the tank is empty, it lies on the bottom of the hold and regular dry cargo can be loaded on top of it in the hold. If the tank is partially filled, and has only expanded part-way up the hold, then dry cargo can still be loaded on top of it to fill the hold. Thus, with no conversion after each trip, one vessel can carry liquid cargo on one leg of a trip and dry cargo on the return trip, or can carry both liquid and dry cargo at the same time.

The 14,000-ton light aircraft carrier *Belleau Wood* has been ordered recommissioned so that it can be turned over to France on loan. . . . The Port of San Francisco set a new peace-time record as 6,061,820 short tons of imports and exports moved through the port. . . . The US Senate has announced that it will support a "traditional policy" of maintaining "free fishing rights for everybody outside the three-mile limit."

The number of vessels under construction in the shipyards of the world has dropped a total of 233 ships during the last year. The total under construction at the present time totals 1,421,233 tons less than last year. Meanwhile, the United States has dropped back into fifth place in shipbuilding activity and has dropped out of the group which has over 1 million tons on the ways. Great Britain leads the world with 617 vessels totalling 5,779,300 tons. Next come Germany, Sweden, The Netherlands and then the US. Last year, the US was fourth, but this year The Netherlands moved up. The Netherlands is building 143 vessels totalling 1,152,925 tons. By types world construction consists of 9,005,179 tons of tankers, 4,512,408 tons of cargo ships, and 919,652 tons of passenger and passenger-cargo combination vessels. The US is not building any passenger or combination cargo vessels at this time.

SEAFARERS in ACTION

The ships' delegates aboard SIU vessels must be doing an all around solid job, judging from the reaction of many ships' crews. Several crews have noted in their ship-board meeting minutes recently how well the delegates have been handling their responsibilities and representing the crew on such matters as draws, repair lists, storing of the ship, shore leave beefs and the various other matters that come up in the course of a voyage.

Among crews who have written in on this score are the men of the *Seapender*, the *Amersea*, the *North Platte Victory* and the *Keystone Mariner*.

The *North Platte Victory* (Mississippi) crewmembers thought highly of the job done by Seafarer **Lester Knickerbocker** on the vessel's last voyage. Although he carries a name long associated with New York City, Knickerbocker comes out of the midwest, being born in Illinois on February 27, 1905. He became a member of the SIU in the port of Norfolk, on June 9, 1945, and has been sailing with the Union ever since in the deck department.



Knickerbocker

Seafarer **Eddie H. Denchey** is another delegate who got words of praise from his shipmates on the *Amersea* (Blackchester). Denchey, who is 33 years of age, will celebrate his tenth anniversary as an SIU member this coming November. He comes from Shenandoah, Pa., and sails in the deck department.

The *Seapender* crew gave their vote of thanks for his performance as ship's delegate to **Alex R. Webber**, who sails as chief cook and other steward department ratings aboard SIU ships. Webber was born in Pennsylvania on August 17, 1927, which makes him just 26 years old this week. He became an SIU member on June 1, 1946 in the port of Norfolk. He calls Allentown, Pa., his home town when he's not dishing out first-rate chow for the crewmembers on SIU ships.

The fourth delegate to come in for a pat on the back was **Fred Schenfeld** of the new freightship, the *Keystone Mariner*, that's been chartered to Waterman. Schenfeld, upon resigning as ship's delegate, got a vote of thanks for the "way he served so well" in the words of his shipmates.

On the Job

The Flame Safety Lamp

The flame safety lamp was invented a century ago for use in underground mines. Its major purpose was to provide light in the mines without the danger of gas explosions that would be touched off by any open flame. And since even the safety lamp burned more brightly in the presence of an explosive gas, it also served to detect dangerous conditions in the mines. That is its major use in mines today, since most mines are now fully-equipped with electric lighting.

The flame safety lamp is designed in such a way so as to prevent the flame from being carried into the outside atmosphere, and to make it unnecessary and difficult for a man to take it apart when working in an explosive atmosphere.

Aboard ship the lamp serves a different purpose, than ashore. It is used in all tanks and closed compartments to indicate where there is not enough oxygen present to sustain life.

Oxygen deficiencies on a ship can result in closed quarters such as sealed holds, tanks, double bottoms and unused boilers from a variety of reasons. The most common is the rusting of iron, while other causes are the drying of paint and the decomposition of organic material.

Light Goes Out

Normally, atmosphere contains about 21 percent oxygen, but the human body can take lower quantities of oxygen down to about 13 percent, even though dizziness, increased heartbeat and buzzing in the ears will show as symptoms of the oxygen shortage. Below 13 percent most men will lose consciousness. The flame safety lamp will go out when the oxygen content drops to about 16 1/2 percent. Thus it serves as an excellent warning signal well above the point where the oxygen deficiency becomes truly dangerous.

As a hard and fast rule, no man should enter any confined area if a flame safety lamp will not burn in it. If it is absolutely necessary to enter the space, oxygen breathing apparatus should be worn.

Since a gas mask does not supply oxygen but merely keeps smoke and gases from entering the lungs, a man wearing a gas mask at a fire or under other conditions where there might be lack of oxygen should carry a flame safety lamp. Then if the lamp goes out, he can get out of the area and substitute oxygen apparatus for the lamp.

Flame safety lamps use only high grade gasoline or naphtha for fuel. The gas should be free of lead or similar products which will gum the wick. Lamp distributors also sell suitable fuel for the lamp use. In filling the lamp it has to be unlocked and disassembled by unscrewing the bonnet from the base. The filler plug is located in the top of the fount next to the wick and the igniter.

Only enough fuel should be used to saturate the cotton which is packed in the fount. The rest should be drained out by turning the lamp upside down and carefully wiping up any drippings on the outside of the lamp.

Mesh Screens Assure Safety

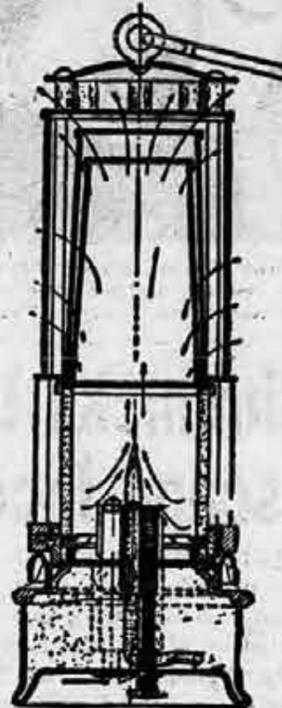
What makes the lamp safe to use in combustible air are three wire mesh screens, two which fit on top of the lamp and one which is part of the ring on which the globe rests. If there are holes or worn wires that permit an increase in the size of the mesh, the lamp will become hazardous to use in combustible atmosphere. A small wire brush should be used to keep the mesh clean and permit proper circulation of air. Worn or broken gauzes should be replaced.

In lighting the lamp the wick is adjusted by turning the knob on the under side of the fount. Then the swivel next to the knob is turned clockwise one or two turns, causing the friction wheel to draw a spark and ignite the wick.

Watch Out For Leaks

Adjust the wick until the flame is one-half inch high. To make sure there are no leaks, blow against the globe and gasket. The flame should burn steadily without flickering. Leaks will be caused by lack of one of the wire mesh gauzes or a defective gauze, or failure to screw the bonnet down into a tight enough fit. A cracked or chipped globe will obviously cause leaks as well.

When the wick appears stiff and shows a gummy deposit it should be changed. The cotton in the fuel reservoir should be changed about once a year.

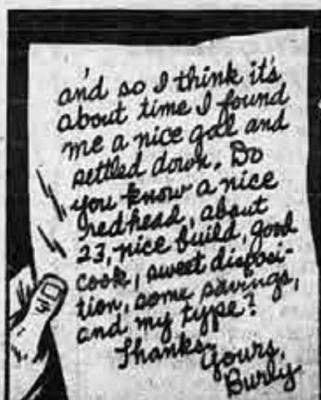


Flame Safety Lamp.

Burly

Service Deluxe

By Bernard Seaman



Down To The Bottom Of The Sea



Swiss scientist Auguste Piccard, 69, (right) and his son, Jacques, 37 (center), describe their record 3,608-foot dive into the Mediterranean Sea in a special bathyscaphe on radio interview.

Gimmicks Let Wealthy Escape Income Tax Law

With the Government worried about balancing the budget because not enough tax money is coming in as expected, a leading conservative publication, Time magazine, has reported that legalized tax-dodging gimmicks for wealthy people are more widespread than ever before.

These gimmicks are being used by corporations and corporation managers to get around income taxes. The net result is to shift a greater burden of Government costs on the shoulders of middle and low income groups.

One popular method, for example, is the "deferred salary and profit sharing plan." Part of a man's salary and profit sharing income is held back and paid out over a longer period of years, for example, after the man has retired, and has less income to be taxed. That way he pays far less taxes year by year for the same amount of income.

Capital Gains Dodge

Even this gimmick has a refinement on top of it. The executive "sells" his profit-sharing contract back to the company and pays only a capital gains tax on what the company pays him for the contract. The tax on capital gains is only 26 percent, much less than the rate on high incomes.

Stock options are another popular form of compensation. The company allows the executive to buy company stock at "wholesale" rates, far less than the market price. He holds them for the minimum six months required under the capital gains tax and sells them on the market, paying only 26 percent on the profit difference.

Of course there is the much-overworked expense account system. One company keeps a lodge and golf course in Tennessee for use by its executives. Oil and steel companies foot the bills for cruises by executives in sumptuous guest cabins on their ships. A rubber company keeps a dude ranch for

its officials while some textile mills provide free housing and free servants. None of these services is regarded as income under the laws and cost the executives nothing.

Gov't Allows Tax Saving To Big Co's

WASHINGTON—Heavy Government subsidies in the form of "certificates of necessity" have been issued recently to the Aluminum Company of America and the Pennsylvania Railroad. The railroad can write off 40 to 50 percent of the cost of \$24 million worth of equipment, while Alcoa can knock off half the cost of \$29½ million worth of plant expansion.

The "certificates of necessity" permit the companies to deduct the costs of these projects from income taxes during a five year period. Normally, they would have to spread out the cost deduction over the lifetime of the facilities which would mean much less in the way of tax saving.

Other tax write-off subsidies went to the Virginia Electric and Power Company, 65 percent of a \$33 million power plant and a 70 percent subsidy to the Van-Car Corp of Chicago for railroad equipment.

Since the program began, the US has issued certificates for \$27.8 billion of construction and purchases, of which 61 percent, or \$16.8 billion, was written off.

New Budget Would Finish All USPHS Medical Care

(Continued from page 3)
seen as a likely place to make slashes because it can be attacked as "creeping socialism," ignoring the fact that the program was started in the administration of President John Adams in 1798. It has been maintained continually since then under both Republican and Democratic presidents of all political viewpoints.

Another attitude prevalent in some quarters is that seamen are now earning a good living and can afford to pay for medical care. Actually, though, the primary reason for the establishment of the hospital program was not the poverty of seamen at the time. It was felt that seamen constantly traveling from one port to another and to foreign countries, would need hospitals of their own where they could count on treatment when they were far from home. The problem of communicable diseases brought by seamen from foreign countries was another important factor.

Many other sections of the population benefit from free Federal hospital care, including all members of Congress; present and former members of the Cabinet, wives and dependents of both officers and enlisted men stationed at military bases, and, of course, many veterans of World War II. Ability to pay is not the basis on which this care is dispensed.

Fine Record

Aside from the fate of seamen, the closing of USPHS hospitals would be a grave blow to the nation's efforts to improve the quality and quantity of medical care. The public and Congress are little aware of the fact that USPHS hospitals have established a noteworthy record both in training of physicians and specialists, and in research in a wide variety of diseases. As such the hospitals have been laboratories for the nation's health program.

For example, the hospitals are constantly conducting basic research and making contributions to medical literature on such major health problems as heart diseases, cancer, tuberculosis, diabetes, methods of anesthesia and venereal diseases.

The USPHS hospitals pioneered in the treatment of venereal diseases with penicillin. They have done considerable work with the new drugs for treatment of tuberculosis. The Baltimore USPHS has a large tumor clinic which does constant work on cancer problems, while the Staten Island and Baltimore hospitals have intensive research programs on care and treatment of heart disease.

Training of Specialists

Training of physicians, surgeons, dieticians, anesthetists, hospital administrators and medical specialists of all kinds is an integral part of the USPHS program. These internes and specialists, after serv-

ing in the USPHS system, go out in the community into private practice or local hospital service. As Mrs. Hobby put it herself in a recent address, the nation's basic medical problem "is the shortage of trained doctors . . . we need to face the fact that we need more doctors of all kinds . . ."

Closing of the USPHS hospitals would further aggravate existing shortages of doctors and tech-

nicians throughout the US.

Civil Defense authorities, who have to plan for possible handling of large numbers of civilian casualties, are gravely concerned about the proposed closings. The USPHS hospitals are considered major links in the civil defense program because of their size, equipment and the training of their physicians in handling disaster cases.

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEANS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



• ALL YOUR NEEDS CAN BE FILLED FROM YOUR **Sea Chest** - FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

The Sea Chest

• UNION-OWNED AND UNION-OPERATED ... FOR THE BENEFIT OF THE MEMBERSHIP.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

Death Of Shipmate At Sea Deeply Affects Captain, Crew of Amersea

When men spend weeks and months at sea together, the death of a shipmate is a profoundly moving experience, something like the death of a member of the family. Seafarer Jim Davis, steward, lived through one such experience recently, and it made a deep impression on him, one that he says will live with him through the years.

Davis was on the Amersea, a Blackliester Lines vessel on a Far East run, when Al Blaines, 59, a pantryman out of Seattle, who had spent twenty years on passenger ships as a barber during his seagoing career, died of natural causes.

Well-Liked

"Al was the kind of a guy we hated to see go," Davis said. "He was one of those cheerful, happy people who had a way of saying the right word to you and making you feel good. He was well liked by everybody on the ship, and was a good worker in the bargain. He did his job plus."

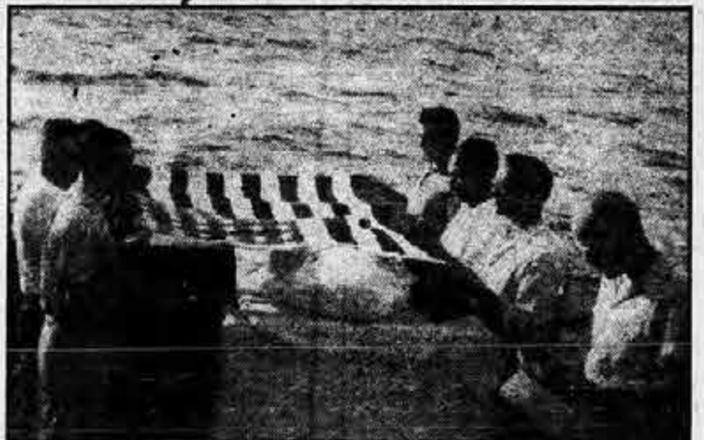
The first signs they had of his illness, Davis said, was when he started feeling just a little under the weather, day after day. "He couldn't understand it, but he just didn't feel good and didn't seem to have any strength. I took him to the old man to have a look at him. The captain thought maybe he was affected by the heat. But he went very fast, and three days later he was dead."

With Him At Last

Davis was with him in his last hours and tried to care for him as best he could but it was no use. "I was sitting up in my room that night doing my accounts," he said, "and every once in a while I would take a look in to where he was, to see if he needed anything. When I came in that last time his face was quiet and peaceful and somehow I knew he was dead."

"I ran back to my room and got a hand mirror that I held to his mouth but I couldn't see any sign of breath on it. There were all the other signs of death. I went up quietly so as not to wake anybody and got the old man to come down. He looked him over very carefully but we couldn't detect any sign of life."

Davis and Andre Malan, another crewmember, prepared the body for burial. "All of the crew gathered on deck for the ceremony. It was on a Saturday afternoon, about two days out of Guam that we consigned him to the deep with the prayers of all the men aboard."



The captain of the Amersea, above, reads a final prayer over the body of Al Blaines, pantryman, just before the body is consigned to the sea. Below, men stand ready to cast off their shipmate on his final voyage. Burial at sea took place two days out of Guam.

City Of Alma Loses Hope In Battle Of Laundromat

A seafaring man wrestles with many problems when sailing the ocean blue. Not the least of them, along with battling the ravages of the sea, is the battle of the laundromat.

Seafarers aboard the City of Alma (Waterman) know what it is to fight a stormy sea at night, stand steadfast against an overbearing mate and take kamikazi bombing in stride, but they were helpless when taken to the cleaners in Sasebo, Japan, recently. With the ship's washing machine acting up in a style to which it was frequently accustomed, the beleaguered seamen took to the local

cleaning facilities with a heave-ho me hearties and a bottle of Fels-Napiha.

With the ship laying at anchor in the harbor, and nothing much better to do at the time, the crew decided that this was the time to clean the gear. No time was lost in preparation. However, upon facing the washing machine in the laundry room, and noting its sad condition, the crew thought the better of it. A vote was taken and off went an emissary to the local laundromat to bring back a representative to pick up the crew's duds.

Rapid Service

Service was pretty rapid at that point, with the Sasebo laundryman coming to the ship lickety-split. However, the swift service ended right there, according to the crew. A succinct report by the secretary of the ship's meeting told the whole story:

"In Sasebo, Japan, the ship was laying at anchor on 24 hours notice to sail under Army orders. OK. A laundryman came aboard soliciting laundry and cleaning. These men gave him their laundry which was supposed to be back by 10 AM the next day. OK. Ship sailed about 6 PM and the laundry wasn't back yet. So, the men are out their cleaning and laundry."

Obviously, it was no longer OK, with the men being short on gear and tempers. Rumor has it that the men have given up the fight and are taking to scrub board and brush.

Did You Know . . .

That of all the metals, vanadium is the hardest, and one of the rarest and most expensive? It is used in combination with other metals, in alloys. Chrome-vanadium steel, for instance, has high strength and good ductility, a property that allows steel to be drawn out like taffy without breaking. This steel is used for ball bearings, leaf springs, transmission gears, rear axle gears and steering-gear parts in automobiles.

That the temperature of the surface of the sun is estimated at about 11,000 degrees Fahrenheit? The sun's interior may be 40,000,000 degrees, according to some estimates. At these temperatures, atoms break down and their particles may form other atoms. As these changes take place, small bits of atomic matter escape in rays of heat and light. Though 93 million miles distant, these rays can cause severe sunburn, as evidenced on any summer beach.

That there are three main reasons for loss of hair? Disease is one of them; the wearing of tight hats is another, and the third, probably the most important, is heredity. Disease of the scalp and close fitting hats stopping the blood circulation as it feeds the hair are two drains on the "crowning glory" of mankind. Baldness,

also, is a family trait, and little can be done to prevent loss of hair if the trait runs in the family. Also, men are more apt to be bald than women.

That a woman's skull is usually lighter and smoother and more rounded than a man's. It is usually also smaller and holds a smaller brain. A woman's brain, however, is quite as big as a man's in proportion to the size of the body; that is to say, it is not in any sense inferior to a man's brain. Ask your wife if there is any doubt in your mind.

That the SIU has 17 halls in the continental United States and nearby islands? Seafarers may ship from any one of these halls with equal rights, no matter where they originally joined the Union. A Seafarer may ship in any rating for which he is qualified, but he may not be registered in more than one hall at a time to get a job. Rotary shipping assures him a job, and he can go wherever he wants, when he wants.

That pure gold is known, in the jewelry trade, as 24-carat gold? This is too soft a metal for ordinary wear and tear, so a harder metal, generally copper, is alloyed with it.

Mediterranean Still The Same



T. Shaynick, upper left, ready to sleep on deck during hot spell. Right, policeman stands watch on ship in Azores. Bottom, F. Johnson, right, snaps shot of Phil, left, and Andy.

Cruising around the Mediterranean is just as fascinating now as it ever was, according to Seafarer Luis Ramirez. Sailing aboard the Coe Victory (Victory Carriers), Ramirez and other Seafarers discovered that the Mediterranean is still the same, whether it be the weather, the touts, the ports or the politics.

Heading out from New York City, the vessel made Yonkers, Azores, the first port of call where there was some time out for pleasures and photography. Thence, on to Livorno, Italy, where Italian hospitality made them welcome. The first rough spot in the trip, which was accompanied by the usual Mediterranean summer weather, was Naples. The Neapolitan natives, always the gregarious sort, flocked to the sailormen in droves, more than willing to show them the sights of the town and separate them from a few lire in return for same.

Once out of the clutches of Naples, Ramirez and his cohorts

wended their way to Trieste. In Trieste, the seafarers had choice of many beautiful things to buy, the best bargains of which could be found in bedspreads, blankets and hats. Of course, said Ramirez, it was in the lower price field, to which region the men were restricted because of the limitations of a \$50 draw.

From Trieste, it was on to Pola, Yugoslavia, where the anomalous sight of barges being manned by a Navy crew, guarded by Army men and worked by civilians, greeted the seafaring tourists. Also greeting them was the martial law of the country.

Ramirez and his roaming seamen discovered the Mediterranean was much the same, and there was nothing much they could do about it even if they wanted to.

LOG-A-RHYTHM:

A Sailor's Prayer

by Harry Wolowitz

"God help the sailors," once they prayed,
A prayer that good seamen still say,
God help the man whose heart has strayed
To sea and made his body stay.
He hates the sea yet loves it still,
And wishes that he could stay ashore,
But with the thought his sea heart chills,
For he's sold his heart forever more.
He hits a port and the land feels good,
So he roughs it up and damns the sea,
Curses its work and routine chow,
And swears that now his heart is free.
Then he thinks of those nights at sea
When poker ruled the mess,
Also, of those far distant lights,
The bow's soft hiss, the sea's caress.
So he leaves the noise and dirt of land,
And sails once again before the mast,
A sailor's heart and a sailor's hand
Belong to Neptune to the last.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Let's take a trip through the Kodak plant in Rochester, New York, and see how the millions of photographs that are taken daily originate. Every day two tons of silver is dissolved in nitric acid. (This is enough to make 880,000 dimes.) The resulting greenish liquid is crystallized and recrystallized until, at the end of this one process in the step of film making, pure and precious, dry silver nitrate crystals pour out into the stainless steel drums, only to be dissolved again. The new solution, combined with other salt solutions, will form the light-sensitive precipitate suspended in gelatin which we refer to as the "emulsion."

Film, as we know it in the spools and packs we put into our cameras, is actually "built" of five layers, only one of these being the emulsion, the key layer.

Before the emulsion can be used there must be something to support it. The base layer is a sheet of cellulose acetate, a substance made from cotton or wood pulp, which has been cleaned and purified over and over until it is raw cellulose.

Making the 'Dope'

The clean cellulose is dissolved in acetic acid and the reaction forms a thick syrupy liquid which is known in the industry as "dope." This dope—liquid cellulose acetate, further purified, and freed of air—is carefully flowed over highly polished wheels until heat drives off the solvents in the uniform coating. The material emerges as a thin, flexible transparent sheet. It is this sheet upon which the emulsion layer is coated. It is between three and nine-thousandths of an inch thick. The emulsion is actually made up of a number of chemicals, such as silver nitrate, potassium iodide, potassium bromide and gelatin.

The silver nitrate solution, when added to a solution of the bromide and iodide salts forms insoluble, light yellow crystals which are very sensitive to light. These light sensitive salts are suspended in gelatin. Gelatin is extracted from chemically treated animal hides and bones which have been washed and cooked. The precipitation of the sensitive silver salts in gelatin and the coating of this emulsion on the cellulose base must be carried out in the dark.

The gelatin is dissolved in pure water and the chemical salts mixed with it. The emulsion is chilled to a jelly, shredded, and washed many times in cold water. Then it is melted, adjusted for photographic characteristics, and coated on the film base. The coated film is chilled, to set and harden the emulsion, and dried.

Set Up For Sale

At last it is ready for cutting and spooling into various sizes. Still in the dark, these cutting operations include code-notching of cut film, perforation of motion-picture film, and in the case of roll film, the attachment of paper leaders and trailers. Then the film is packaged and dated, and stored in temperature-controlled rooms. Kodak, for example, makes most of the accessories for packaging as well as the necessary chemicals. The cellulose is made at its Tennessee plant, and the gelatin in a factory that the company has in Massachusetts.

Sensitized products are susceptible to impurities, dust, dirt and atmospheric changes and they require handling and manufacturing under exacting conditions. Cleanliness is vital in film making. In film manufacturing plants, air is washed and filtered before being fed into the rooms in which sensitized materials are handled. Temperature control is maintained throughout the process and chemical and physical tests are continually carried out at various steps to maintain rigid standards of purity and consistency of quality.

Each roll of film we put into our cameras represents the product of one of the most clean and exacting manufacturing processes. Understanding more about this process may not make us better photographers, but will certainly make us more aware of the tremendous photographic potentials in using modern sensitized emulsion materials.

Girl Is Rarity In Philippine Town As Sole Receiver Of SIU's LOG

It isn't often that a young girl gets to be a celebrity in the Philippine Islands, but such is the case with Miss Braulia Pedalezo, who has the SIU and the SEAFARERS LOG to thank for her local acclaim.

One of the strangest and most pleasant legacies to befall an heir anywhere happened to the Philippine lass about three years ago. It was then that her aunt died and bequeathed to her the only subscription to the SEAFARERS LOG in town. It is quite a rarity indeed to be the only girl in Iloilo, Panay, Philippine Islands, to receive the paper. It makes her one in 90,000 and a much desired companion in the Panay social set. Panay is the sixth largest island in the Philippine archipelago, and so Braulia is not without adulation in her well-populated town and island.

Unknown Admirer

Of course, Braulia is not sure who her original benefactor was, as she writes in a letter to the LOG, but she is not too concerned about it. As far as she knows and cares, her late aunt received it from an unknown admirer in the Union and passed it on to her when she went on her final voyage.

"It is quite rare on my part to be the sole receiver of the SEAFARERS LOG in our town. I have been receiving this for almost three years now, that is, since my aunt's death, for which she herself until she breathed her last did not know who was sending it to her.

"I enjoy reading every article, particularly something about the seaman's life amidst the hungry, roaring waves. My friends, who often borrow the LOG, find it enjoyable, interesting and educational.

World Movers

"Well, after all, I'm just wondering whether these seamen are moving heaven and earth all the time or not. Have they some spare moments, say, for example, for writing to friends? I suppose they are friendly people, too. Aren't they? I've come to this question for in plain language I should like to have pen pals among the members of the SIU. I would be very glad if I could receive letters very soon. Yours truly, (Miss) Braulia Pedalezo."

In other words, it's a hands-

A Seafarer And His Prospective Bride



Seafarer Arthur Goldberg and his fiancee pose for camera at a Catskill Mountain resort in New York State during brief interlude on their vacation. They met while vacationing at the hotel.

across-the-sea, good-hemisphere policy which she wants to set up in her town of Iloilo. She's sure she can get some friends of hers to write to the boys aboard the ships, in friendly fashion for spare moments. What she wants now is for seafarers with time on their hands to take a pen and write to a little island and tinier town in the Pacific in order to make its inhabitants happy.

Braulia is pretty happy herself, thanks to the SIU and her local fame, and now she wants to spread the good-will around if there are any willing takers aboard those ships which make the seaways of the world their home. The address

again: Miss Braulia Pedalezo, Iloilo, Panay, P. I.

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.

Simmering Sauerbraten On Afoundria



Steward Pete Gonzales, right, and Shorty, second cook, seem to be quite pleased with the results of their latest culinary concoction, some succulent sauerbraten, cooked up while on board the Afoundria.

Quiz Corner

- (1) Can a rabbit run faster uphill than downhill?
 - (2) When was falconry first known: (a) 2,000 BC, (b) 500 BC, (c) 1,000 AD?
 - (3) What is the difference between the words "sparse" and "parse"?
 - (4) If three times a certain number, less 24, equals 72, what is the number?
 - (5) When Pandora loosed the evils upon the world by opening the box, what one thing remained in it?
 - (6) Who was the cabinet officer appointed by President Eisenhower to head the new Health, Education and Welfare Department?
 - (7) What animal among the following group utters no sound: (a) elephant, (b) giraffe, (c) zebra, (d) hippopotamus?
 - (8) Where are the Falkland Islands?
 - (9) What is the largest number which can be obtained by rearranging the numbers 2859 and dividing by four?
 - (10) If light travels at the rate of 186,000 miles a second, and it could be bent to circle the earth, how many times would it go around the earth in one minute? Use 24,000 miles as the earth's circumference.
- (Quiz Answers On Page 25.)

Headaches Of A Ship's Delegate

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

"More night lunch should be left out..."

(On the table, not of the contract.)

"Card players should clean the recreation room when they are finished..."

(Cleaning each other out, that is.)

"A brother told of the food aboard Atlantic Refining ships. Said it was almost poison..."

(Probably small portions, too.)

"Motion was passed not to have the steward order any more pigs ears and tails..."

(Not without the parts in between, anyway.)

"Anyone working on the crew's radio without the ship delegate's permission will be penalized..."

(Watt for?)

Out For Scalp

"Patrolman's attention will be called to the master for calling the steward all kinds of names and hollering at him like a Comanche Indian..."

(With reservations, of course.)

"Crew should avoid using the washing machine between 5 and 6:30 PM as it affects the pressure in the showers and men either freeze or are cooked..."

(Want your cake of soap and eat it, too?)

"Larger boxes of soap should be placed aboard..."

(The sea orators are slipping off those small ones.)

"Discussion was held on war risk insurance and why the men didn't sign for it..."

(Some of the boys are married, and since they are confronted with hazardous conditions all the time, they didn't see the necessity for extra precautions.)

"It was agreed that there be no vulgar talk at meal times and that a minimum of decorum be observed..."

(At all times.)

Fan Baseball Talk

"Fans will be taken care of in New York..."

(By the Yankees and the Dodgers.)

"No one should make toasted

cheese sandwiches in the toaster..."

(Especially limburger.)

"Passageways should be kept locked to keep out shoreside personnel. Screens and DDT are needed for the trip to India..."

(We'll get privacy somehow.)

"The steward's explanation of the shortage of night lunch was accepted..."

(A likely story.)

"It was said that we are running out of tripe, no complaints on that..."

(One thing we can do without is tripe.)

"One brother warned the crew not to get haircuts from the phony barber who comes aboard in the Canal Zone..."

(Probably the kind that clips you.)

"Day workers in all departments and watch standers off watch were asked not to drink up all the watches' coffee at night..."

(Just watch out, is all we have to say.)

Seafarer Rags - From Soup To Nuts

By E. Reyes



Mailman-Seafarer Called Back To Sea Through The Lure Of The LOG

The sea, ageless as time and universal as the stars, has many ways of calling men to its arms. Men kick over the traces of shoreside life for adventure in far-off lands; others forego a landlubber existence to follow the wake of the troughs and the crests of the seven seas; still others seek its solitude and its caressing hands. It isn't often, however, that the lure of the sea is aided and abetted by a newspaper.

The story came to light recently when a follower of the sea, M. Dwyer, dropped a line to the SEA-

FARERS LOG telling of the potent lure the sea had for a mailman. Delivers LOG

The mailman, according to report, had been a former seaman. Having given up the sea as a means of livelihood years before, the ex-seafarer had taken to delivering

the mail through rain and storm and sleet and Post Office ordinances. Part of his route carried him to the Dwyer residence, and one of the pieces of mail he delivered there bi-weekly was the LOG. Two weeks in and two weeks out, month after month, and year after year he delivered the LOG. Finally, he broke under the strain of abstinence from the sea. He no longer could resist its all-powerful lure.

Suddenly, mysteriously he was gone from the scene of his mail route. "For a while," wrote Dwyer, "I missed seeing him, and then he turned up unexpectedly telling me he had made another trip and really enjoyed it. He said delivering the LOG made him decide to go back to the sea, and he wants to thank the paper for making it possible."

Now the sea has another recruit, twice over, coming back to his first love.

Seafarer Sam Says

HONOR THEIR CUSTOMS...



IN SAUDI ARABIA THE MOSLEM RELIGION AND THE GOVERNMENT DO NOT ALLOW ALCOHOLIC BEVERAGES. AS GUESTS IN THIS FOREIGN LAND, SEAFARERS ARE CAUTIONED TO OBSERVE THE LOCAL CUSTOM AND AVOID GETTING INTO ANY MIX-UPS, WHICH MAY HAVE SERIOUS RESULTS.

4 Lands On Deck



Seafarer Joshua Franklin Land holds youngest son and namesake on his knee outside Tampa home as other sons stand by.

The SPORTS LINE

By Spike Marlin

It's been 19 years since the lean cotton-chopper from Arkansas, Dizzy Dean, clowned his way to a 30-game season. It's been 22 years since Lefty Grove did the same in the American League. That's why there was considerable interest in whether Robin Roberts of the Phillies could make the grade.

Roberts' chances of pulling off the rare stunt were pretty good for a while as he was traveling well ahead of his 1952 pace when he won 28. But both he and his ball club took a tailspin in the last couple of weeks. Every time he went to the mound his team committed more errors behind him than they scored runs, which ruined his chances. Still he seems a sure shot to go over the 25 mark.

Rare Feat

There have been only 20 such winners since 1901 and only three since the end of the first World War: Dean, Grove and Jim Bagby of Cleveland who turned the trick in 1920. The rest of them were back in the iron-man days of the early 1900s with Christy Mathewson turning the trick four times, Grover Cleveland Alexander three times and Cy Young and Walter Johnson twice each. Such great modern pitchers as Hubbell and Feller never made it, although Hal Newhouser missed by just one under the war time conditions of 1944.

If Roberts did it his feat would be all the more noteworthy because he is pitching with a club that is only moderately good. When Grove broke 30, he had an all-powerful champion Athletics lineup behind him led by such as Jimmy Foxx and Al Simmons. Dean took the marbles pitching for the famed

Cardinal gashouse gang. Either of these clubs far outclassed the Phillies both in offensive and defensive skills.

Nor can Roberts boast of the pitching weapons that Grove and Dean had. His fast ball is just ordinary compared with any one of half-a-dozen hard throwers in either league. He doesn't have an assortment of curves, screwballs, knucklers and other stuff possessed by such cuties as Maglie, Lopat and Raffensberger.

Stingy On Pitches

The secret of Robert's success lies in two factors: superb control and remarkable endurance. The two complement each other because Roberts, with his control, throws far less pitches than the average hurler, which means he doesn't tire himself and can make starts more often. To add to it, he's reached his prime early and is young enough, at 26, to stand the grind.

This year may be a lost cause for him as far as winning 30 goes, but he will be back again next year taking another crack at the magic figure. If he gets any kind of a ball club behind him we wouldn't be surprised to see him make it, and go on from there to another stupendous feat—winning more than 250 games in his lifetime.

At the beginning of the season, Roberts was making starts every third day and doing a few relief turns besides. With lots of rain in spring, it seemed he was pitching every game. But apparently the heavy pace took something of a toll on him, although more damage was done by his own teammates who were too often guilty of sloppy and ineffective support.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Chief Steward Clarence A. Collins' recipe for "Scalloped Egg Plant."

Cooking for just about as long as he has been able to hold a skillet in his hand, Seafarer Clarence A. Collins dishes out the delicacies on SIU ships as well as at home. The 46-year-old chief steward has been sailing with the Union for almost 15 years.

Born in New Orleans and moving to New York before he was old enough to don a chef's hat, Collins joined the SIU in Mobile, Ala., just about one year before the outbreak of World War II. He has been married 23 years to his wife, Aurelia, and the happy couple have three children. Collins didn't indicate whether or not any of them are following in his culinary footsteps.



Collins

Having sailed in just about every type ship available under Union contract, and several times around the world, Collins says he prefers the short runs to Europe or the Mediterranean area. He doesn't mind a long run, once in a while, but the shorter runs give him more of a chance to see his family. Any man would like that, he says, but sailing with the SIU, anywhere, anytime, is just about tops in his book.

Stays A While

Collins likes the idea of being able to stay on one ship for as long as he wants to in the SIU. He makes a practice of it, too. Recently, he spent 18 months on the Federal (Trafalgar), got off it to go on the

Republic (Trafalgar) for nine months, and then back to the Federal for five more months. It is not unusual for him, he says, to stay on one ship for two or three years. He gets to like his surroundings and it is pretty difficult to drag him away from them.

"I prefer any cargo ship at all," says Collins, "but it really makes very little difference. As long as I'm sailing I'm happy. It can be freighter, tanker or passenger. If it's the SIU it's got to be good."

Salt Water Dish

To get the best results from his dish, Collins says to take four medium-sized egg plants, peel and slice and soak in salt water for about 30 minutes. Follow this by draining off the salt water and boiling the egg plants in a pot until tender. After this procedure, mash through a colander or coarse china cap. Pour resultant mixture into small baking pan.

Then, chop two medium-sized onions, braising them until tender, but not brown. Mix this into the egg plant before adding one-quarter pound of chopped ham. Follow this addition with one of one-half can of No. 2 1/2 tomatoes, three eggs whipped lightly, salt and pepper to taste, and one-half cup of canned milk.

When this point in the concoction has been reached, sprinkle cracker meal over the top of it and place in oven at 350 degrees. Bake for 20 minutes before serving piping hot to 42 hungry Seafarers whose gustatory delights will be tickled pink.

Wants Change In Scholarship Plan

To the Editor:

The most singular benefit provided its members by any labor union is the Scholarship Plan of the SIU.

Most parents work and plan for years to give their children the benefits of higher education, but, unfortunately, this dream is not always realized. Unexpected misfortune may deplete the family coffers just at the time the child is of college age, and, without outside help, college training moves into the realm of improbability. Scholarships quite often remove this burden from the beleaguered parents, to the relief and gratification of all concerned.

Scholarships to lessen the burden of Union members is the recognized objective of our Welfare Services Department. Therefore, I feel, they should not go to married children who no longer are obligations of the parents. When a boy becomes married he assumes adult responsibilities, the greatest of which is support of himself and his wife. When a girl becomes married she is the financial obligation of her husband.

College education for married children is not the responsibility of the parents. I believe the Union's Scholarship Plan rules should be revised to exclude such children of members who are married at the time the scholarship is granted or who becomes married while receiving the benefits of such scholarship.

Additional Grants

In a recent edition of the SEAFARERS LOG, Paul Hall said that additional scholarships might be granted should there be a sufficient demand and need for them. Why not grant two or three scholarships yearly to active members who meet college entrance requirements without regard to the Seafarers' age?

These additional grants in no way should be connected with the original scholarships, and should be open only to members whose age disqualifies them in the first group. I'm sure there are many members to whom this will appeal, so why not give it a go?

Walter H. Sibley

Can't Wait To Get Back To Sea

To the Editor:

It sure will be nice to get back to sea and sail with the SIU again, but right now that is 20 months away. I see by the LOG that quite a few of the boys are in the Army or the Air Force. I know they all will be glad to get back to sea.

There are quite a few of the men here who read the LOG and enjoy it. The first thing they ask is how can they get in the SIU and go to sea. It seems that we in the Union are not the only ones who think highly of the SIU and what it has done for the seaman.

All I can say now is look out, Norfolk, in 1955 when I get discharged. When you have had your book in retirement for a few years you learn to appreciate the Union even more.

Pfc. Horace P. Wiltshire

No Disputed OT In Three Trips

To the Editor:

Due to a better understanding between the officers and the crew of this vessel, the Government Camp (Cities Service), we have paid off twice without one hour of disputed overtime in any department. Now the ship has about 200 hours per man in the deck de-

partment and plenty in both of the other departments and none of it is disputed. It is headed for another clean payoff at Baltimore.

While in the shipyard recently, the ship's delegate received one hundred percent cooperation from the ship's officers. Shoreside company officials, on the other hand, were a pain in the neck and we had to get the Union on them all the time to get any work done.

We feel that the spirit shown by the officers is to be commended. When they cooperate with us, as they are doing now, it is only fair that they should be complimented. It is not so often that this happens, now we feel the devil should be given his due.

"Red" Clough
Ship's delegate

Praises 'Digest' Story Of Union

To the Editor:

This is just a little note from an unassuming landlubber from Toledo, Ohio. I have never been to sea, and I may never get the chance, but after reading the latest "Reader's Digest" I can only say that I am sorry.

The September issue of the "Reader's Digest" has an article in it entitled "The Amazing Seafarers Union," by the celebrated labor journalist, Victor Riesel. I am an avid reader of the publication, and I have never read any article as interesting and edifying as this one on the Seafarers International Union, Atlantic and Gulf District.

The story is more than just a tale of a union and its leader, Paul Hall. It is the story of the fight of American labor to rid itself of Commie and hoodlum elements. Moreover, it is the story of a fabulous success along those lines.

Come A Long Way

As Mr. Hall said, the Seafarers Union has come a long way since its beginning. I remember when seamen were looked down upon in society, but now they can hold their heads up in any company. Besides all this elevation in the eyes of the public, the seaman, due mostly to the efforts of the SIU, has raised his economic status to that of the shoreside worker. Fringe benefits as well as working conditions and payoffs have made the seafaring life one to be envied.

I don't know of any other labor organization which has worked so hard to pull itself up by its sea-boots and offer so much to its members.

J. E. Grady

Service And Smiles In Casablanca Seamen's Service Club



Taking it easy in United Seamen's Service Club in Casablanca are Seafarers off the Beauregard and club officials. Seated, left to right, are Holy Montoya, Raymond Ferrara, Richard Meyvantson, Robert Foster, USS Port Director Margaret Muller, George Bastoinen, Herman H. Hickman, Paul R. Turner and John H. Fogarty. Standing, right, is Roger MacIntyre, USS representative.

LETTERS

Enters Hospital After Payoff

To the Editor:

Enclosed are a few photos taken aboard the Albion (Dry Trans.) on a recent trip to Yugoslavia. She was a good ship with very capable delegates, making it a clean payoff.

After the trip I checked into the Marine Hospital in Baltimore and



John Powers, pantryman, displays his muscles lifting the barbell aboard the Albion in weight-lifting session.

here, asks no questions, just has us sign the receipts for our money. He gives us our \$15 and goes on his way, but we all know he will be back. I'm proud to say that most of the SIU men will probably live to draw their retirement pay.

My great desire is to get well and go back to sea and tell the world what the SIU has done for me.

Claude F. Blanks

Japan Straits Are Dire, Too

To the Editor:

This ship, the Fairisle (Waterman), is supposed to go into dry dock in Seattle, Wash., and then intercoastal after being on the Fog East run for so long. And so long, also, you sloe-eyed beauties, for a while at least.

The ship went on the rocks in the Straits of Shimonseki, Japan, while under the control of a Japanese pilot. Only prompt action on the part of Captain Oscar Jones and the 12-4 and 4-8 watches, under bosun Terry Paris, prevented the Fairisle from joining the Fairport and Fairhope as a marine casualty.

We finally arrived in Korea the day the armistice was signed. While it is bound to slow down shipping, I am sure every SIU man gives thanks to see the end of this great loss of life.

George Dunn

GI Misses Going To Sea With SIU

To the Editor:

I wish to inform you of my change of address. I have been receiving the LOG pretty regularly even though I was moving around quite a bit.

I have been a member of the SIU since January 1948 and I will continue to go to sea when I get out of this man's army.

I really miss going to sea at this time and the LOG is really something to look forward to when it comes during mail call. It just seems that I can't wait to see what is going on around the shipping world.

I would appreciate it if you put me on your next mailing list. My present address is Pvt. Anthony Poremski, US 52231314, 82nd Signal Co., 82nd Airborne Division, Fort Bragg, NC.

Thanks a lot and keep up the good work the SIU is doing for all seamen.

Anthony Poremski

(Ed. note: Your address has been noted and the LOG will be sent to you as published.)

Urges Crew To Protect Rights

To the Editor:

As ship's delegate of the Bradford Island it is my duty to warn all crewmembers that I must enter into the ship's minutes the name of each man who misses ship.

The Union has worked hard to get us a good contract, and I must do my best to crack down on those men who are in the minority but who are hindering the spirit of the SIU. Performers, and those who miss watches, thereby throwing their work on their fellow crewmembers and brothers, will also be turned over to the boarding patrolman to be taken to the hall ashore for proper action before being allowed to board ship.

Aboard these tankers everyone is as anxious to spend what little time he has ashore as the next man, and I will not tolerate seeing my shipmates deprived of their shore leave because of the lack of consideration of one brother for another. Entirely too many men have been missing the ship, and this is just what the companies are keeping a record of, to be used later, when it comes time for signing a new contract.

As ship's delegate it is my duty to see that our contract is protected to the utmost.

Frank Flanagan

Wants LOG For Alaskan Reading

To the Editor:

I am writing you in regards to having the SEAFARERS LOG sent to me up here in Alaska.

I am an SIU member of the Great Lakes District. At the moment my book is retired because of the fact that I am serving a two-year hitch for Uncle Sam.

I have sailed salt-water in the past. One time I was on an eight-month trip around the world that I will never forget. I have been a member of the Union since 1946 and right now I am only biding my time in here until I can get back.

It would really be a pleasure to get hold of a LOG again and get some good reading in about the sea even if I can't get back to it for at least another year.

Pfc. Ted V. Lintz

(Ed. note: Your address has been noted and the LOG will be sent to you as published every two weeks.)

Commended For Actions On Ship

To the Editor:

It is our desire that Seafarer Peter Repetto be given honorable mention in the SEAFARERS LOG for having conducted himself in a good union manner while a member of the crew of the Lone Star State, an NMU-contracted ship.

While this vessel was in port in Bremerhaven, Germany, a member of our crew died of an accident while ashore. Burial ceremonies were held at sea on July 20, 1953. Repetto contributed generously to a fund collected aboard this vessel for the widow and children of the deceased crew member. Since he is a member of a union other than our own (he was signed on in Bremerhaven), we think he deserves special commendation for his noteworthy contributions.

Ship's Committee

Cubore Crewmen In Food Mystery

To the Editor:

Some of the crewmembers of the Cubore (Ore) would appreciate it if the Union would investigate and find out what this company does with the ox between the tongue and the tail, and what they do with the pig between the knuckles and hocks. This is the only place in the world where corned shoulder is used for ham with the eggs on Thursday and Sunday. Baked ham? What animal does that come from?

Chuck Hostetter

Currency Mix-up On Far East Run

To the Editor:

We aboard the Steel Director have run into another difficulty with foreign currency draws in foreign ports. The captain issues strictly one draw every five days, regardless of whether we make one or more countries during this time. He issued Ceylon rupees in Colombo, for Colombo and Cochlin, India, not knowing it is against the law in India to exchange Ceylon rupees. The result is that some of us are stuck with Ceylon rupees, which would never have happened if we had been getting draws in US currency.



Hughart

Too Many Miss Ship

Something should also be done about those brothers who miss ship in Singapore and in Indonesia and catch the ship a week or so later in another port. One of our men missed the ship in Singapore and caught it a week later in Djarkarta.

We have also picked up a messman in Singapore who missed the Steel Fabricator. The captain has now signed him on as an OS and promoted an ordinary to AB to replace the deck delegate, who was hospitalized in Djarkarta.

We have been having a nice trip, with Jack Procell as bosun, who strayed away from Delta Line long enough to make a Far East trip.

Chester Hughart

Prefers Payoff To Army Pay

To the Editor:

I was a member of the SIU for three and a half years before entering the Army. I would appreciate it if you would send me the LOG over here in Hanau, Germany. I was getting the LOG at home, and my dad is also interested in it, so I hope you'll still send it there, too.

I'll be going back to sea again in about seventeen months, when I get out of the Army. The Army is okay, but the chow isn't too good, and neither is the pay. I joined the SIU when I was sixteen, and have learned to appreciate it in the past seven months. I came overseas on an MSTs ship, and the crew on there doesn't know what a union is.

Pvt. John Burkley

(Ed. note: In addition to the copy of the LOG being sent regularly to your father, a copy will be sent to you in Germany, as you requested.)

Electrician Asks \$20 Question

To the Editor:

In reply to a letter in the July 10 issue of the SEAFARERS LOG, written by Anthony Nottage, I have some things to say and a few questions to ask.

In our agreement we are allowed, upon "written request by the company," \$20 per month to furnish our own tools. In what manner, I ask the author of that letter, would

you divide the \$20 which each man receives, and with whom would you divide it?

On every ship I've sailed since the new clause went into effect, I've only received a sickly grin from the chief engineer in reply to my request for tools. On this ship, the Golden City (Waterman), the chief engineer meekly told me he would furnish the tools. The very next day the first assistant engineer ransacked my fo'sle looking for some broken wrenches and twisted screw drivers which he accused the previous two electricians of taking. I gave them to him gladly. Still no written request to furnish my own tools.

Would you please reveal to me the proper procedure for obtaining this "written request?" I'm going to continue to use my own tools, as a good job, SIU-style, could not be done otherwise.

Merwyn E. "Doc" Watson

(Ed. note: The \$20 clause on electricians' tools was written into the contract for your protection. Take your tools aboard, but if the chief engineer asks you to use your own tools, demand a written request. If the company does not comply, do not use your own tools. Using your own tools without a company okay destroys the effectiveness of this clause in the contract.)

Canal Zone GI Wants LOG Sent

To the Editor:

While perched here on the lip of the Panama Canal with nothing much to do but hide from sergeants, I thought I'd take typewriter in hand and punch out a few mouldy syllables with which to harass the readers.

I thought I would send greetings to "Monsewer" Frenchy Michelet, who, I've heard, because of incessant demands of his shipmates, is taking a correspondence course in the culinary arts. Let me enter this note of encouragement to old Francoise. "Study hard and some day you'll equal the achievements of the 'Fluffo Kid.'" But enough of this nonsense for now. Let me get to the real reason for writing this tender billet doux. It was all done in the hope that the ink-for-blood editors of the LOG would see their way clear to rerouting my issues of the paper to the following address:

Pvt. Aarti A. Huffart
US 51168467
7461st AU (Signal)
Fort Clayton
Canal Zone

That's all for now. I'd better sign off. I feel the hot breath of a sergeant on my neck.

Art (Hoot) Huffart

(Ed. note: With the ink welling up in our veins, we will see to it that you receive the LOG as published every two weeks at the above address.)

LOG Awaiting Brother's Visit

To the Editor:

The crew of the City of Alma (Waterman) has just found out that J. P. "Sloppy" Creel is planning to beat it right up to the LOG office and get his picture taken and published in the next issue of the LOG. He sure likes to look at himself. (He is a fine looking man.)

He and Moon Kouns like nothing better than having a set or two of tennis every morning; they look so sharp out on that tennis lawn in their tight-fitting shorts, since both of them are so trim and athletic looking (about 300 pounds each), with bellies on them like the America. I sure want to see one of those games.

Red Simmons

LETTERS

Any SIU Port Is Home To Him

To the Editor:

Over a month ago, I was removed from a ship in the Seattle area for emergency surgery. I hesitated at first, because all my ties and "home ports" were on the East and Gulf Coasts, but from the first visit of the Seattle patrolman I realized that any port where the SIU operated was its members' "home port."



Twite

From the first, the patrolman and port agent offered me every assistance, and when I needed transfusions there was no worry as to where they were coming from. I am also receiving wonderful care from the doctors and nurses here, and it makes a guy pretty proud to answer, when asked his union affiliation, to say, "I am SIU."

L. E. Twite

Army Short On Overtime Sheets

To the Editor:

Just a few lines to let my many shipmates know I am in the good old Army. I have made nothing but overtime since I have been in here, but they have run out of overtime sheets.

I would appreciate having the LOG sent to me, and also the BME Marine Engineer, if possible. I joined the SIU in Mobile on May 5, 1945, and hold book No. B-477. So, until July 20, 1955, the best of luck to everyone.

Milton Beasley, Jr.

(Ed. note: Both the LOG and the BME Marine Engineer will be sent to you as published.)

Thanks SIU For Bestowing Book

To the Editor:

Just a few lines to express my sincere appreciation to the membership for making it possible for me to earn my full book before my 20th birthday. I became a full-fledged member on June 23.

It makes me proud to know that I am a part of an organization which has the respect and integrity inherent in the SIU. As I have sailed three years with various outfits, I can really appreciate the representation and benefits which the SIU has obtained for its membership. After sailing with the phony AMEU in Atlantic for the

past seven months, it will be a great pleasure to sail with an outfit which is interested in the welfare of its members and will fight for their rights.

I would like to commend Keith Terpe and all the organizers for the great job they are doing with absolute fearlessness. I would especially like to thank Frank Bose and Ray Oates in Philadelphia for their many efforts and great tolerance on my behalf.

Victory seems assured in Atlantic as more and more men are becoming acquainted with the real issues of the campaign. As a seaman, I treasure my independence above all, and that is one thing that is not present in Atlantic.

I'd like to close with the assurance to the membership that I'll do my best to treat my book with the respect it is due and be a good member and loyal brother at all times.

Nicholas Brasie, Jr.

Ex-Member Now UCLA Graduate

To the Editor:

It is with regret that I must ask you to stop my subscription to the SEAFARERS LOG. I am no longer an active member, my membership having lapsed while I was studying at UCLA. I graduated in June, 1953.

My book was issued in 1949, after I had done what I could aboard three Cities Service ships in that organizing drive. It is surely a pleasure to read reports of the improved conditions on those ships, after remembering what they were during my 18 months aboard them.

I wish also to express my pleasure in reading of the SIU scholarship program. Going through four years on your own is rough. Shipping on SIU ships during the summer, and part time work, made it possible for me.

At present I am employed by Carnation Company, contracted by the AFL Teamsters Union. They are very good to work with, although I'm not eligible for membership.

Please send my sincere regards to the SEAFARERS LOG and to the SIU. My experience with both has been a happy one.

Ross Dodson

Iberville Crew Rates Thanks

To the Editor:

I would like to take this opportunity to thank all the crewmembers of the Iberville for their generous contribution of a floral wreath upon the death of my sister. Such a gesture was deeply appreciated by all of my family.

Douglas A. Wood.

Chemists Have Right Shark Formula



Seafarers aboard the Steel Chemist alternate between being pleased and chary about their catch which lies on deck. The shark was caught off Jeddah, Saudi Arabia, by some intrepid Seafarer fishermen. Photo by Blackie Bankston.

Likes Welfare Services Dept.

To the Editor:

I am writing these few lines to express my gratitude about the Union's Welfare Plan. I really appreciate the cooperation of those working in the welfare office including Mr. Walter Siekmann for helping me out not only in matters pertaining to my shipping rights and ship troubles, but also in family circumstances.

I haven't got words to express how happy I feel about such wonderful treatment. It really is a pleasure being a member of such a Union as the SIU.

Antonio Gonzalez

Lewis Emery Is Tops In Sailing

To the Editor:

The good ship Lewis Emery Jr. is one of the best and happiest ships sailing the ocean today. I have been on here now for nine months and so have a few others in the crew. Everytime someone bends over his pants split. All the members blame the chief cook, Allen Bell, for this trouble, as he is feeding us too good.

The captain's wife left us in San Francisco. She was good Joe who likes to read the SEAFARERS LOG, so will you please send the LOG to her home address.

About the captain, we must say that they don't come any better.

You will hear from us when the ship arrives in New York, as all the boys will have to come up to the Sea Chest to get bigger clothes. The poor chief cook, who gets all the blame, broke the spring on the scales about a month ago. He'll need new clothes, too.

Leo E. Movall

(Ed. note: We have added the captain's wife's name and address to our mailing list.)

To the Editor:

The crew of the Lewis Emery Jr. (Victory Carriers) are sorry to report that we lost three of our best shipmates in San Francisco. Ricky Motika, the BR, had to go to the hospital for a long siege due to a bad knee. E. Benson, who was ship's delegate during the last trip, got off the ship and the captain's wife went home. We miss her because she always had a cheerful word and a smile for everyone on the ship.

We wish Ricky a fast recovery, and hope he will be back on the ship again very soon.

George Manning

Old Seaman Likes To Read Paper

To the Editor:

This missive is in regards to a change in address of that always interesting paper, the SEAFARERS LOG, subscribed to in the name of my son, Walter L. Busch. Please change the mailing address on it as he has moved to 3081 Sixteenth Street, San Francisco, Cal.

I'm pretty much of an old sea dog myself, making one trip to the Bering Sea on an old fore and aft three master in 1915. It was a codfisher, I met with an injury and that finished my seagoing career.

This landlubber likes to read the LOG very much, from stem to stern.

M. Busch

(Ed. note: Your change of address has been noted and we will see to it that you receive the LOG every two weeks as published.)

You Can Survive On Sea's 'Soup'

Whether you know it or not, you have been sailing through a "strongly diluted, raw fish soup" on most of your voyages, and according to experts, if you suddenly found yourself cast off on a small raft or boat, "it is impossible to starve"—if you keep your head.

Two scientists, who also possessed a flare for adventure and a willingness to stake their lives on the validity of their theories, have made voyages in recent years which have given new hope, and knowledge, to any seaman who finds himself cast off at sea with no food.

One of the men is Thor Hyerdahl, who with five other men, made a voyage across the southern Pacific from Peru to the South Sea Islands, 4,300 nautical miles away on a small, balsam wood raft. Their adventure was described in the best seller "Kon-Tiki." The other is Alain Bombard, who sailed from Monaco to the Barbados, 4,000 miles, on a 15-foot rubber raft—alone.

Theory Proved

While Hyerdahl set out to prove that the Indians from Peru migrated to Polynesia many years ago, and discovered the survival methods in the course of the trip, Bombard set out to prove that a man could cross the Atlantic by using just the food he got from the sea. Bombard sailed from Monaco with a supply of food sealed by the customs inspector. When he arrived at the Barbados, the seals on the food had not been broken. He had proved his theory.

Both of the trips found that one of the richest sources of food supply in the ocean is plankton, little microscopic organisms which are abundant in the water. The plankton consists of tiny organisms of fish, fish ova, and vegetable material from the sea and makes up the strongly diluted raw fish soup that is the ocean itself.

Both expeditions found that the plankton seemed to come closer to the surface during the night hours, but could be caught in lesser quantities during the day as well. The best method found was to use a net of a fine-mesh cloth. Through this, they strained quantities of sea water, and found that they had an almost gelatinous substance left in the net. From this, the larger pieces of vegetable were usually taken out and also any jellyfish that were included were removed, since Hyerdahl reports the jellyfish tasted extremely bitter.

The remainder can be eaten either raw, or else cooked in fresh water as a sort of soup. Although the smell of the substance is not very appetizing, both expeditions

report that, as a food, it is extremely nutritious, and that the taste varied according to the percentages of material in the plankton. Sometimes it will taste like a shrimp paste, or lobster paste, while at other times it has a definite caviar taste or oyster taste.

Good Supply

Actually, the plankton form the easiest and perhaps one of the best food supply sources for anyone on the sea, since it is found in abundance in both the Atlantic and Pacific, and there have been suggestions made that fine mesh nets be included as part of the regular equipment of lifeboats as an extremely useful survival measure.

However, in addition to the plankton, the expeditions found that other forms of life also offered abundant food supplies. In fact, they also reported that getting drinking water was no great problem, but both agreed that while enough drinking material was available for survival, there was no great abundance.

Bombard reports that, "I had no trouble with real thirst, but I suffered from a longing to feel quantities of liquids passing down my throat. I dreamed of beer."

Rainwater, of course, provided the main source of drinking water—when available. When not available, fish provided the drinking liquid. Both expeditions reported that it was fairly simple to squeeze fish in a cloth or over a bucket, and that the liquid squeezed out was drinkable. With larger fish, it was found that by laying the fish on its side and carving deep holes in the side of the fish, the liquid would accumulate in the hole and could be used that way.

Use Salt

Another way of keeping down thirst in the tropics was to get the entire body wet and then lie quietly in the shade. It was also found that, in the tropics, it helped to mix amounts of sea water with the fresh water. This diluted the sea water so that it was not dangerous, but still provided some salt to replace the salt used up when perspiring.

The two expeditions also found that one of the biggest problems of survival was self-control. They found the idle time and the "terror of the sea" became overpowering unless they invented something to

keep them occupied. Bombard, alone on the tiny raft, held rigid inspections of his equipment every day—just to keep his mind occupied—and kept an extensive log so he would have something to do.

In both the Atlantic and Pacific, it was found that, at night, there were plenty of flying fish to be had—and the sail proved to be the best way of catching them. The expeditions found that the fish would fly right into the sail, and in the morning a number of them would be found lying on the deck. These fish proved nutritious eating both raw and cooked, and were also juicy enough to provide enough drinking material.

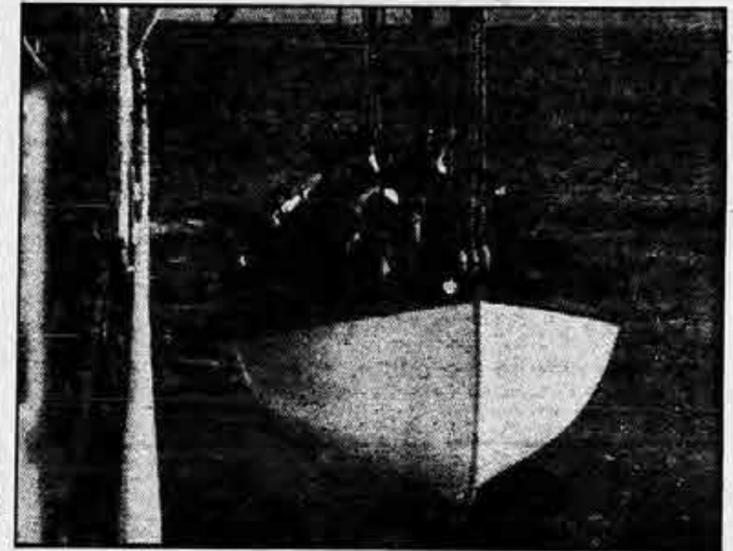
Sharks Edible

Even the shark was found to be edible. However, it was found that the meat from the shark could be eaten only after it was soaked in salt water for about 24 hours. Otherwise it could not be eaten. Dolphin, of course, were plentiful and made delicious eating. They also proved to be good bait for sharks, which Hyerdahl's expedition found they could catch with their hands.

The men on the Kon-Tiki, Hyerdahl's raft, would hold a dolphin over the side and let a shark bite a chunk off. Then, as the shark glided past the raft after hitting the dolphin, the men would grab that shark's tail and drag him as far up on the raft as they could as quickly as possible. Then the shark was left hanging in the water, head down. The soft stomach of the shark would then slide up toward his head and had the effect of paralyzing it.

It was then jerked aboard quickly and immediately given a clear berth, for, once aboard, the shark came back to life, thrashing its tail and snapping with its rows of razor-sharp teeth at everything in reach. They found it was best to keep clear of the shark until it died.

Sharks of course were usually always near the rafts of both expeditions, following them for days at a time. The scientists found that by slapping their hands on the surface of the water, they could usually keep the sharks at a distance from the rafts, but that once any blood hit the water, the sharks became vicious. They found this while cleaning fish and letting the



Castaway seamen like those in the rubber raft (top picture) or those being taken aboard a rescue ship (lower shot) now stand a better chance to live through their ordeal thanks to new knowledge.

blood drain. Hyerdahl reports in his book, "Kon-Tiki," published by Rand McNally & Co., Chicago, that once the blood hit the water, the sharks went mad, and at times, even attacked the raft itself, sinking their teeth into the logs.

No Picnic

But, lest the business of being a castaway in the middle of the ocean without any food aboard sounds as if it's a lot easier and a lot more fun than going down to the corner bistro for a quick one, there are also some drawbacks that the expeditions warn against.

First of all, Bombard reports that it took him quite some time before he was able to overcome the nausea and the illness that came when he first started to eat raw fish—and there are few rafts or lifeboats that have built-in fireplaces. The same is true, to a great degree, to drinking the liquids squeezed out of the raw fish. It takes a while for the stomach—and the mind—to get used to eating these raw foods, and the person must go through a period of severe nausea and illness before the stomach will accept this food.

Only Survival

As far as the abundant supply of food is concerned, it's there for survival. Eating it and living off the food obtained from the sea will not be a pleasant thing, at least at first. It will provide the energy needed to keep alive and to survive, but it still will not be a pleasant experience. Bombard, only 27 years old, left on his trip as a rotund, heavy man with ruddy cheeks. When he arrived in the Barbados after his trip—which lasted from October 19 to December 22—he was thin, gaunt and drawn. He had proved that a castaway could drift across the South

Atlantic and survive, but it was no picnic.

And, by the way, similar experiments have not been made in the cold North Atlantic, the Northern Pacific, or the many other seas. Bombard did try to drift through the Mediterranean, but was forced to resort to the canned foods he carried and said "it was suicide" to attempt to live from the food obtained out of the sea in that area. "There just weren't enough fish," he said.

Both expeditions report a greater abundance of fish and other marine life than is usually ever seen by man, and also report that it is simple to catch an abundance of seafood. The explanation, as they offer it, is simple and logical.

While Seafarers travel the seas aboard high, huge metal ships accompanied by the noise of machinery, great engines and churning screws, and travel at a high speed, these expeditions traveled on silent rafts, only about two feet above the surface of the sea, and at just about the speed of the currents. There was nothing to scare the fish away. They were close enough to reach into the sea, and they were travelling with the sea. The results of their trips are new methods and new knowledge that may help to save the lives of seamen in the future.



Knowing more about the edibility of plankton and how to get drinkable liquids by squeezing fish might well have helped more merchant men, like these shown above, to survive after they found themselves adrift when their ship was torpedoed. The new knowledge will help seamen in the future.



SEAFARERS LOG

WORLD WIDE SERVICE



This page contains a complete list of all addresses outside the continental limits of the United States where copies of the LOG are available. The list has been prepared so that it can be conveniently removed from the LOG and posted on the crew's bulletin board.

In addition to the copies of the LOG that are available in these places, the LOG is also air-mailed to every SIU-contracted ship as soon as it comes off the presses. Within the US, copies of the LOG are air-expressed to all SIU branches and are mailed to the home of every Seafarer who desires it.

If you know of any place not on this list where you think the LOG should be available, or if any of these places listed here do not offer the LOG, drop a note to the editor.

- | | | | | | | | | |
|---|---|---|---|--|--|--|--|--|
| <p>Agent-Sailors Union of Pacific
16 Merchant St.
Honolulu, Hawaii</p> <p>Mr. K. Baxter
New Zealand Fed. of Lab.
P.O. Box 161 Te Aro
Wellington, New Zealand</p> <p>Fed. Cooks & Stewards Union
Trades Hall
Wellington, New Zealand</p> <p>Miss Milly Davis
266 P Del Rosario St.
Cebu City, Philippines</p> <p>Kirby's Bar & Grill
Hotel
Buendia Road
Finlandia St.
Makati Rizal, Philippines</p> <p>Mr. Agulto Ludovico
515 Canonigo St.
Paco, Manila
Philippine Islands</p> <p>Mr. John Geller
38 Escolta St.
Manila
Philippine Islands</p> | <p>British Merchant Navy Club
c/o The Library
Durban, South Africa</p> <p>Monasty Hospital
Sea Point
Capetown, South Africa</p> <p>Flying Angels Seamen's Mission
Alfred St.
Capetown, South Africa</p> <p>Boston Cafe
Capetown, South Africa</p> <p>Gabriel Santos
Casa Quamesma
Av. 18 De Maio,
Lourenco Marques
Portuguese West Africa</p> <p>U. S. Consulate
Beira
Portuguese East Africa</p> | <p>Texas Bar
Recife
Pernambuco, Brazil</p> <p>Chave De Ouro
Rua Joao Octavio 8
Esquina Orl. Camara
Santos, Brazil</p> <p>Casa Orion
De Joao Bazar
Rua Silva Lemos N 6
Paranagua Parana, Brazil</p> <p>Florida Bar
c/o Mandel Da Silva
Abra
Praça Maua 7
Rio de Janeiro, Brazil</p> <p>Charles
Av Rio Branco 11
Rio de Janeiro, Brazil</p> <p>Scandinavian Bar
Santos
Brazil</p> <p>Loper Amer. Star Bar
Rua Joao Octavio 44
Santos, Brazil</p> <p>Washington Bar
Santos, Brazil</p> <p>American Star Bar
Santos
Estado de San Paulo
Brazil</p> <p>Casa Blanca Bar
Santos
Estado de San Paulo
Brazil</p> <p>Bar Scandinavia
Santos
Estado de San Paulo
Brazil</p> <p>Washington Bar
Santos
Estado de San Paulo
Brazil</p> <p>Valente & Martins Bar
A B C
Santos Estados de
San Paulo, Brazil</p> <p>Alfredo Wenzelmann
St. Barroso 152-A
Rio Grande-SUL-
Brazil, S.A.</p> <p>United Seamen's Service
Club
Ave. Manuel Da Nerega
Sas Vicente
S P, Brazil</p> <p>Amer. Hotel & Grill
Georgetown, Demm
British Guiana</p> <p>Joseph Consalves
18 Lying St., British
Guiana, So. America</p> <p>Edward Gonsalves
31 Broad St.
Georgetown, Br. Guiana</p> <p>Madrid Bar
13-A Water St.
Georgetown
British Guiana</p> <p>New York Bar
Bay Street
Barbados, BWI</p> <p>Royal Windsor House
Fairchild St.
Bridgewater
Barbados, BWI</p> <p>Big Apple Cafe
20 East St.
Kingston, Jamaica, BWI</p> <p>Jamaica Prog. Seamen's
Union
2 John's Lane
Kingston, Jamaica, BWI</p> <p>Cafe La Tropical
The Carenage
St. George's Grenada
BWI</p> <p>Mr. Sydney Goodard
Bay Street
Bridgetown
Barbados, BWI</p> <p>Eagle Club
9 Broad St.
Bridgetown
Barbados, BWI</p> <p>Mr. J. L. Turner
United Nations Mariners
Club
Georgetown
British Guiana</p> <p>British & Allied Cl.
Saint Ann's Road
Port of Spain
Trinidad, BWI</p> <p>British Merchant Navy
Club
Port of Spain
Trinidad, BWI</p> | <p>Hotel De Paris
Port of Spain
Trinidad, BWI</p> <p>Mr. Buzs Chelman
Plaza Hotel
54 Park St.
Port of Spain
Trinidad, BWI</p> <p>Mr. Peter Rouse
73 Aristia Ave.
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Spain, Trinidad, BWI</p> <p>Seamen's Institute
c/o Library
Port of Spain
Trinidad, BWI</p> <p>The Savoy Restaurant
16 Park St.
Port of Spain
Trinidad, BWI</p> <p>California Bar
Yaecare 1583
Montevideo, Uruguay
Bar New Orleans
Calle Colon 1519
Montevideo</p> <p>Juan C. Surraco
Rio Bar
Montevideo, Uruguay</p> <p>Mr. Joseph Wagner
c/o London Bar
274 Piedra Calle
Montevideo, Uruguay</p> <p>United Seamen's Service
c/o Shell Carib'n Pirim
Co.
Punta Cardon, Edo
Falcon, Venezuela</p> <p>United Seamen's Service
Club Marino
Caripito P.O.
Caripito, Venezuela</p> <p>Manuel Torre c/o Bar
Cocabana Garden
Brooklyn, Puerto La
Cruz, Venezuela</p> <p>Manuel Torre
Bar 'Chico Hotel
Puerto La Cruz
Venezuela</p> <p>Un. Seamen's Serv.
c/o Creole Petroleum Corp.
Judibana Off.
Las Piedras, Edo Falcon
Venezuela</p> <p>Wm. Tryon Port Dir.
Un. Seaman Serv.
Judibana Off., Las
Piedras, Estado Falcon
Venezuela</p> <p>Plaza Saloon
Puerto Cabello
Venezuela</p> <p>Mario Villaricencio
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P.O. Box 2170
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Front of Pier 3
La Marina
San Juan, Puerto Rico</p> <p>Senor S. Colls. Rep.
SIU of NA
252 Ponce de Leon
San Juan 28, Puerto Rico</p> <p>The Texas Bar
Calle Brombough
San Juan, Puerto Rico</p> | | | | |
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Antwerp, Belgium</p> <p>Jenny Brabant
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Hoboken
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Ernest Van Dyck
Kaai 10-B
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18 Lond St.
Antwerp, Belgium</p> <p>The Flying Angel
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113 Albertdok
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Liverpool, England</p> <p>Ocean Club
James Street
Liverpool, England</p> <p>Ocean Seamen's Club
17 Lord St.
Liverpool, England</p> <p>Seamen Maritime House
Oldtown, Clapham Lon-
don, SW 4, England</p> <p>Custom House Hotel
277 Victoria Dock
East Dock 16
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78 Leadenhall St.
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Bar Le Dandy
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97 Cours de la Republic
Le Havre, France</p> <p>Taverne Normande
28 Rue de Sallions
Le Havre, France</p> <p>De Poste Hotel Bar
Port de Boue
France</p> <p>Hotel Du Commerce
Coms Lindriuan
Port de Boue 8 D R
France</p> <p>American Consul
Esso House
Hamburg, Germany</p> <p>Gaststafte Hansen
Zur Kuhwarder Fahr
Hafenstrasse 108
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Germany</p> <p>Paul Holtz
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Mr. F. F. Schmidt
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c/o Hans Meyer
Liegnitzstr 38
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Rotterdam, Holland</p> <p>Father P. Icovoets
Apostleship of the Sea
Stella Maris
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staad
Rotterdam, Holland</p> <p>Pacific Bar
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Katendrecht
Rotterdam Z, Holland</p> <p>Mr. L. Pleysier
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The Netherlands
Rotterdam, Holland</p> <p>Top Hat Bar
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China Cree Bridge
Karachi, India</p> <p>Marine Club Secy.
2 Nimakmshah Road
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Dept. of Commerce
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Post Office Beira
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matedori Ikuta ku,
Japan</p> <p>Port Hole Bar & Grill
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men's Assn.
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Cevadanga 54
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Association
P.O. Box 5042
Puerto de Tierra
Puerto Rico</p> <p>Assn. Insuler De
Guardianes De F
P.O. Box 3174
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617 1/2 Cormorant St.
Victoria, B.C. Canada</p> <p>Seafarer's Int. Union
c/o Agent
565 Hamilton St.
Vancouver, B.C. Canada</p> <p>Seafarer's Int. Union
c/o Agent
118 1/2 S. Syndicate Ave.
Fort William
Ontario, Canada</p> <p>Catholic Sailor's Club
c/o Library
329 Common St.
Montreal, Canada</p> <p>Seafarer's Int. Un.
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402 Lemoyne St.
Montreal, P.O. Canada</p> <p>Seafar's Int. Un. c/o Agt.
37 Ormond St.
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404 Le Moyne St.
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128 1/2 Halle St.
Halifax, N.S. Canada</p> |

... DIGEST of SHIPS' MEETINGS ...

ELIZABETH (Bull), July 26—Chairman, W. Luchano; Secretary, A. J. Risler. One wiper paid off in San Juan due to illness in the family. Question about delayed sailing time will be referred to the boarding patrolman.

AZALEA CITY (Waterman), July 19—Chairman, Tom Collins; Secretary, John Carroll. Request was made to turn in the repair list. The mate used the gangway watch to bring milk aboard, contrary to the agreement. Lime should be



used as garbage in port, to minimize fly infestation. Bread should not be kept in the pantry as it is too hot. Coffee rack should be installed in the messroom. Ship's delegate will contact the chief mate on these suggestions. Messroom and pantry should be kept cleaner.

ANGELINA (Bull), June 24—Chairman, A. Michalski; Secretary, William J. Carney. Repair list should be turned over to the head of each department.

July 29—Chairman, W. Davies; Secretary, A. Michalski. Patrolman will be asked to check on launch service. Spivot will be installed outside midship housing. Repair lists were turned over to department heads.

MAE (Bull), August 1—Chairman, Jones; Secretary, Bernes F. Hipp. Ship was elected ship's delegate. The present crew wishes to thank the last crew for getting the permanent awning on the overhead poop deck. Discussion was held on the cleanliness of the deck in front of the vegetable box. Refrigerator should be defrosted when necessary. The cakes of soap are too small. Steward will check on torn linen. Solved linen should be turned over to him. Membership agreed to start an arrival pool. There was another vote of thanks to the last crew for obtaining an extra porthole in the 8-10-12 deck department fo'c'sle.

ELIZABETH (Bull), August 7—Chairman, Gadiali; Secretary, Jiminas. One man went to the hospital in Ponce. Chief cook will buy the washing machine for \$16, with the money going into the ship's fund.

NORTHWESTERN VICTORY (Victory Carriers), June 17—Chairman, Johnnie Long; Secretary, Paul Cape. Screen doors and ice box need repairing. Important repairs should be made before the crew signs on for the next voyage. Patrolman in New York will be told about these repairs. Pictures were taken of the rusty aid fan which was responsible for a bad accident to one of the brothers. Union will be notified to have milk on the dock as early as possible. Patrolman should check on all foodstuffs. First aid kits are needed in the engine room. Better grades of ham and jam and jelly should be put aboard.

August 1—Chairman, S. Telsch; Secretary, Jerry Chapekoff. Innerspring mattresses should be secured if possible. Vote of thanks went to the steward department for good food. Discussion was held on the washing machine. Discussion was held on getting better jams and jellies.

CANTIGNY (Cities Service), August 8—Chairman, Vincent D. Kickirillo; Secretary, John Sullivan. Baking needs improvement. Better grade of coffee and vegetables should be put aboard. Repair

list should be made up before the ship enters drydock. Discussion was held on the awning for the aft deck. TV antenna should be repaired. Washing machine pump needs fixing. Baking has improved since the last meeting but there should be more variety. Crew radio will be repaired from the ship's fund. The fund will be increased at the payoff. Porthole suction fans should be procured. TV antenna should be removed as there is too much vibration. There is \$53.66 in the ship's fund.

FRENCH CREEK (Cities Service), August 3—Chairman, Petlicker Jones; Secretary, Georger Chrapowicz. Joe Cave was elected ship's delegate. Department delegates will collect donations for the ship's fund and will then hand it over to the ship's delegate. Men should be properly dressed in the messhall. There should be closer cooperation in the galley during serving of meals.

STEEL ARTISAN (Isthmian), July 24—Chairman, Ben Moon; Secretary, Al Page. Repair list was sent in from Port Said. Painting and gouging—especially in black gang quarters—has been brought to the chief engineer's attention. Motion was passed to collect \$1 from each man for the ship's fund at the payoff. Library books should be turned in before reaching port. Fire damage manifest will be turned over to the patrolman. Vote of thanks went to the steward department from all hands and to the captain and crew of the Holland ship Zeelandier for playing a major part in helping the crew of the Artisan put out the fire in Damman, Saudi Arabia. Busy water will be brought to the attention of the patrolman. Fo'c'sles should be left clean at the payoff.

ROBIN SHERWOOD (Seas Shipping), June 19—Chairman, Wallace; Secretary, Williams. Ship's delegate will speak to the captain about selling slopchest items by the purser. Patrolman in New York will be asked to take action on this.

July 19—Chairman, I. Myers; Secretary, Thomas Williams. Patrolman will be asked about a sick seaman. A fan should be installed in the messhall and a clock in the PO mess. Men who were refused medical care by the purser should contact the ship's delegate. The purser refused an accident report on the second cook. Crew should not sign foreign articles with the same purser. There is no notice of the slopchest hours. Vote of thanks went to the steward and his department for fine food and service.

GOVERNMENT CAMP (Cities Service), August 5—Chairman, Joseph De Santos; Secretary, T. Clough. All three department heads have given excellent coop-

eration on the shippard list. Motion was passed to buy a new radio when the ship reaches the shippard. A new clothes washer should be put aboard if the old one cannot be replaced. Ship needs a good exterminator. The practice of leaving cups on deck and all over the ship and of removing messhall pitchers must be stopped. Linen was discussed.

ARICKAREE (US Petroleum Carriers), no date—Chairman, Frank Atkins; Secretary, Samuel B. Thomas. Ship's delegate paid off on account of illness. H. Reynolds was elected in his place. One man was hospitalized in Sasebo, Japan; another missed the ship. Mate should come to see the sick men, not have them come to him. Ship's delegate will see if the captain will issue money in US currency. Washing machine should be turned off after use. One man came aboard ship in Sasebo with a knee injury. He asked to be sent to a doctor. The captain refused his request pointblank.

SEATRAN TEXAS (Seatrains), July 19—Chairman, A. Gylland; Secretary, Charles Goldstein. Wind chutes and a fan for the wheel house were requested but nothing was done; this will be turned over to the patrolman. There is \$23.60 in the ship's fund. Arnold was elected ship's delegate by acclamation. Linen is not to be left on the deck. Members were asked not to enter the messhall unless properly dressed. Entering messroom in shorts is not proper. Members were asked to donate to ship's fund. Playing cards will be purchased from ship's fund.

LUCILE BLOOMFIELD (Bloemfield), August 4—Chairman, M. D. Higginbotham; Secretary, J. Monest. Ship's delegate will check with the old man about get-



ting a replacement for the wiper who missed ship in San Pedro, Cal. Chief cook is off sick.

BINGHAMTON VICTORY (Bull), June 27—Chairman, A. T. Arnold; Secretary, I. Curtis. Cigarettes too high; it has been agreed to consult the patrolman. Laundry, recreation room, cross alley on main deck should be kept clean.

August 7—Chairman, Gilbert; Secretary, Peck. Repair lists were squared away, there are no major beefs. Brand of toilet soap supplied is not acceptable. A general paint job was suggested for all quarters and passageways and the messhall.

SOUTHLAND (South Atlantic), August 7—Chairman, Fred Seynes; Secretary, E. Leon Baker. Radio was not checked. Steward has enough supplies for the voyage. Suggestion was made that men drinking in port limit themselves to a reasonable amount so as not to miss work or get logged. Steward will try to get fresh milk in the Azores.

LOGANS FORT (Cities Service), August 22—Chairman, R. Koch; Secretary, Robert L. Ford. Patrolman will be asked about juices. Ship's fund stands at \$10.82. One man missed ship in Lake Charles. Discussion was held on getting canvas for boat deck.

ALAWAI (Waterman), August 7—Chairman, R. Theis; Secretary, S. Kwiatkowski. One man refused to join the ship in Kobe and was left behind. He came before the ship sailed and took his seaman's papers. All his personal effects are in the hands of the captain. Men were reminded not to leave the motor of the washing machine running. Control light is there to indicate if the motor is off or on. Steward asked for cooperation in collecting soiled linen. Fruit put out at night should be washed before being served.

STEEL RECORDER (Isthmian), August 9—Chairman, Charles J. Scofield; Secretary, Donald Zublick. Repairs were taken care of. One man missed ship in New York. Rooms will be souged this trip. Coffee bag should be cleaned out after use. Laundry is to be kept clean by sanitary men, and a list will be posted with their cleaning assignments.

BURBANK VICTORY (Eastern), July 19—Chairman, Bill May; Secretary, David M. Ikert. Biggs was elected ship's delegate. Steward department got a vote of thanks for good work done. Everybody should clean up after eating in the mess-

hall at night. Each department will take turns cleaning up the laundry and recreation room.

AFOUNDRIA (Waterman), August 22—Chairman, John Garner; Secretary, Blance T. Williams. Patrolman will be contacted on getting decks, quarters and passageways painted. Wind chutes should be ordered to fit portholes, and blackout screens for forward deck housing. Vote of thanks went for good chow. Members should clean the washing machine after using it.

WARHAWK (Waterman), June 14—Chairman, Stanley P. Gondzar; Secretary, Carl A. Sokoll. Brother Nash was elected steward department delegate. A beef between two members was satisfactorily settled. Captain expressed dissatisfaction with the work done sougeeing the saloon pantry. This point was squared away by the Los Angeles patrolman. He also complained about some steward department members not turning in on time. This is without justification. Galley brothers should be more quiet in the morning.

August 8—Chairman, Stanley P. Gondzar; Secretary, Carl A. Sokoll. Captain wants one of the brothers brought up to the patrolman for performing in Yokohama. As this whole case seems questionable on various counts, it was agreed unanimously that the whole case will be turned over to the patrolman. Repair list should be made out as the ship is going to drydock. Good library will be procured as soon as possible. Captain was contacted about a draw in the Canal Zone. This will depend on what time the ship arrives. Steward wants to get 160 pounds of beef, as we are running low on stores.

SEA COMET II (Ocean Carriers), August 2—Chairman, J. King; Secretary, R. Morgan. Master refused to get replacements in Yokohama. Crew has a letter stating there were SIU men registered for the jobs. Discussion was held on sanitary work. Crew decided on the brand of coffee preferred by a hand vote. It was decided that a cook should remain in the galley during the meal hour and bring the food to the pantry a few minutes before the meal. Vote of thanks went to the baker.

Del Sol (Mississippi), July 26—Chairman, K. Winsley; Secretary, William R. Cameron. K. Winsley was elected ship's delegate. Discussion was held on fumigating the ship.

SHINNECOCK BAY (Veritas), July 26—Chairman, J. E. Cantin; Secretary, Zygis. Slopchest prices will be checked by patrolman in the next port. Brothers were warned about gasbouds. First assistant is trying to give wipers a hard time. Brother Smith was elected ship's delegate. Mate will be contacted about getting the deck department shower painted. Deck delegate warned the gang that he will not cover up for anyone fouling up in port.

LIBERTY FLAG (Gulf Cargo), Chairman, Harold Vivasen; Secretary, Garth E. Henry. Gus Skene was unanimously elected ship's delegate. Steward department will clean the recreation room and the engine and deck departments will alternate cleaning the laundry. Rooms and passages should be kept clean. No cigarettes are to be thrown in coffee cups. A new washing machine came aboard—the old-type Maytag heavy duty—the best, for a change, with spare rollers, shafts and belts.

July 11—Chairman, not listed; Secretary, Garth E. Henry. Repairs will be taken to the captain and cleared up. Chief mate promised room keys to the deck delegate but now says he'll see what he can do. Motion was made to get more fans for the rooms and the mess. Patrolman will be told about this. Motion was made to add fumigation of the ship to the repair list again. The roaches are bad. Quarters are badly in need of paint. Doors should be locked in port. Crewmembers will be responsible for whom ever they bring aboard. Compliments were dished out by all departments to the steward department for being tops. Bosun wanted all the fruit broke out and placed where it could easily be taken but steward said he would take care of fruit and nuts according to the number of men, the time and the supply available. Everyone is happy. The ship went into the 100 percent zone and it was like a shot in the

arm to some of the young members.

July 31—Chairman, not listed; Secretary, G. E. Henry. Washing machine is being used for ship's linen and the brothers are afraid it won't hold up under the strain. Chief steward said all hands in the steward department turn out to wash linen. He says men can either do their own washing or have no clean linen. It was unanimously voted to have the steward pay \$2 weekly to use the washing machine.

MICHAEL (Carras), August 19—Chairman, P. L. Shauger; Secretary, W. T. Langford. Captain was contacted about wind scoops we failed to pick up at San Pedro. Captain will contact the company about chairs for the messroom. Feet



should be kept off chairs in the messroom, as members come to the messroom in shoredie clothes and don't want them messed up. Cigarette butts should not be thrown out of messroom portholes. Card players should clean up the messroom tables after their game. Whoever uses the washing machine should release the wringer after use. Vote of thanks was given to the steward department for the good food they are putting out.

OLYMPIC GAMES (Western Tankers), June 7—Chairman, John Laveray; Secretary, James McLeod. Good care should be taken of the washing machine. There is too much slamming of doors when men off watch are sleeping. Messman should serve watch first at all times. Lots of reading matter should be procured at the next port; we left Frisco without any.

July 12—Chairman, J. P. Laveray; Secretary, M. R. Hansson. Awning on the poop deck will be replaced as soon as possible. Crewmembers should be properly dressed in the messhall and recreation room. No one is to go around wearing a bath towel only. Albert Wiver was elected ship's delegate. No one is to smoke in any restricted area or throw cigarettes through the portholes. Officers are to observe the same rules. Members are not to put their bare feet on the table in the messhall. Suggestion was made to the cook to stew eggplants instead of frying them. Galley said this would be attended to at once. Ship's delegate told the brothers who were getting hot-headed to ease up and forget their verbal arguments.

WILLIAM H. CARRUTH (Trans-Fuel), August 13—Chairman, Hans Skalegaard; Secretary, Werner Pedersen. Joe P. Collins was elected ship's delegate. Shower drains were fixed, to the pleasure of the crew. Japanese officials and officers complimented the crew on their conduct ashore in Otaru, Japan.

ANNISTON VICTORY (South Atlantic), July 19—Chairman, W. Jordan; Secretary, Floyd C. Nolan. Size of the slopchest was discussed. Delegate will look into same in San Pedro. Laundry and recreation room should be kept cleaner. Repair list will be investigated by the patrolman.

August 12—Chairman, M. Sacco; Secretary, E. Lamb. Steward does not cooperate with the ship's delegate and refuses to open boxes for inspection. He called the ship's delegate foul names. Steward's reply that his name was not "hey, you." Steward promised to cooperate. Membership asked for a variety of soups and some salad every night. He promised to take care of this in the future. Captain will be contacted about more stores, if, after checking, it is found the ship has not enough. He will ask the captain for OT to move the stores and boxes around for checking.

JOHN B. WATERMAN (Waterman), August 7—Chairman, Walter Sibley; Secretary, M. Plummer. William Nuttal was elected steward department delegate by acclamation; L. F. Lewis was elected ship's delegate by acclamation. There is not enough cleaning gear in the steward department. Not enough came aboard at the start of the voyage. If the ship's delegate and the steward are not satisfied by the captain's action on the repair list, the patrolman will be notified. Catwalk over forward deck cargo will be finished, or the patrolman will be notified.

PERSONALS

James N. Norris
Please get in touch with "Zero" in care of the SS Schuyler Otis Bland, c/o Waterman SS Corp., 310 Sansome Street, San Francisco, Calif. John Fedesovich.

Richard J. Brown
Please call Al in Gardendale, Ala., 38784, or write to Al at Rt. No. 2, Box 143, Gardendale, Ala.

Herbert Lonczynski
Please contact Jimmie Prestwood at new address, 1104 Alba Street, Mobile, Ala.

Jose Castell
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or
Whom It May Concern
Will Nicholas Bachoudakis, formerly of the SS Aktion, or anybody knowing where he is, please contact Gabrielle Umsted, 217 Mason Court, Baltimore 31, Md.

NOTICES

William Curtin
Mail for you is being held at the mail room in SIU New York headquarters.

Salvadore Franks, bosun
Leoncio Servidad, MM
Gust Sookas, AB
Carlo V. Carlson, oller
Please contact the SIU Welfare Services Department at SIU New York headquarters concerning an error made when you paid off the Robin Tuxford.

Samuel Curtis
Your keys and your discharge from the Cantigny which you left behind can be picked up in the SEAFARERS LOG office.

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 below:

ADDRESS

CITY ZONE STATE

Quiz Answers

- (1) Yes, since his hind legs are longer than his fore legs.
- (2) (a) 2,000 BC.
- (3) "Sparse" means thinly scattered or distributed, scanty; "parse" means to describe a word or series of words grammatically, telling the part of speech, inflectional form and the relationship of the word in the sentence.
- (4) 32.
- (5) Hope.
- (6) Ovela Culp Hobby.
- (7) (b) Giraffe.
- (8) Three hundred miles east of the Strait of Magellan off the coast of South Africa.
- (9) 2,463.
- (10) Such light would circle the earth 7.75 times in one second, or 4,655 times in one minute.

Puzzle Answer

B	E	E	F	R	A	T	G	O	O
A	T	T	U	E	L	I	O	R	C
G	A	N	N	C	O	E	B	A	T
S	H	A	D	R	O	E	A	L	L
A	S	P	S	C	I	E	N	T	I
D	I	E	S	I	N	C	S	L	U
O	U	T	T	A	L	K	E	D	L
E	R	E	S	A	G				
L	O	P	A	T	A	S	P	H	A
A	T	O	M	S	P	A	O	L	I
P	I	L	E	A	I	R	S	T	O
S	C	A	R	P	A	Y	T	O	N

P&O Veteran On Disability

Another veteran Seafarer, who is unable to continue working has been placed on the SIU disability benefits list. Seafarer Jose Garcia Rivero of Key West, Florida, received his first \$25 weekly check from SIU Miami port agent Eddie Parr at his home. A bad heart coupled with an asthmatic condition has forced him to quit working after going to sea with the SIU-contracted P&O line for the last 44 years.

The 63-year-old Rivero has been totally disabled since the end of last year when he was forced to leave the P&O's Florida where he worked as a waiter.

Burdened With Bills

Assurance that the disability benefit would be forthcoming was a great relief for Rivero and his wife, since they were burdened with medical and household expenses and had no income to take care of them.

Now that he has the benefit coming in, he intends to move to a ground-floor apartment as at present he is unable to go out into the street because of the stair-climbing involved.

The 63-year-old Seafarer, who was born in Spain, has been a member of the SIU since August 19, 1940, when the SIU first went in and organized the P&O line.



Seafarer Jose Rivero (seated) reads letter informing him that his application for disability benefits has been granted. Standing by is Eddie Parr, SIU port agent in Miami.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Michael Wherrity, born April 5, 1953. Parents, Mr. and Mrs. Francis X. Wherrity, 213 West Chew Avenue, Philadelphia 41, Pa.

John Zananski, born July 26, 1953. Parents, Mr. and Mrs. Frank Zananski, 1412 Putnam Avenue, Brooklyn, NY.

John Walter Banaszkiewicz, born July 15, 1953. Parents, Mr. and Mrs. John W. Banaszkiewicz, 52 South Bethel Street, Baltimore, Md.

Cynthia Johanna Pages, born August 6, 1953. Parents, Mr. and Mrs. Frederico G. Pages, 364 West 52 Street, New York, NY.

Regina Rose Larkin, born August 2, 1953. Parents, Mr. and

Mrs. Lester W. Larkin, 5 Macabe Court, Woburn, Mass.

William Nolan Delatte, born April 20, 1953. Parents, Mr. and Mrs. Nolan W. Delatte, 433 Maple Street, Harvey, La.

Alta Margaret Carver, born July 27, 1953. Parents, Mr. and Mrs. Lester J. Carver, 602 Garden Lane, Kenner, La.

Cindy Jane Banning, born July 15, 1953. Parents, Mr. and Mrs. Thomas Edward Banning, 130 San Jose Avenue, Sharp Park, Cal.

Ronald Neal Ticer, born July 17, 1953. Parents, Mr. and Mrs. Daniel M. Ticer, 20335 Marshall, Castro Valley, Cal.

Harold Gilbert Jones, Jr., born July 22, 1953. Parents, Mr. and Mrs. Harold G. Jones, 612 Jefferson Park, New Orleans, La.

David Michael Patrice, born

June 26, 1953. Parents, Mr. and Mrs. Joseph A. Patrice, 98 Harrison Street, Boston, Mass.

Brenda Kay Barnes, born June 10, 1953. Parents, Mr. and Mrs. Milton L. Barnes, 3510 Pool Street, Baltimore, Md.

Rita Dolores Mitchell, born April 10, 1953. Parents, Mr. and Mrs. Charles J. Mitchell, 1112 Chestnut Street, Mobile, Ala.

Debra Teresa Beckerich, born August 5, 1953. Parents, Mr. and Mrs. Kenneth E. Beckerich, 312 South Fourth Avenue, Mt. Vernon, NY.

Aracelis Leon Colon, born June 22, 1953. Parents, Mr. and Mrs. Leopoldo Colon, 523 Bartolomew, Las Casas, Santurce, PR.

Dean Royal Fadden, born August 8, 1953. Parents, Mr. and Mrs. Daniel L. Fadden, 105 St. Johns Place, Brooklyn, NY.

Barbara Anne Davis, born June 24, 1953. Parents, Mr. and Mrs. Alexander E. Davis, 116 South Fifth St., Easton, Pa.

Concetta Rose Stanford, born August 14, 1953. Parents, Mr. and Mrs. Dewey Stanford, 68 C. Moreland Drive, Prichard, Ala.

Karen Eileen Bosc, born February 6, 1953. Parents, Mr. and Mrs. Raymond E. Bosc, 2855 Page Avenue, Mobile, Ala.

Charlene McClantoc, born August 6, 1953. Parents, Mr. and Mrs. Charles F. McClantoc, Box 1024, Bayou LaBatre, Ala.

Wimberley Bacon Bryan, born July 31, 1953. Parents, Mr. and Mrs. Augustus B. Bryan, Route 3, Eastman, Ga.

Gaspar Mario Anderson, born August 12, 1953. Parents, Mr. and Mrs. Jasper C. Anderson, 1337 Pacific Street, Brooklyn, NY.

Paul Barrial, Jr., born August 11, 1953. Parents, Mr. and Mrs. Pablo Barrial, 1631 Frenchmen Street, New Orleans 17, La.

James Frederick Smith, born August 1, 1953. Parents, Mr. and Mrs. Stanford A. Smith, 4536 Calumet Street, New Orleans 20, La.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- | | | | | | | | | | | | | |
|--|---|---|--|---|---|---|---|--|---|--|--|---|
| US NAVY HOSPITAL
JACKSONVILLE, FLA.
Charles E. Collins | USPHS HOSPITAL
MANHATTAN BEACH, BROOKLYN, NY
Claude Markell | USPHS HOSPITAL
STATEN ISLAND, NY
Rocco Albonese
Edward Balboa
Frederick Burford
Antonio Carrano
Benito Centero
Salvatore DiBella
Lawrence Franklin
Eurion J. Frazer
Estell Godfrey
J. W. Hamilton
Floyd M. Hansen
Lock Hing
Paul Jokubesak
Oscar Jones
Alexander Kerr
A. Kingsepp
Juan R. Leiba | USPHS HOSPITAL
SAVANNAH, GA.
W. W. Allred
John F. Dixon
F. W. Grant
C. M. Kirkland | USPHS HOSPITAL
SEATTLE, WASH.
M. E. Newman | USPHS HOSPITAL
NEW ORLEANS, LA.
R. P. Adams
L. H. Allaire
G. E. Armstrong
E. Bracwell
E. G. Brewer
William R. Burch
Jessie A. Clarke
Calvin Coats Jr.
Jose A. Colla
S. Cope
Adlon Cox
Rogelio Cruz
W. J. Davies
Joseph L. Dionne
C. Doggett
Henry Durney
Edward J. Gillies
Jack H. Glasson
James Gonzalez
Paul Goodman
John Hane
Harry M. Hanke
C. M. Hawkins
W. Holland
Gunder H. Hansen
John Homen
B. R. Huggins
C. Jones
J. H. Jones | SEASIDE GENERAL HOSPITAL
WILMINGTON, CAL.
Joseph M. Cash | POTTENGER SANATORIUM
MONROVIA, CAL.
E. L. Pritchard | USPHS HOSPITAL
FORT WORTH, TEX.
Estel O. Massey
Yace H. Smira | USPHS HOSPITAL
CHICAGO, ILL.
Isaac Gromala | ALBERT EINSTEIN MEDICAL CENTER
PHILADELPHIA, PA.
Edgar Barton | SAILORS SNUG HARBOR
STATEN ISLAND, NY
Joseph Koslusk | VA HOSPITAL
BALTIMORE, MD.
Leonard Franks |
| USPHS HOSPITAL
STATEN ISLAND, NY
Stanley Leako
Joseph McKay
John MacInnes
Luther R. Milton
Joe Ferreira
Edgar A. Platt
Carlos M. Poace
John Reksin
John Roberts
Jesus Rodriguez
Santiago Rosario
J. Sampson
Virgil Sandberg
Walter Sudnick
Thor Thorsen
Harry S. Tuttle
Richard Weir | USPHS HOSPITAL
NEW ORLEANS, LA.
L. Bourdonnay | FOUNDATION HOSPITAL
NEW ORLEANS, LA.
William F. Garrity | USPHS HOSPITAL
GALVESTON, TEX.
John Axelsson
F. H. Burns
Howard W. Forbes
James A. Heffley
Fred E. Kritzler
Bernard Lignowski
W. W. Lipscomb | USPHS HOSPITAL
BOSTON, MASS.
John J. Flaherty
S. R. Greenridge
J. Heikkurinen | USPHS HOSPITAL
BALTIMORE, MD.
Thomas R. Bach
Leslie J. Brillhart
Clyde Clarke
Rosario Copani
Jeff Davis
A. DeFilippie
Gorman T. Glaze
Allen Heddings
Richard H. Gruber
Edgar L. Krotzer
Gertie Lightfoot
Gustave Loeffler
Thomas V. Logan | USPHS HOSPITAL
NORFOLK, VA.
William H. Harrell
Fred Raffenbuel | USPHS HOSPITAL
SAN FRANCISCO, CAL.
P. D. Broderick
Jim Corsa
Mike Dikun | USPHS HOSPITAL
BALTIMORE, MD.
K. McIntock
John E. Markopolo
Henry Miller
Karl Nikander
T. A. Spencer
Elmo Vance | USPHS HOSPITAL
BALTIMORE, MASS.
Theo Mastaler
Norman E. Napier
J. M. Pinkus | USPHS HOSPITAL
BALTIMORE, MD.
W. G. MacDonald
William Mitchell
Ralph R. Nay
William L. Nests
Thomas Nicholas
Ralph L. Nixon
H. E. Restucker
David P. Rivers
Ivor H. Rose
R. T. Shields
David F. Sykes
Norman D. Tober
V. L. Williamson | USPHS HOSPITAL
BALTIMORE, MD.
W. G. Knapp
Leo H. Lang
A. Langevin
A. Laperouse
Theodore E. Lee
William Lennox
R. Lumpkin
J. R. McCain
John F. Martins
John T. Murray
W. W. Nichols
Kenyon Parks
V. Pizzitolo
Roy Richardson
Abram A. Sampson
J. Santiago
Luther C. Seidle
Larkin C. Smith
T. R. Stanley
Richard R. Suttle
T. R. Terrington
J. D. Thomas
Jack F. Thornburg
Lonnie R. Tickle
J. E. Ward
Charles E. Wells
Virgil E. Wilmoth
A. J. Wyzenski | |

Little Sister Gets A Welcome



Cynthia Johanna Pages, new-born daughter of Seafarer Frederico Pages, is admired by her big sister and brother at the family's New York Home.

FAMILY TROUBLES?



THE
SIU
WELFARE
SERVICES
DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Glenn Curl was up in New York recently, after he got off a ship in Baltimore, met his wife, and then came up to New York to see the sights. The trip wasn't too much of a success, though, because Glenn wasn't feeling very good when he got off the ship. He and his wife only stayed up here a couple of days, and then they went back home to New Orleans, and Glenn checked into the hospital down there.

Another of the men down in the New Orleans hospital is Luther Seidle. From what we hear, he's doing pretty well right now. Joe Frudhomme on the Del Mar is a proud papa, and he tells us that his four-month-old son is a "future Seafarer." Joe says that when the boy gets old enough, he figures he'll be going to sea just like his dad, but right now the boy is just taking it easy in their home in Covington, La., and waiting until he's old enough to join the SIU.

We would like to remind the members to keep on the lookout for unsafe working conditions on their ships. Many of our people are getting hurt because of unsafe conditions on the ships, and it's a good idea to keep on the lookout for such things.

Get Full Story

In many cases, the company will come around to ask you to sign a statement after one of our people is hurt. Make sure you read the statement first. Make sure that it tells the whole story, tells about the conditions present when the man was hurt, and contains no half-truths. If you don't understand the statement, or agree completely with what it says, don't sign it. You don't have to sign anything that you don't want to sign. But if you do sign it, make sure to get a complete, word-for-word copy of what you signed.

As a matter of fact, it would help the Union and everybody also if we would get full reports on these accidents. If our people are getting hurt we'd like to know about it. No amount of money can pay a man for a lost leg or arm and with a complete record, we might be able to sit down and make an arrangement to eliminate some of the dangerous conditions that exist.

It looks like Theodore Mastaler is going to be in drydock a while. He just went into the USPHS Hospital at Brighton, Mass., after spending five months aboard the Warhawk as second electrician. He sends his regards to all his old friends and would like to hear from them.

Cecil Lewis, a Florida boy who had to get off the Robin Goodfellow to go into the hospital just got out a short while ago, and is on the beach now taking it a little bit easy before he catches another ship. Charles Gallagher, who has been hospitalized for a spell, just went back into the Staten Island hospital. He was out of the hospital for about six weeks before he had to go back in again this time.

Another of the Seafarers over at the Staten Island hospital has gotten out. Robert Miller was allowed to leave a little while back. We're not sure just what he's doing now, but we figure he probably headed right back home to Pennsylvania for a little rest before he starts to sail again. In fact, around New York, the news seems to be good all around, since Charles Collins also got out of the hospital recently, and is now taking it a bit easy around the hall before he's able to get another ship.

Looking Over The Display



Seafarer John W. Altstatt and his two sons, Billy and Niel, take a look at some of the Seafaring pictures on display in the hallways of SIU headquarters.

Atlantic Man Gets SIU Benefit

One of the first Atlantic tankermen to be covered by SIU welfare benefits is John Quinn, former crewmember of the Atlantic Seaman. Quinn, who is laid up at Staten Island hospital, is thankful that he is still alive after a harrowing fall from the top of a five story building. He's thankful too, that the SIU has come to his aid, without which he would receive nothing.

Quinn is receiving his hospital benefits under the terms of a resolution recently approved by the SIU membership in all ports. The membership voted to extend the SIU welfare benefits to Union members in the fleet on the grounds that they were sacrificing a great deal by sailing Atlantic and helping organize the company, when they could be sailing on SIU ships and enjoying Union conditions and welfare protection.

His accident happened as a result of a chance encounter in New York with a sneak thief who copped his wallet. Quinn gave chase to the thief who led him on a merry run on to the roof-top of a five story building. When he had the thief cornered on the roof, the man jumped across an intervening shaft to another roof adjoining. Quinn jumped after him but missed his footing and fell five stories to the ground. Only the fact that he hit a clothesline on the way down saved his life.

As it was he suffered a broken



Atlantic tankerman John Quinn receives his SIU hospital benefit from SIU Welfare Service Director Walter Siekmann. Quinn collected \$125 through September 1 under retroactivity of the plan.

back, broken right arm and a couple of ribs to the bargain. He was removed to the USPHS hospital in Staten Island, New York, for treatment.

Once SIU Welfare Services

learned that Quinn was hospitalized there, the Welfare Services representative delivered the first of his \$15 weekly SIU welfare benefits. Quinn will probably be receiving the benefits for a few months as he has a long period of recuperation ahead of him.

By contract, Quinn is receiving nothing from the Atlantic Refining Company or the Atlantic Maritime Employees Union, the company-run organization that purports to represent Atlantic tankermen. The SIU hospital benefit is the sole source of income he has for himself and his family.

Men Who Don't Contact Union Get Rough Repatriation Deal

New abuses of repatriation procedure specified in the SIU contract have been reported to the Union. Shipping company agents in foreign ports, out to save the cost of transportation for ill or injured Seafarers, are now compelling men to wait around for weeks until they are fit for duty, and then shipping them back home as a regular crewmember on a company ship.

Several such cases have arisen in recent weeks, with the companies not taking the necessary initiative to repatriate the seamen. These cases have taken place not only in far-flung ports, but even in such nearby places as the Panama Canal Zone.

Immediate Returns

Where Seafarers have notified Welfare Services of their need for repatriation, the Union has been able to secure their immediate return as a passenger, according to the provisions of the agreement. And the Union has been able to collect unearned wages and other monies due for the man in question.

But where the Union is not notified, the company agent is free to violate the Union contract by denying repatriation to the ill or injured crewmember. When the Seafarer gets out of the hospital they simply tell him he has to wait until he is fit for duty and then sign on as a crewmember on another ship. Or else they will tell him that there are no other ships of that particular company coming into the port for several months and therefore he has to sign on as a crewmember to get back home. By doing so the agents have been passing those sections of the agreement by which a man is to be repatriated as a non-working crewmember on the company's ships, or if no company ships are available, as a passenger on a passenger ship.

There was even one instance where a company agent got a man to sign a release and ship out, saving the company a considerable sum of money in the process.

Aside from the violation of the contract involved in these practices, they work considerable hardship on the Seafarer stranded in a foreign port. While he is waiting around on the beach there, he is for all practical purposes an unemployed seaman, and his family has to do without until he gets a ship

back. He himself eats up whatever financial reserves he may have left.

All of this can be avoided simply by writing a letter to the Union as soon as a man is taken off the ship. Ship's delegates should take into account the fact that a man taken off a ship is sometimes in no shape to write the Union. If the delegate informs Welfare Services what has happened, giving the name of the ship, the port and the date as well as any other information he might have, the Union will be able to take immediate action.

How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32 NY.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Leland J. McMillian, 52: At Johns Hopkins Hospital in Baltimore, Md., Brother McMillian died on August 13, 1953. He was a member of the SIU for the past eight years, and joined in Baltimore, as an oiler in the engine department. The body was taken to Green Mount Crematory. Brother McMillian is survived by his sister, Mrs. Edythe Glover Humphrey of Lorain, O.

John E. Benoit, 20: Brother Benoit was drowned in the Mississippi River on April 21, 1953, and was buried at Laurel Hill Cemetery, New Orleans, La. For two years he had sailed as a utility man in the steward department, since joining the Union in New Orleans. He leaves his mother, Nellie M. Benoit, 118 Walnut Street, Somerville, Mass.

Richard Severson, 25: When his life belt broke, Brother Severson fell 30 feet and landed on his head, suffering a compound fracture. He died aboard the Petrolite, where he was chief pumpman in the engine department, on July 12, 1953. A member of the SIU since 1951,

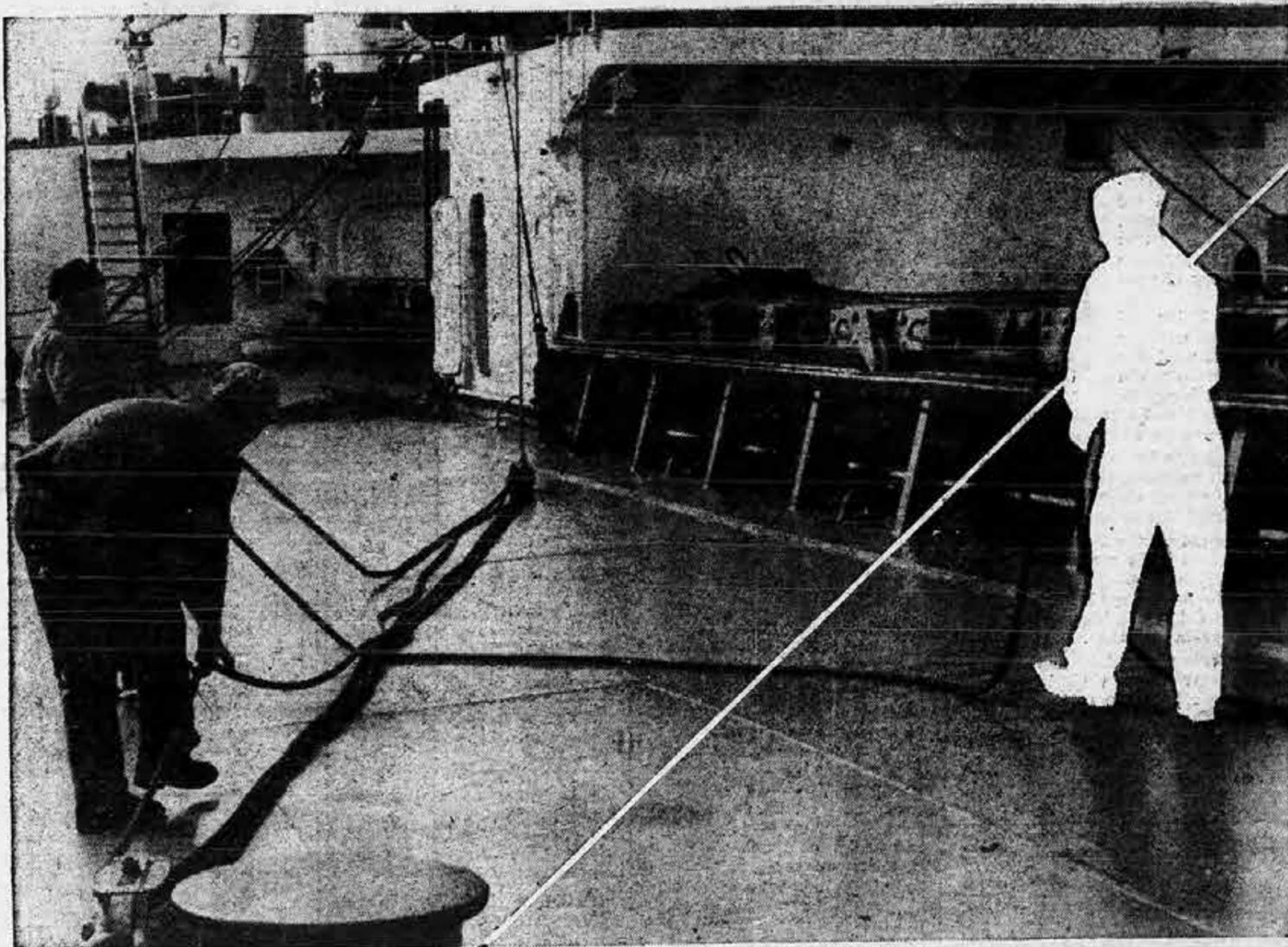
when he joined the Union in New York, Brother Severson was buried at Kings Valley Cemetery, Ossco, Wis. The estate is administered by Mrs. Hildur Severson, RD 3, Ossco, Wis.

Guadalupe Garcia, 25: An FWT in the engine department, brother Garcia died of wounds of the chest and abdomen in New Orleans, La., on June 2, 1953. He had joined the SIU in New Orleans, La., in 1952. Surviving is his mother, Mrs. Justina Garcia, 825 East 12 Street, Port Arthur, Tex.

James Keith Duboise, 59: While enroute to Japan aboard the Abiqua, Brother Duboise died of lobar pneumonia on July 7, 1953. He had sailed as a member of the steward department since 1948, when he joined the SIU in Mobile. Burial took place at Pinecrest Cemetery, Mobile, Ala. Brother Duboise is survived by his wife, Olive Adaline Duboise, 1522 Woodpecker, Mobile, Ala.

Earl P. Vanney, 44: On March 11, 1953, Brother Vanney died of meningitis at the Charity Hospital, New Orleans, La., and was buried at St. Roch Cemetery, New Orleans, La. He had been a BR in the steward department. The estate is administered by Mrs. Rose Vanney Janovro.

Your shipmate...Your delegate...



One of the most valuable assets of the Union is a good shipboard delegate. Good delegates are worth their weight in gold. They can make all the difference between a smooth voyage with a happy crew and the kind of trip that a Seafarer would rather forget as soon as the ship docks.

Representing the Union while at sea under the authority of ship's officers is no easy task. It requires tact, intelligence and firmness. The Seafarer who acts as delegate also has to put in a good day's work on his regular job and get along with his shipmates, because a delegate who goes off or bickers with the rest of the crew quickly loses the respect of the officers.

SIU shipboard delegates serve without any compensation or Union preference of any kind. Their activities involve a considerable personal sacrifice on behalf of their Union and their shipmates. Support your delegate.

