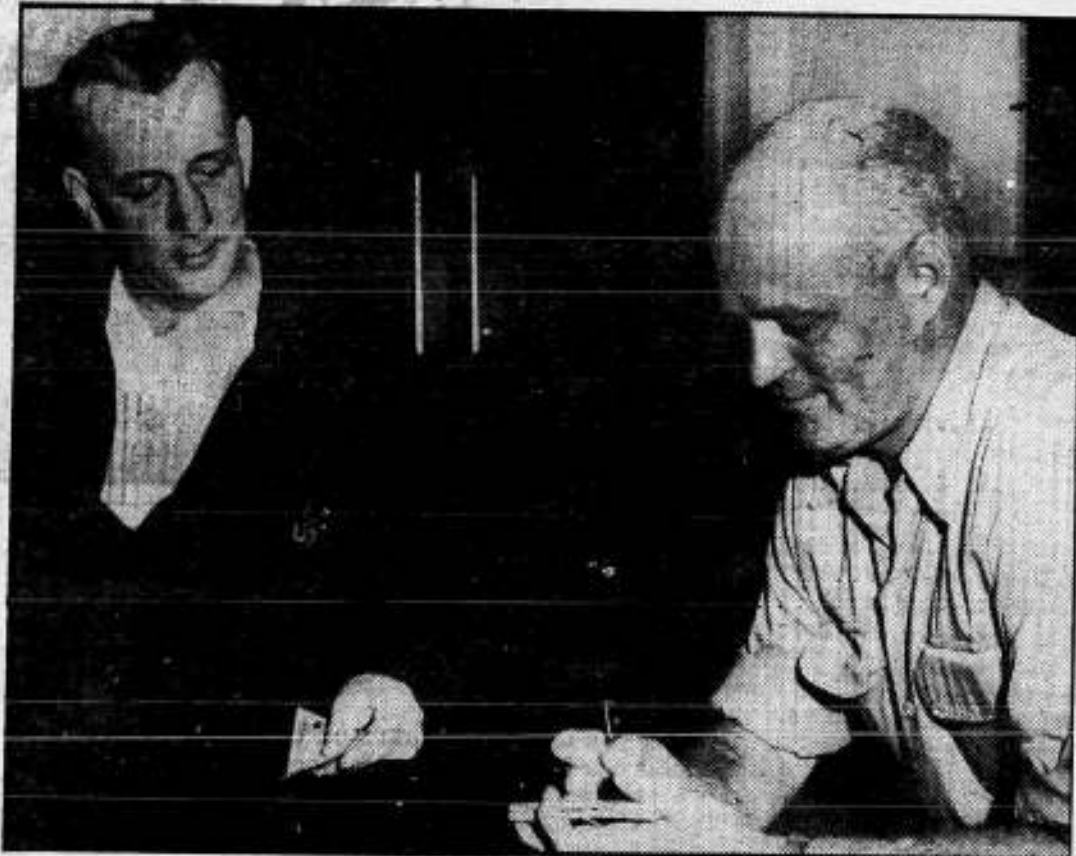


DISTRICT SHIPPING SETS 6-YR RECORD

Story on Page 3

Insurance Strike Voted \$ Aid

Story on Page 3



Holiday Cheer. SIU representative John Cole checks list after delivering \$25 Christmas bonus to Seafarer Harold Lunt in Staten Island Hospital. (Story on Page 2.)



Let 'er Ride. Camera whirrs and lights blaze as Telenews photographer films new hall for CBS TV network and 80 independent television stations. (Story on Page 3.)

All Shipshape.

Negotiators for the SIU and Cities Service Oil Co. wind up session in which agreement was reached on a written clarification of the contract. Shown around the table (l. to r.) are: Wm. Roten, paymaster, Marine Division; Russell E. Brandon, Director Industrial Relations, Marine Division; Lloyd Gardner and Sonny Simmons, SIU headquarters officials; and Keith Terpe, SIU patrolman. (Story on Page 2.)



1951 Was Prosperous For Seafarers

Looking back over the calendar, 1951 was a pretty good year for the SIU. It was the year of considerable bread and butter progress, and of vastly improved shipping. It was also the year in which the new hall became a reality.

January started on a familiar note. The shipowners were trying to get the government to require ratings to go through government schools and set up a big pool of manpower. The SIU opened up its guns, told Uncle Sam and the shipowners it would supply all the men

necessary—which we did throughout the year.

The Canadian District held its convention in that month, proudly reporting a membership of 6,200. A check for \$8,000 came back to A&G repaying the loan in the 1949 organizing drive, with many thanks for our help.

February saw the SIU Welfare Plan invest \$500,000 of its surplus in interest-bearing government bonds, further reducing the overhead cost of the plan.

March was a busy month on

many counts. The SIU opened a fight for draft exemption for seamen and for release of seamen from the armed forces. It also leveled fire at the National Shipping Authority's proposed GAA agreement denying civilian rights to seamen.

The operators were presented with a demand for a guaranteed vacation plan, and work on the new hall got underway in earnest with the letting out of contracts for alterations and reconstruction of the property.

March was the month too when Seafarer Eric Joseph spelled out the meaning of brotherhood by donating a cornea to his buddy in the marine hospital, Philip Pron, to save the latter from blindness.

The fifth biennial convention of the SIU wound up the month in San Francisco. It voted to demand a fairer allocation of ships out of the boneyard.

April saw the first in a series of increases in Welfare Plan benefits, with the death benefit going up to \$1,000. The SIU headquarters hall

began to take shape as construction workers swarmed all over it.

History was made on May 15 when SIU operators signed a memorandum agreeing on the first guaranteed vacation plan in maritime. The plan became official on June 1 and guaranteed a maximum of \$115 vacation annually. The Union tucked this under its belt and went after the operators for new contract terms on wages and other provisions.

The welfare plan hit the head- (Continued on page 14)

Rap Company Agents For Lax Sick Help To SIU Men Abroad

Insurance claim agents and company representatives who have been giving ill seamen the run-around in foreign ports have been called down by the SIU. Headquarters has written

all insurance companies and foreign representatives warning them that sick and disabled seamen are entitled to first-rate care.

Action was taken after headquarters learned of several cases where men who had to be hospitalized in foreign ports were denied their rights to proper care, maintenance and first-class transportation back home.

Since the Union has no representatives in foreign ports to protect seamen in such cases, all Seafarers are strongly urged to get all the written statements they can on their cases. These statements should not be given to a claim agent or company representative until the Seafarer has had a chance to consult the Union.

What has been happening is that a seaman injured, or falling ill, aboard ship is taken to a hospital in a foreign port. When discharged from the hospital, he may find that there is no transportation available at the time. The company agent or insurance man will put him up in a flea-bitten flop-house despite the fact that the man is entitled to \$6 a day in maintenance and cure. Then they will more often than not send him back home in a rat-infested ship, or as a workaway.

In one recent instance a Seafarer was taken ill and had to have his appendix removed in a German hospital. He was sent back home (Continued on page 22)

Owner Praises Seafarers For 'Job Well Done'

Appreciation of the role played by Seafarers in keeping vital cargoes moving has been expressed by Shipenter Lines, an SIU-contracted company.

In a letter to the families of all Seafarers employed by the line, the company praises the job being done by Seafarers. It points out that the men are denying themselves the holiday season because they know the importance to the nation of delivering cargoes on time.

Shipenter further informs Seafarers' dependents that they will keep the families informed of all ship movements and agent's addresses and telephone numbers so that they can get in touch with the Seafarer as quickly as possible.

The company concludes by declaring, "We are proud of our Seafarers, and we trust you share that pride, for they need every bit of encouragement and moral support, which you will not fail to offer them in order that they can successfully carry on their task in these trying times."

SEAFARERS LOG

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Christmas Welfare Bonus Paid to 250 Sick SIU Members

Hospitalized Seafarers all around the country have received their \$25 Christmas bonus money in time for the holiday. With all figures not yet in, indications are that the total amount of the bonus will pass the \$6,500 mark with over 250 Seafarers in the hospitals receiving the gift.

The bonus is in addition to the regular \$15 weekly benefit which all Seafarers receive for as long a period of time as they are patients in the various hospitals.

In New York's Staten Island hospital alone, approximately \$2,500 was paid out with 100 ill Seafarers getting the benefit.

The Christmas bonus was voted by the Trustees of the Seafarers Welfare Fund at a meeting held on December 7, 1951. Union representatives had proposed the gift for hospitalized Seafarers

Union Officials on Security Appeals Board



Membership cards on the Coast Guard Appeals Board for the N. Y. area are presented to Secy-Treas. Paul Hall, (l.) and SUP East Coast Rep. Morris Weisberger (3rd, l.) by Capt. W. L. Maloney, U. S. Coast Guard. Looking on is SUP Rep. Bill Armstrong. Board hears appeals in security cases.

SIU Basic Clauses Given NMU

After four months of hot and heavy negotiating the NMU has managed to clear up part of the so-called "petty inequities" in its contract. The SIU's contract department, upon close examination of the supplementary agreement, said that the "petty inequities," as the NMU referred to them,

amount to no less than 28 provisions, several of them being among the most fundamental clauses in the SIU contract, relating to overtime penalty cargo and other conditions.

All of this covers only deck and engine departments. The NMU is still negotiating for improvements in the stewards department rules.

With but slight exceptions, a contract department representative declared that the new provisions were more or less identical in nature and wording with standing provisions of the SIU's standard contract.

Basic Clauses

Among the inequities which the NMU has been sneering at, but working so hard to get, are: Provision for securing the vessel in harbor limits, provision for adequate sailing board time, air transportation, compensation for penalty cargoes, special rate on explosives, recognition of longshore holidays, stand-by work scales, a similar port time clause, new longshore rates, continuous overtime, free launch service, purchase of fresh provisions in every port, hot night lunches and many other similar provisions which have long been the regular practice on SIU ships.

The same issue of the "Pilot," the NMU paper in which the new changes were announced, takes a slap at the SIU for having superior conditions. As the "Pilot" put it, "If the companies award something to another union—one of those sitting by waiting for somebody else to do their fighting—over and above what is awarded

the National Maritime Union, CIO... for the same type or for equal work... then there has been an 'inequity'."

An SIU headquarters representative, when apprised of the content of the editorial, declared, "The NMU is doing a lot of squirming and twisting, trying to explain away its failure to keep up with the SIU in the matter of money and conditions for its members. To date, they haven't explained how it is possible for a union to get superior conditions by "waiting for somebody else to do their fighting," as their editorial states.

"It seems to us that the shoe fits very snugly on the other foot. It is the NMU that let somebody else do the fighting for them, and now their members are reaping the benefit because the SIU went out and

did a job for all seamen, regardless of the union they belong to."

'Can-Shakers' Have No OK

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

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

CS Parleys Clarify OT

Additional money in the pocket of Seafarers sailing on Cities Service tankers is now assured. A second set of clarifications has been agreed upon between the company and the Union which will mean more overtime payments for crewmembers.

Agreement was reached at a meeting held on December 20 between representatives of the company and the Union. The agreement, which is in addition to clarifications arrived at in November, should reduce disputes at pay-off to a minimum.

All three departments are covered by the latest clarification. Copies of the new terms will be sent out to each Cities Service ship as soon as they are written up and printed.

This is not the last of the talks on the Cities Service contract. Discussions have been recessed for the holidays, but Union and company representatives will get together again after the first of the year for further clarification on working rules in the contract.

As soon as negotiations are completed with the Cities Service fleet, the Union will begin negotiations with the remaining tanker companies to work out the same rules changes that have been put into effect, or are on their way, at Cities Service.



Seafarers load Christmas baskets made up by the SIU for delivery to needy families in Brooklyn.

Parties Highlight Yule for Seafarers

On ship or ashore throughout the world, Seafarers celebrated Christmas with the traditional party. At home, in SIU halls, and aboard all SIU-manned ships it was turkey and trimmings, with lavish full course dinners designed for the most fastidious and the most ambitious appetites.

In New York headquarters, Seafarers and their families ate Christmas dinner in the new cafeteria, along with guests from the neighborhood. It was a raw, wintry day in New York with a touch of snow and sleet in the evening, but all was warmth and good cheer inside the cafeteria. Seafarers and guests were served ham, turkey and roast beef, as part of the dinner, plus assorted pies, desserts and other trimmings.

A few Indian sailors, shivering in their scanty jackets, joined in. Their religion forbade them to touch the meats but they partook of the fruit, cake and coffee. All guests enjoyed the meal to the full, and as one Seafarer put it, loosening his belt with a sigh, "This may not be home, but it is the nearest thing to it."

Early Parties

In other SIU halls up and down the coast, similar parties were in progress or were held over the previous weekend, so that men who had to ship out or wanted to go home could attend.

Some of the parties were put on a little early to make sailing time. Such was the one on the Puerto Rico which took place the day of sailing, December 20 and had both passengers and crew in a festive mood for bon voyage. But whether on passenger ships, freighters or tankers, SIU men celebrated Christmas in the same fine style that they have been accustomed to for the past several years.

An extra fillup was added at headquarters when 100 needy families in various sections of Brooklyn received baskets containing the fixings for a holiday meal. The distribution of the baskets was part of the SIU's good neighbor policy

and reflected the Union's oft-stated intention to participate more widely in community life. The baskets contained chicken, coffee, fruits, vegetables, candy and other necessities for a good dinner.

Insurance Strikers Voted Financial Aid

Prudential Insurance agents locked in a bitter strike struggle with the giant insurance company have received a \$500 boost from the SIU. The headquarters membership meeting of December 19 approved the contribution after several letters of appeal had been received from the various striking locals around the nation.

The strikers, members of the Insurance Agents' International Union, AFL, have been on the picket line since December 1 in 33 states. They are seeking a boost from \$35 to \$55 in their weekly guarantee plus other "fringe" benefits. Approximately 15,000 union members are affected by the walkout which is a major test of the union's ability to survive in the tough white-collar field.

In their letters of appeal to the SIU the strikers point out that the union has only been organized as an International since July, 1951. Their limited financial resources were rapidly exhausted by the cost of eight weeks of futile negotiation. As the strikers put it, "The company has forced this strike at this time in an effort to destroy our union. . . . The results will determine the future of unionism throughout this field of unorganized workers."

The multi-million dollar insurance company's attitude toward the

Shipping Climbs To Postwar High

A tremendous upsurge of shipping in the two weeks prior to the holidays has surpassed all SIU records since the end of World War II. A total of 3,348 men were shipped out of the A&G District in the period from December 5 to December 19, smashing to smithereens the previous high post-war figure of 2,500 for a comparable period in April, 1947.

Pact Still Waits WSB Approval

Despite recent meetings with the SIU, the Wage Stabilization Board has still not acted on the provisions of the latest contract signed by the Union the end of October. Officials of the board have expressed sympathy with the Union's request for speedier action, but have explained that there is a tremendous backlog of contracts to be gone over.

SIU representatives held several sessions with the WSB recently in which various clauses of the new contract were discussed.

For further information on the WSB's policy announcement on welfare plans see story on page 4.

The record-breaking total climaxes a long haul back from the middle of 1950, when US shipping was in the doldrums. A large part of the success of the SIU in establishing the new record is due to the Union's manpower allocation set-up which is making it possible for the Union to man all the ships it is given, wherever they are, despite the tremendous demand for ratings. Seafarers themselves deserve a great deal of credit for taking the ships as they come, and not waiting for runs of their choice, so that the Union could man more ships than at any time since the war.

Can Handle More

Commenting on the record-breaking totals, Secretary-Treasurer Paul Hall declared: "These figures illustrate the efficiency and speed with which the SIU is manning ships throughout our district. The record shows conclusively that we are the only union in a position to accept additional ship allocations with full confidence that they will be manned just as effectively as all other vessels in the past."

The shipping figures, high as they are, would have been even greater but for the fact that turnover is at a minimum on SIU ships. Another aspect of the record is that it was accomplished largely on the basis of freighters and tankers, there being few sizeable passenger ships to swell the totals with their sign-ons.

In mid-1950 before the outbreak of the Korean war, the Union was shipping out an average of 450 men a week. Several ships owned by SIU-contracted operators were lying idle for lack of cargo. Since that time, all these ships have been reactivated, additional ships have been purchased by the operators, and large numbers of vessels in the reserve fleet have been taken out of the honeyard.

Organizing Helped

The Union's organizational department has contributed its share (Continued on page 22)

Stricken Seafarer Saved By Passenger's Surgery

Seafarer Bill Scott, quartermaster of the Del Norte, is alive and well today, thanks to an emergency operation performed by a doctor passenger on the Delta Line vessel.

Scott was stricken with appendicitis while the ship was at sea en route to Rio de Janeiro from St. Thomas, Virgin Islands. He was examined by the ship's doctor, Dr. Deigman, and Dr. Osorio, a passenger on the ship. It was decided that an operation had to be performed at once.

With the aid of several crewmembers, including Brothers Bill Kaiser, steward, Phil Erck, ship's delegate, Bill Sistrunk, second purser, and Harry Tucker, as well as Dr. Deigman, Dr. Osorio performed the operation successfully.

Although Scott was pretty ill for some time, he has come through his convalescence very well.

Dr. Osorio, who was on a vacation cruise with his wife and family, was presented with a watch by the ship's crew as a token of their appreciation for his services in the emergency.



Ship's delegate Phil Erck (r), presents watch to Dr. Osorio as token of thanks from Del Norte crew.

Press, TV Tell World Of New Hq.

The unusual facilities offered the men of the SIU in the new headquarters building are attracting increasing attention from newspapers and magazines, as well as television.

Among the many newsmen who have commented favorably on the new hall was the nationally-syndicated labor columnist, Victor Riesel. In his column, "Inside Labor" of December 10, Riesel spoke glowingly of the new hall's facilities as indicating a new trend



Victor Riesel

in providing services for members and in tying the union in with community life.

"For the man anywhere, be he industrialist or working Joe," Riesel wrote, "who thinks in terms of the significance of the newest labor trends, this building marks a turnoff point in the route of history."

Following publication of his column, Telenev productions was attracted to the Hall as a feature for TV newsreel programs. Cameramen came down and shot the various facilities, particularly the shipping board and men going out on rotary shipping. The newsreel was shown nationally over CBS-TV and 80 independent television stations on Monday night, Dec. 17.

News Coverage

Several other New York newspapers, including the Daily News, Brooklyn Eagle, Herald Tribune and Times have carried photos and stories on the new headquarters. Marine Journals, trade magazines and the labor press have also given wide coverage to the building's opening.

Widely-circulated national magazines catering to the general public have also expressed interest in doing features on the hall. They are waiting for the opening of all facilities, including the Sea Chest and Port 'O Call bar, before sending staff members down to photograph and write up the building. Fortune magazine, the business publication put out by the publishers of Life and Time, is one of the magazines which has shown interest in such a feature.

A & G Voting Passes 1950 Total

With the first of the year just three days away, balloting in the A&G's district elections is fast drawing to a close. Total figures to date show the vote running well ahead of last year's.

At stake in the referendum vote are 29 posts in Headquarters and the A&G branches around the country. There are 37 nominees on the ballot, all of whom were found qualified by the credentials committee.

As soon as all the returns are in from the outposts, a balloting committee will be elected to tally the results. This will take place at the January 2 meeting if possible, or on January 16. The full report of

the committee will be read to the membership and will be printed in the Seafarers LOG for benefit of those who are unable to attend the meetings.

Voting has been going on in all SIU branches since November 1, 1951. At stake in the election are the posts of secretary-treasurer, assistant secretary-treasurer, three headquarters representatives, nine port agents and 15 port patrolmen.

Wage Board Lifts Ceilings On Health, Welfare Plans

After several weeks of backing and filling the Wage Stabilization Board has decided to free health and welfare programs from wage ceilings. This long-expected decision came with a set of new standards by which the WSB will pass on such plans.

Labor members of the board expressed dissatisfaction with some of the restrictions agreed on by the WSB, but were willing to accept these conditions in order to release health and welfare programs from the deep freeze in which they have been resting for months.

One of the regulations to which labor members objected very strongly was the one which gave preference to plans in which workers contribute part of the costs. The WSB said it would approve automatically any plan in which workers contributed up to 40 percent.

Among benefits which the board indicated it might rule out were: death benefits in excess of \$1,500; surgical expenses for dental and plastic surgery, as well as unlimited surgical fees; disability benefits over 26 weeks' wages; and special hospital benefits such as special nursing care.

Since Seafarers get their medi-

Five Year Tanker Shortage Expected

A continued shortage of tankers for the next several years is seen as a result of a slowdown in tanker construction in the United States.

Figures to date show that the United States shipyards are building or have on order less than ten percent of the world's total tanker construction.

Leading the United States in tanker output are Britain, Sweden and the Netherlands, with Western Germany ranking on a par with America. The result of the small American construction program will be that tanker rates will continue at their present high level.

Shipping experts figure that the present condition might persist as far ahead as 1957 unless there is a radical upswing in tanker construction.

cal and surgical care from the US Marine Hospitals, most of these matters would not apply to the Seafarers Welfare Fund. It has been the practice to permit a certain degree of substitution when all of the benefits normally provided are not covered by the fund in question.

Miners Consider Set-up To Operate Coal Ships

A novel plan for shipping United States coal abroad under the wing of the United Mine Workers is currently being considered by that union. President John L. Lewis has revealed that the union hopes to form a shipping corporation, with the intention of becoming a permanent feature in United States coal export.

In ordinary times US coal is priced too high to compete with European coal in the foreign market, particularly when the cost of ocean freight is added on. Under Lewis' plan the proposed shipping company would operate as a non-profit organization so as to bring the price of US coal in foreign markets down to a competitive level.

In the immediate future, the new company would be able to make up Europe's coal shortages at a price closer to what the Europeans can afford. Any reduction in the price of coal would mean that Europe could devote correspondingly larger amounts of US aid funds to other economic purposes and to rearmament. In addition, such a step would reduce the amount of coal purchases from Poland and other Soviet-dominated countries.

See Surplus End

In the long run, the United Mine Workers feel that formation of a non-profit shipping company would help eliminate the surpluses that have plagued US coal industry in normal years, and provide more work for the miners.

The chief bottleneck in the formation of such a company is the lack of ships needed. It is reported

SIU History In Cartoons

A new cartoon series on the history of the SIU begins in this issue on page 7 and will run regularly in the LOG. The series traces the beginnings of organization of seamen's unions, the establishment of legal rights for seamen, and the many victories and setbacks they experienced through the years.

The organization of the SIU, its early struggles and its accomplishments for the men who man US sailing ships will be taken up, bringing the history up to date.

Iron Curtain Fleet Gains 14 Vessels

The sale of a cargo ship belonging to a nation receiving Marshall Plan aid to an Iron Curtain country has brought the total of recent acquisitions by Russian-dominated merchant fleets to 14.

Polish buyers reportedly paid \$840,000 for the French Line freighter Wisconsin, built in Germany in 1929 with a cargo capacity of 10,200 tons and accommodations for 70 passengers.

Earlier this year Polish shipping purchases in the open market included seven Danish, five Norwegian and one Swedish vessel, the latter originally an American C-2, the Axel Salen, built in 1940.

The Wisconsin, familiar in New Orleans on the Gulf Coast run, has a speed of about 14 knots, slightly better than a Liberty ship, the principal offering on the open market these days. The ship was considered to be a welcome addition to the Polish maritime fleet because of her all-around utility and speed.

SIU NEWSLETTER from WASHINGTON

Persons located in various trouble spots abroad will receive quick and orderly evacuation in any future all-out emergency under plans being readied by the Department of Defense. Cooperating with Defense are the Customs Bureau and the Coast Guard which are acting simultaneously to authorize waiver of navigation-inspection laws to allow operation of whatever below-standard vessels that might be requisitioned by the Government for the evacuation job.

The reason behind this early planning is that the U S Government does not want to be put in position, in a future war, of being flooded with frantic appeals to Washington for evacuation vessels.

The present movement toward development of overseas sources of iron ore to keep our industrial machinery turning is causing some American shipping lines to think in terms of acquisition of large ore carriers. Some of the lines giving attention to the subject have been strictly dry-cargo companies in the past, but are expected in the future to acquire ore boats, either through private construction or conversion.

One case at hand is the American-Hawaiian Steamship Company which is attempting to secure favorable Government action looking toward conversion of some of their C-4's into ore carriers, by the addition of a new mid-section.

The keen interest in the overseas ore development and movement also enhances the early probability of direct overseas service to and from the United States Great Lakes.

The shipping industry can expect some Members of Congress to press for legislation next year to protect the Government's interest in future sales of Government-owned vessels. This move is anticipated as an outgrowth of the case that came to the public's attention last year when a former Member of Congress (Representative Casey, Mass.) told Congress that he realized a profit of \$270,000 on a \$20,000 investment, through the purchase and then resale of Government surplus tankers.

After many months of intensive undercover study by its staff, the Senate Expenditure Committee's investigating subcommittee is about ready to publicly air the Casey tanker deal. Public hearings are expected in less than two months by the Subcommittee, with the Congressional unit to concentrate on the question of taxes in relation to the gain realized by those purchasing the tankers.

A "Model T" merchant marine? This is a question being discussed in the Capital city these days, with Congress holding the final answer. Most of the American merchant ships date back to the early stage of World War II, and the word is being spread around that they will become obsolete in a bloc unless plans are pushed now.

Having in mind that the answer lies in the construction of the "Mariner" type vessel, Congress will be asked to allow the construction of an additional bloc of these vessels, together with high speed tankers. While such vessels would be built by and for account of the Government, through the Maritime Administration, the latter agency, if the international emergency quiets, will undoubtedly invite bids for the sale of these new ships, with the bids to be limited to American citizens.

If it is determined that the Government does not now have the power to sell the new Mariner ships, Admiral E. L. Cochrane, Maritime Administrator, will ask for special legislation, and is also expected to ask that they be sold to American citizens at a special reduced price.

A scandal-shy Congress will be called upon soon after convening next month to decide a very important basic issue for the merchant marine, the results of which will be widely felt for years to come.

The issue is this—should the existing American steamship lines be strengthened further with whatever Government aid they desire, or should their strength be held to a minimum so that the Government might encourage expansion of smaller shipping lines.

The whole case is premised on the general admission by most that a certain amount of Government backing, through the form of subsidies, is necessary to put the American company on an operating par with foreign-flag competitors.

The line-up on the issue is expected to be as follows: The principal Government maritime agencies (Maritime Administration and Federal Maritime Board), although willing to listen with open minds to the pleadings of smaller companies, will oppose any Congressional limitation on their authority to authorize maximum subsidized sailings. In this respect, these agencies will be backed by the existing 13 American subsidized lines, speaking through the National Federation of American Shipping.

On the other hand, Representative Thomas, Democrat, Texas, powerful Chairman of the House subcommittee that controls the purse-strings, will fight in the direction of holding down the expansion of existing subsidized lines, so that smaller companies can get a share of the subsidy money. Lined up behind Mr. Thomas will be a small group of American ship companies which are aspiring for Government aid to tide them over the uncertain future.

Although there was considerable adverse criticism last year when Congress allowed large merchant vessels to be converted into freighters for service on the Great Lakes, Admiral E. L. Cochrane, Maritime Administrator, is convinced that their new role on the Lakes in speeding up steel production is every bit as important as their potential use as components of the offshore merchant fleet.

Rx by Radio to Merchant Ships

Seafarers who fall ill aboard ship have the assurance of expert long - distance medical diagnosis through the facilities of the International Radio-Medical Center in Rome.

The center has been functioning for 17 years. It was founded by Professor Guido Guida, a retired Italian naval doctor, who runs the whole works including the radio station, which he owns, at his own expense.

200 Cases Yearly

There are 40 physicians on the center's staff, all of whom are specialists in their field. The Center diagnoses illnesses aboard ship and transmits instructions on how to care for the case via an established radio wave band known to all ships. On the average, the center will handle more than 200 emergency medical cases in a year, and has proved invaluable to merchant vessels, most of which have no medical personnel aboard and may be far from any port where treatment could be given.



Radio operator (left) transmits Dr. Guida's medical advice to ship.

Your S.I.U. Washington Reporter

New Aluminum Plant May Aid Shipping

New Orleans—Opening of the new Kaiser primary aluminum plant at Chalmette on December 11, marks another step forward in the rapid industrialization of the Gulf Coast and is being watched closely by the SIU. The heavy increase in consumption of bauxite ore and other commodities which will result from the operation of the new plant appears certain to add to the growing shipping boom in the New Orleans area.

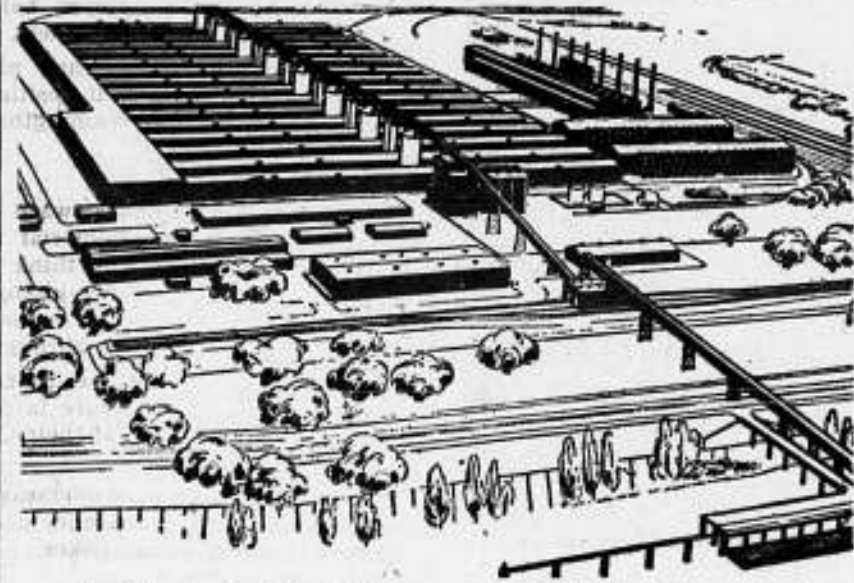
The new plant, built on the site of the 1812 Battle of New Orleans, will have a production capacity of 400,000,000 pounds of aluminum annually, when finally completed in 1953. This is more than the nation's entire pre-war aluminum output. To produce aluminum in such huge quantities will require some 530,000 tons of raw material annually, including 378,000 tons of alumina, the intermediate powder-like product processed from the bauxite ore.

In line with the growing trend of American industry, most of the ore and other raw material will have to be imported from outside the United States. This is a post-war development which is rapidly extending to all fields in which unrefined ores are a starting point of production.

The increased tonnage of bauxite

needed can best be understood in light of the expansion of Kaiser's existing Baton Rouge alumina plant. The Baton Rouge plant will meet the requirements of the Chalmette production setup by more

than doubling its present alumina capacity, up from the present 300,000 tons to 800,000 tons a year. At present, Baton Rouge gets its bauxite on SIU-manned Alcoa ships (Continued on page 14)



Architect's drawing of the new Chalmette aluminum plant.

Pacific Shipyards To Get Steel

San Francisco—Stand-still west coast shipbuilding got a lift this month with the tentative promise of steel for the start of a \$47,000,000 order for the Maritime Administration, early in 1952.

Construction of the new Mariner class freighters has been held up by slim steel allocations. The delays mean another year's wait before any of the vessels can go to work. Five had been scheduled for completion in mid-1953. The ships, single-screw propelled and capable of 22 knots maximum speed, would carry 12 passengers in addition to enlarged cargo space.

A total of 35 Mariner bottoms have been contracted by the Federal agency, headed by Vice Admiral Edward L. Cochrane, who disclosed the probability that construction steel would be made available to the Bethlehem Pacific Coast shipbuilding division around February 15.

The prospect that the keel of the first vessel would be laid late this summer heightened chances of a further tightening of the skilled labor supply in the area. West coast interests have strongly urged the need for activation of the locality's shipbuilding facilities, asserting the desirability of not having the yards lay idle and not allowing trained personnel to drift off to other jobs.

Given proper impetus, Pacific

builders could compete more favorably with east coast shipyards in bidding for contracts, they noted. Their disadvantage cur-

rently lies in having to start up operations from "dead stop" plus mounting freight rates from the east.

Delaware River Ports Enjoy Boom; Shipping Doubles '50 Tonnage Total

Philadelphia—The fast pace of shipping in the Philadelphia-Camden port area is quietly rewriting the record books for Delaware River port commerce.

Latest figures released by the Delaware River Joint Commission reveal a six-month export total in 1951 running higher than all of the previous year and doubled for the comparable period in 1950.

It is estimated that still greater records will be run up next year with the beginning of operations at the huge US Steel plant at Morrisville, Pa., opposite Trenton, and a projected National Steel Corp. mill south of Camden.

Statistics in the analysis of the area's commerce also pointed to Philadelphia itself as an example of the boost in export trade. The

City of Brotherly Love shipped 7,096,587 tons the first six months of 1950 as compared with 8,107,952 tons up to July 1, 1951, a gain of over a million tons.

Waterman to Inaugurate Coastwise Pan-Atlantic Service to Galveston

For the first time since the beginning of World War II coastwise service will be resumed between the port of Galveston and the East Coast.

Permission has been granted by the Interstate Commerce Commission to the Pan-Atlantic Steamship Corp., a Waterman subsidiary, to inaugurate service from Galveston to the Eastern seaboard ports of New York, Boston, Baltimore and Philadelphia.

Before the war, Galveston had regular coastwise service, amounting to about 2,000,000 tons annually with these cities. This was usually much more than the amount of tonnage carried in foreign trade.

The Waterman Company, through its subsidiary had been operating an extensive pre-war coastwise service, but the war largely minimized this phase of American shipping.

Resumption of the service with

Galveston as the terminus is part of Waterman's expanding program to regain its leadership in coastwise operation and assures added jobs for men shipping from the Gulf area when the run actually begins early next year.

Coastwise trade, once the pre-eminent phase of US flag operation, will get a big lift from the government decision permitting Waterman to run up the Atlantic coast from the hub of Texas shipping.

The ICC issued a decision in favor of Pan-Atlantic back on August 9, but this was protested by several other ship operators. Reconsideration of the decision was denied by the ICC which means that service will get underway in the near future.

Denied Shore Leave, Crew Nets OT Melon

Crewmen of two SIU ships cut up a melon of nearly 2,000 hours disputed overtime in New York recently.

Men aboard the Sweetwater, a Mar-Trade ship that came in to New York after 13 months received a juicy total of 1,400 hours as the Union backed up their claims for OT. The bulk of this, 79½ hours per man, came through because the crew was denied shore leave in Buenos Aires from June 29 to July 4.

The ship's operators claimed that they had a letter from the Argentine government detaining the crew aboard ship during that period. When challenged by the Union to produce the letter, they were unable to do so, and the overtime payments went through, amounting to about 1,000 hours.

The remainder of the disputed overtime came from painting officers' quarters, late meals, port time and other minor causes. The patrolmen reported that although officers' quarters had been painted, the crew quarters had been badly neglected and there was very little food left aboard.

Delegates Lauded

Ship's delegate Robert Barger and the crew were praised by the patrolmen for being on the ball. The permitmen too did very well considering the length of the trip. All the overtime put in by the crew was in accordance with the contract except for the time the crew thought it was in port but the ship's log showed differently.

In another case, some sort of record for individual disputed overtime was set when the second cook on the Seasmagie, a Colonial ship, collected almost 400 hours. This ship too was out for 12 months and the man was disputed in his claim for an hour of overtime daily throughout the entire period. His day of reckoning came when patrolmen showed the company where the contract called for the OT payment.

Bridges' Men Lose In Second Attempt To Win Home Local

San Francisco — Harry Bridges has been licked again in his own backyard. An anti-Bridges slate has been victorious in elections in Bridges' 6,000 member home local, Local 10 of the International Longshoremen's and Warehousemen's Union (Ind.).

Walter Nelson squeaked through against Henry Schmidt, a veteran Bridges man 2,211 to 2,101 in the presidency race. Another Bridges supporter, George Walsh, lost to Bill Kirby 1,253 to 1,986 in the race for secretary-treasurer.

The anti-Bridges forces also beat down a Bridges proposal for a Harry Bridges defense fund assessment, and kept control of the board of trustees, the labor relations committee and the publicity committee.

Bridges was not completely washed out, since his followers still have a chance in runoff elections for vice-president, two business agents and for dispatchers.

Schmidt, a perennial candidate for the presidency was one of those found guilty in 1950 of conspiracy to conceal Bridges' membership in the Communist party.

Although Bridges' men have been beaten two years running in his home local union, there is no sign yet that the anti-Communist group in the ILWU has enough strength to oust him from his position as president of the International Union. The government is liable to solve that problem, however, when legal steps leading to his ouster from the country are completed. Should Bridges be deported observers expect that control of the union will shift to the right-wing faction.

Blindness Nears For Seafarer

With his eyesight failing rapidly, Seafarer George B. Thurmer has had to give up the sea. He is going home to wrestle with the problem of finding employment to support his wife and two children.

Thurmer is suffering from a rare eye disease, a condition known as diminishing vision. His optic nerve is slowly deteriorating and doctors hold forth no hope that anything can be done to preserve his falling sight. He has left for his home in Oliver Springs, Tennessee, which is just three miles outside of Oak Ridge, and will cast around for some kind of employment.

"There isn't very much in the way of jobs in my home town," he said, "but I have to find something because those bills are running up and I may have to mortgage my home."

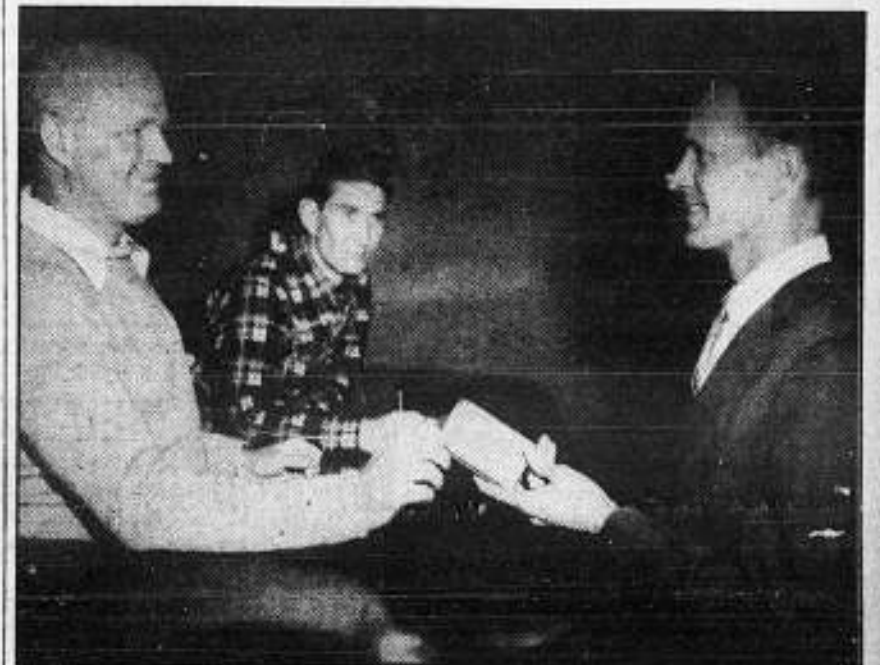
Thurmer has been examined by several eye specialists, all of whom confess that they do not know the cause of his condition. Some of them believe that it might be the result of heredity.

"Railroad Seaman"

A member of the SIU since 1942, Thurmer has been going to sea for the past ten years as an oiler and wiper. Before that, he worked on railroads. Thurmer was known as the "railroad seaman" because of his background and his hobby of drawing locomo-

tives on the decks of ships. He has done a lot of sailing on Robin Line vessels, including the Robin Goodfellow, Robin Locksley and others. He has two sons, Stephen, 6 years, and Sidney, 3½ years, both of whom are anxious to go to sea when they grow up.

The Union's Welfare and Contract Department is taking steps to try to work out an arrangement whereby Thurmer can secure retraining, and possibly employment, in or near his home town, as well as some kind of maintenance for the time being.



George Thurmer prepares to retire his SIU book before leaving for his home in Oliver Springs, Tennessee.

MM&P Blasts Alien Officer Waiver Set-up

Recruiting of alien officers to man American flagships has been protested by the AFL Masters, Mates and Pilots. The deck officers union feels that it could supply all the men needed if draft and reserve regulations were eased.

The MM&P acted after the Coast Guard announced that it would permit alien officers to sail because a shortage of personnel has been holding up many American ships. Applications will be accepted from alien officers to sail as second and third mates, and as engineers, provided the men involved are approved by the Coast Guard. Applications would be passed upon by marine inspection officials in the various Coast Guard districts.

Captain Charles May, president of the MM&P said that his union would fight the proposals. Most of the officer shortages thus far have been on government-owned ships operated by the National Shipping Authority. Captain May declared that the government could easily get the officers it needs if it would suspend the requirement that such officers working on government ships must be long to the Naval Reserve.

Other steps that would have to be taken to ease the situation, he said, would be to halt the draft of ships' officers, and to discharge those already drafted into the Armed Forces.

He suggested that if the Wage Stabilization Board would get moving on the recently negotiated wage increases, it would encourage men to go to sea.

Libertys Too Big For Their Taxes

An influx of new revenue for the government from a Customs Bureau recheck of tonnage on Liberty ships is causing considerable headaches for many shipowners.

The program begun last spring of re-measuring war-built Libertys has uncovered increases ranging from 69 to 1,200 tons in over 100 ships. The treasury gain stems from a tax of six cents a net ton levied on any ship entering US ports. While the revenue bonanza is negligible in the case of a 69-ton discrepancy, it is considerable for 1,200, especially for operators with many ships prone to the same assessment. Port entry taxes are based on a ship's tonnage certificate.

Improvements, removal of war-time gun crew spaces or failure to follow strict specifications affect the net tonnage figures and in most cases were never entered on tonnage certificates. The taxes, for many, date back to 1947 and also affect taxes in the Suez Canal area and elsewhere.

The net tonnage of a vessel is determined by the measurement of all enclosed space up to the first tier of deckhouses and deducting from that figure the space taken up by machinery, crew spaces, ship stores and other operating necessities.

The need to re-measure the Liberty ships arises from the hurried situation during the war when ships were coming out too fast to handle. The measurement for all of them was based on the prototype ship for the class and certificates for that tonnage were automatically issued for all Libertys thereafter.

Taking a Reading On Union Finances



At SIU headquarters Seafarer F. T. DiCarlo checks the prominently-displayed Secretary-Treasurer's financial report on the Union's expenditures of the past week. The Union's weekly reports on where the money goes are audited by membership committees and have always been available for open inspection.

Fire-Disabled SIU Ship Towed In; No One Hurt

Crewmembers of the McKettrick Hills ran into unscheduled excitement on December 11 when the ship's engine control panel caught fire at sea. The result was that the SIU-manned tanker had to be taken in tow and hauled into Philadelphia for repairs.

Considering that she was loaded with fuel oil, crewmembers were thankful that the worst that happened was that the engines were disabled. There were no injuries resulting directly from the fire, except that the chief engineer was overcome by smoke.

Bosun Bertil Hager, who paid off the ship in Philadelphia when she drydocked, told the LOG that the control panel caught fire while the ship was 180 miles off Hatteras. The lights went out and the panel burned for about an hour while crewmembers battled the blaze with CO2 extinguishers and other firefighting equipment.

When the fire was finally put out the Western Tanker vessel was unable to make headway because her engines would not turn over. A Coast Guard cutter that came out the next day tried to take her in tow but heavy seas kept her from making any progress. At this point Bosun Hager suffered arm

Senator Urges Faster Tankers for Defense

The growing Russian U-boat fleet makes it more and more necessary for the U. S. to build faster tankers and easily convertible passenger liners, Sen. Herbert R. O'Connor declared last week.

Recently returned from an overseas trip, the Senator from Maryland asserted that the nation's preparedness program is acutely challenged by the increasing menace of the submarine build-up in the USSR.

"The reported policy in our government of depending upon foreign vessels in case of emergency is shortsighted and, I believe, dangerous to our future security," Sen. O'Connor stated.

and leg injuries from the towing cable.

Finally on Thursday, after the ship had been drifting for 36 hours, a Moran tug took her into Philadelphia. The weather continued rough and it took three days to get her into port. Even in port the crew's troubles were not over as they had to pull the lines up by hand up forward for lack of power.

The disabled tanker is now in drydock at the Sun Shipbuilding Company where it is expected to stay for several weeks for a thorough overhauling. Part of the crew has been laid off, with the remainder standing by.

Nitrate Cargo Only Safe in Steel Drum

Safety in handling cargoes of ammonium nitrate lies solely in the use of steel drums when transporting it by ship, a study following the Texas City, Texas, disaster in 1947 revealed.

An explosion of the chemical substance, a fertilizer material, blew a French vessel to pieces and wrecked the small community adjacent to the harbor. A second though smaller explosion in Brest, France, bolstered the order banning heavy shipments of ammonium nitrate through the port of New York.

The chemical should not be carried aboard ship unless packed in steel drums, the study reported, based on experiments which yielded the result that the universally used fertilizer component was relatively free from hazard when packed that way. Smoking or open flames should never be allowed near the cargo in any stage of handling.

Moreover, other highly inflammable material should not be stowed in the same holds. In the case of fire, it was strongly urged that only water be used. Steam might produce disastrous effects because heating the chemical renders it extremely dangerous.

Top of the News

LITTLE MAN WHO WASN'T THERE—Russian propaganda films aimed at belittling the United States' role in World War II have made some startling alterations in historical fact. A film prepared for the North Koreans called "38th Parallel" shows newsreel shots of the surrender of the Japanese Empire aboard the battleship Missouri. All is authentic except for one slight detail—those parts of the film showing General MacArthur receiving the surrender have been cropped out, and shots of a Russian general seated at the table have been spliced in instead!

DAY OF JUDGMENT COMING—All the discussion about the Internal Revenue Department's errant tax collectors, plus a glance at the calendar is a reminder that the time to file income tax returns is drawing near. Returns can be filed at any time after January 1, with the deadline being the "Ides of March," March 15, 1952. It's to the advantage of the taxpayer to file early. If any questions arise or any refunds are due, an early return will help clear up matters for the Seafarer.

ANOTHER MARSHALL PLAN EXPORT—Talk about taxes brings to mind the fact that Italy has adopted the United States system, basing tax rates on the basis of the taxpayers' own declarations of income. Previously, the government had arbitrarily assessed taxes at a rate two or three times the amount of the declaration. This action was based on the theory that the taxpayer was lying and would automatically understate his income by that amount. Net effect of the old system was that taxpayers were forced to hide their income to avoid excessive taxation. They still tell the story of the poor fellow who worked all his life, scraped together some money and bought an apartment building. When the tax collector came around, the proud landlord honestly declared the value of his property. The tax collector promptly tripled it for purposes of taxation and the landlord had to sell his newly-gained property to pay up.

DISTINGUISHED VISITOR FROM ABROAD—For the first time since March, 1946, this January Winston Churchill is coming to the United States to confer with President Truman and other leaders on Britain's economic troubles. The last time Churchill was here, he made a speech at Westminster College in Fulton, Missouri, in which he popularized the now well-worn phrase, the "Iron Curtain." Among questions to be taken up, in addition to Britain's dollar difficulties are: what to do in Iran and Egypt, how to set up an European army and what to do about Chiang Kai-shek.

IT COSTS A DIME TO GET IN—New York City's major subway stations are going to be altered to provide increased underground shelter space in case of air raids. The State Defense Council has approved the city's \$15,000,000 program for building bomb shelters under Times Square, City Hall and other central locations. Actual start of the program waits upon Uncle Sam's kicking in half the cost as required under the civil defense law passed in the last session of Congress.

BUBBLE, BUBBLE, TOIL AND TROUBLE—The Iranian oil cauldron continues to seeth with inflammable crises, the latest being a sitdown strike by opposition members of the Iranian Parliament (the Majlis) in the Parliament building. Thirty members of the Parliament have moved into the building lock, stock and barrel in order to protect themselves from "government by assassination," which is the stock in trade of extremist groups supporting Iranian Premier Mossadegh. The opposition charges that Mossadegh's refusal to accept compromise proposals from the United States on resumption of oil production is bringing the country to the brink of disaster. More than that, his failure to obtain a US loan has reduced his local popularity considerably. Complicating the picture is the growing strength of the Tudeh Party (Iranian Communists) in this oil-soaked land.

BLACK GOLD FLOWING—The cutoff of oil supplies from Iran has meant money in the pocket for the Sheikdom of Kuwait, a barren stretch of sand at the head of the Persian Gulf. British oil interests are exploiting Kuwait's oil reserves with increasing intensity to make up for the loss from Iran. They have just concluded a contract with the Sheik which is expected to bring him a personal income of \$130,000,000 a year. That should make him the richest man in the world. The Sheik has decided that he doesn't need quite that much to live on. He will use some of the money to help out his 100,000 poverty-stricken subjects by building schools, homes and hospitals for them.

IT HURTS LESS THAT WAY—The US Chamber of Commerce which usually groans at the thought of the government spending money on anything, is surprisingly receptive to the idea of more aid to Britain. The way the C of C figures it, this would help out the Tory government in England and keep down the bogey of a Labor Party comeback in that country. As Mr. Dechard A. Hulcy, president of the Chamber, put it, the Conservative Party is trying to "shore up the failure of a socialist experiment" and should be given a boost in that task.

HONEST MA, HE'S HONEST!—In these days of Internal Revenue shakedowns, bribery of government officials and other assorted scandals, including the lesser ones of padded expense accounts and profiteering, it is a pleasure to come across Greene, Tweed & Co. of North Wales, Pa. The company shocked all and sundry when they refunded the government \$6,216 because they found that they could fill a defense order at less than the amount originally set.

The company expressed bewilderment at a flood of telephone calls and other congratulatory messages which they have been receiving. A spokesman said that he couldn't see why people should find business honestly so unusual. "We wouldn't think of profiteering at the expense of the Government, or any other customer," he said.

Boston Attempts Comeback As Major US Maritime City

The Boston hall of the SIU stands on a street which was once the busiest commercial dock in all America. Lower State Street, where the hall nestles among a row of brick and granite stores and wholesale houses, was once Long Wharf. More than a hundred years ago, fill was dumped into the shallow flats around the inshore end of the pier and dry land was created upon which was built the crowded warehouses of the Atlantic Avenue district.

The fate of Long Wharf, "T" wharf, and India wharf, once centers of American foreign trade with far countries, dramatizes the change in the port and its relationship to the rest of the nation.

When the clipper ships cleared to China, or the gold fields of California with hundreds of hungry 49'ers, New England was the tail which wagged the enormous, but undeveloped mile age that was America. Today New England has shrunk to the status of an appendage on the nation's booming economy.

Old India Wharf, which dates back to 1807, is almost deserted except for little freighters running down from Nova Scotia with frozen fish. "T" wharf still serves as home port for some fishing draggers and towboats and looks as though a heavy east wind would send it and its dozen remaining tenants tumbling into the harbor.

While the old Boston, richly-encrusted with tradition, has died of genteel old age, the new port is

taking shape under the guidance of the Port of Boston Authority. Several piers are being built in a rejuvenation program aimed at giving Boston the up-to-date facilities it needs to compete with such upstarts as Halifax and New York.

The new Hoosac pier where the SIU-manned Waterman ships tie up is the first of these. A similar project is now underway at the old Mystic piers at the other side of the Charlestown Navy Yard. The Mystic docks receive huge cargoes of paper pulp from Scandinavia.

Piers To Come

More docks will be built across the harbor from the hall at East Boston as soon as steel and other materials are available. These berths are used chiefly for the middle east and South American trade, receiving a great variety of freight that ranges from hides and bones to sisal, tea and mica.

In South Boston the port can boast of one of the largest and finest ship terminals in the US, the Commonwealth Pier. It berths Luckenbach and American-Hawaiian ships in the intercoastal trade, plus a variety of other ships including the SIU-manned "lady" liners of Canadian National, running from Halifax and Montreal to the Caribbean and South America.

The heart of the new Boston,

however, is the huge Army base dock in South Boston. This combination pier and warehouse handles all kinds of freight, but during the winter and spring millions of dollars worth of wool are unloaded here from South America and Australia to feed the textile mills in Lowell, Lawrence, Fall River, New Bedford, Nashua and other industrial towns a short distance away. A large part of the textile trade may have moved South out of New England but Boston remains the world's major wool port, and wool is its largest import item.

This reconstruction program is part of Boston's valiant attempt to regain its once high position. Boston is handicapped by the fact that it is further by rail from the industrial heart of America than any Middle Atlantic port. New England has suffered accordingly, due to the high cost of power generation, whether by coal, oil or electricity. While Boston may never again be the dominant port it once was, it should continue to play a major role as the gateway to the Northeast.

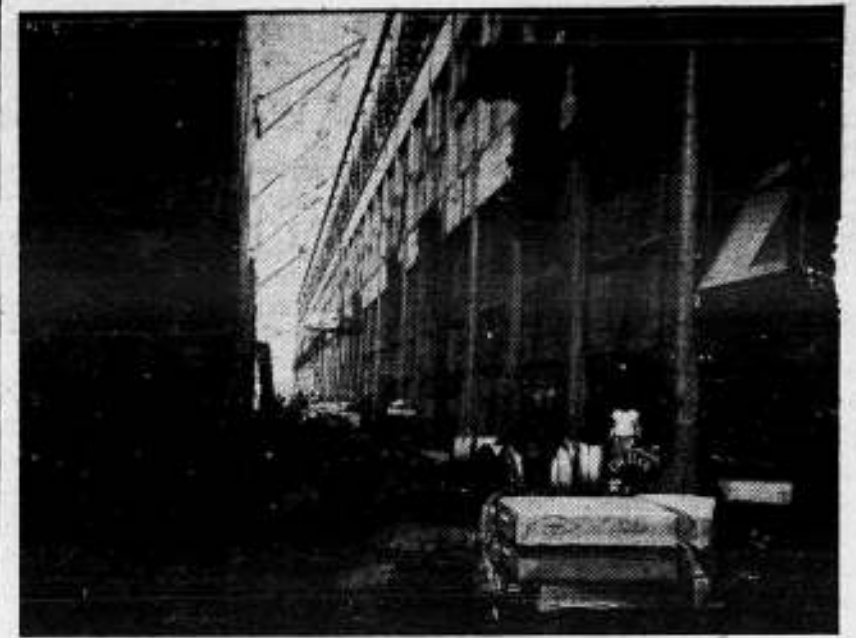
Yankee Traders

Boston's true glory began way back in the 17th century. The granite buildings at the harbor end of Long Wharf where the SIU hall stands then housed enterprising Yankee merchants, whose small brigs, barks and schooners ventured all over the world with New England merchandise. They brought back such exotic items as pepper, jamoke, teak, Indian cotton and other commodities from Europe and the Orient.

There are some old wharfinger's ledgers, still preserved, in which, written in beautiful, clear script, was recorded every ton of cargo landed at Long Wharf from about 1680 up to the time of the Civil War. Similar ledgers are at the India Wharf.

A ledger for the year 1807, which speaks from that distant past as though it was only yesterday, so clear and distinct is the writing, lists the ship Juno, in from the Far East. She landed 3,000 chests of tea, 200 boxes of sugar, 80 boxes of white lead and 40 cases of China.

All cargoes were not as rich as



Tremendous length of Commonwealth pier shows up well in this photo. It is reputedly the longest pier anywhere in the world.

this, for there were vessels such as the sloop Nancy with 40 tons of whale oil from Nantucket, and the schooner Elvira with 76 hogsheads of sugar from Barbados. Each voyage was no doubt a thriller, for in those days a good sized vessel measured 100 feet on the waterline, and many cargoes originated

are highlights of American history. Near where the SIU-manned Provincetown steamer runs in the summertime is a tablet marking the spot of the Boston "tea party," at Griffins' Wharf where patriots dumped precious boxes of tea into the harbor as a protest against British treatment of the colonies' trade.

Constitution Wharf

Several blocks up Atlantic Avenue from the Boston hall is the big Coast guard base, berthing buoy tenders, lightships and the white hulled cutters that patrol weather on North Atlantic seelanes. Officially this dock is known as Constitution Wharf, for it was here in 1797 that the fighting ship Constitution, "Old Ironsides," took to salt water and began her fabulous career.

"Old Ironsides" won fame throughout the world when to the amazement of Europeans, the frigate thoroughly thrashed French cruisers in the undeclared naval war with France and, later, made British men of war strike their flag in hard-fought battles during the war of 1812.

Hundreds of SIU men sailing Waterman's Pan Atlantic Line ships have seen the Constitution at close hand, for Waterman docks right next to "Old Ironsides" at its new Hoosac pier in Charleston.

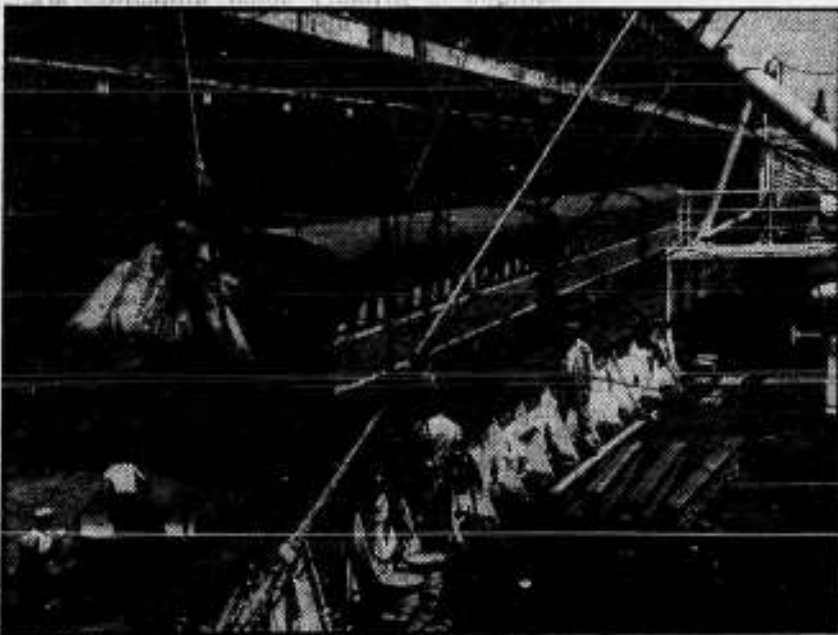
Boston then, is in the throes of a major transition. The old is picturesque and romantic, but hardly practicable to meet the needs of modern shipping. The new Boston hopes to keep its tradition alive, but also to provide the humdrum necessities, such as good loading facilities and faster turn-around to enable it to meet the future realistically.



Shipping out of Boston Hall are Seafarers Rocky Milton (carrying bag) and Robert McDorman.

in distant lands where a ship could easily be wrecked, pillaged or sacked by pirates and word of her fate would never be known. There were not even any charts for half of the places these adventurous crews sailed their little ships.

Many portions of the port are rich with the flavor of "wooden ships and iron men" whose deeds



Pullman cars ready for shipment to the Far East are down at the dock ready to be taken aboard an SIU-contracted Isthmian ship.

Cartoon History Of The SIU

Men Without Rights

No. 1



Less than a century ago, American seamen were truly "men without a country." They had no vote, no legal status, no champion. The shipmaster needed but to point a finger and the fickle malcontents would be taught their place. The courts gave no sympathy to the pleas of seamen for protection.



Any sign of rebellion was quickly trampled. These were the famed days of "wooden ships and iron men," but many "iron men" died from brutality, bad conditions and disease. The mate who wielded the lash was the first object of every seaman's hatred; and many stirred individual acts of defiance.



When conditions could no longer be endured, open rebellion flared up. Mutiny, the only weapon available to the seamen, bred greater violence. Many were shot down, hung and imprisoned for raising a cry against injustice, but their increasing numbers awoke the need for organization among themselves.

PORT REPORTS

Wilmington:

Come On Out and See The Rose Bowl Game

For a little port we are really doing things up proud out here in California. Shipping has simply been terrific, and that's no Hollywood exaggeration either. We had the biggest load of in-transit ships Wilmington has ever seen, 20 ships in all, to pile on top of four payoffs and one sign on.

So all you men who like the Far East run, drop in and register with us. We have no men on the beach and lots of demand. The weather is good and you can catch the Rose Bowl game before you ship out.

Our payoffs were the Fairisle, Topa Topa, Madaket (Waterman); and St. Augustine Victory (Mississippi). We signed on the St. Augustine Victory. Calmar gave us a big load of ore ships in transit with the Pennmar, Seamar, Portmar, Massmar, and Marymar coming through. We also had the Steel Worker, Steel Navigator, and Clearwater Victory (Isthmian); Yaka, Raphael Semmes and John B. Waterman (Waterman); North Platte Victory, David E. Johnson and Malden Victory (Mississippi); Mankato Victory (Victory Carriers); Seastar (Mercador); Republic (Trafalger).

Couple of Beefs

With all these ships coming through there were a couple of beefs to dispose of. We made the Seastar at anchorage and had the agent put on additional linen, slopchest supplies and canned food so that the boys would have enough to go around on the voyage. There were also some repairs to be made on the Madaket which the company attended to.

We had a little bit of trouble aboard the David E. Johnson which came in for emergency repairs. One of the oilers had to be yanked off for continuous fouling up. With all this action we haven't had much time for outside meetings of the Central Trades here.

A few of the oldtimers who have been beached here are Charlie Young, Babe Aulicino and Doc Moran. They won't be around for long as the rate things are going.

Let me take this occasion to wish all the brothers a Merry Christmas and Happy New Year.

Sam Cohen
Wilmington Port Agent

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New York:

Port at Highest Peak Since Wartime Days

The port of New York is still on the rise with shipping getting better every day, better than it has been at any time since the war. Not only are we shipping a great many men out of this port but we have been filling a lot of jobs in the outports where there is a shortage of rated men. This is especially true of Norfolk where the coal ships are keeping things booming at a fast pace.

In the past two weeks, we have paid off 29 ships and signed on seven. The Bull Line supplied seven of the payoffs, with the Kathryn, Inez, Rosario, Elizabeth,

Marina, Beatrice and Suzanne all coming in during the past two weeks. Other payoffs were the Clairborne, De Soto, Azalea City, War Hawk, Bienville and La Salle of the Waterman line; Bents Fort, Bradford Island, Royal Oak, Chikawa, French Creek, Logans Fort for Cities Service; Steel Scientist, (Isthmian); Sweet Water, (Mar Trade); Seamagic, (Colonial); Elly, (Int'l Navigation); Longview Victory (Victory Carriers); Carroll Victory, (South Atlantic); Sand Chief, (Const. Aggregates); Western Rancher (Western Nav.) and Amberstar (Triton).

The sign-ons were the Robin Mowbray (Robin); Mobilian (Waterman); Western Rancher (Western Nav.); Elly (Int'l. Nav.); Robin Locksley (Robin); and the War Hawk and La Salle for Waterman.

Despite this heavy load of shipping, all the beefs were pretty minor ones except on the Sweetwater which had been out for 12 months. On this ship we settled about 1,400 hours disputed overtime in favor of the crew. Most of it, about 1,000 hours worth, involved detention of the crew aboard ship in Buenos Aires. The company claimed that the shore leave was refused on orders of the Argentine government but they could not produce a letter to this effect so they had to pay off.

Ask For Letter

If anything like this arises when you are on a ship in foreign ports, always ask to see a written order from government authorities to the effect that you are not allowed shore leave. Otherwise detention aboard ship means overtime for that period.

The Seamagic was another ship out a long time, 13 months. There were no major beefs on her, except for a Captain Bligh skipper who had to be toned down a bit.

We are still getting a few complaints from the stewards on some ships about the port stewards failing to give them items that they order. Remember, don't wait until sailing time to notify the Hall when you fail to get what you ask for. Notify us at once and we'll see to it that you get the supplies if at all possible.

We are also receiving beefs here in the mail about overtime, transportation and other matters, without sufficient explanation and facts accompanying them. Remember, when mailing anything into headquarters, it is important to send all of the facts along so that matters can be handled as speedily as possible.

Claude Simmons
Asst. Secy-Treas.

Philadelphia:

Future Outlook Bright As Shipping Improves

It's the same old story from down here as far as shipping goes. For the past two months business has been very good out of this port and it looks like it will keep up that way for quite a while. A lot of the coal we have been sending over to the other side is going through here which makes things look bright for the future.

We also expect an increase in business due to the fact that this port has been awarded an army contract. Tanker payoffs are becoming more frequent too, with the onset of cold weather. These ships always take a few men off the beach as replacements, and the coal ships have been adding to the demand.

The manpower pinch has hit us real hard in the past week. We have been scraping the bottom of the barrel in order to fulfill our contracts and sail the ships on time. The holidays haven't helped us with a lot of the men piling off and going home. There are two ships on tap at this writing, ready to sail on Christmas Eve, both of them ordering a full crew in advance. We could accommodate anybody who wants to be aboard a



Lopshas

nice Liberty for the holidays. The hall is deserted here, but we manage to keep them sailing somehow.

Fire Damage

We had an unexpected visitor this week when the McKetrick Hills was towed into this port after catching fire at sea. The crew handled things well, putting out the fire themselves. She was taken into tow and brought here to unload.

After a week or ten days in the shipyard she should be ready to go back on her regular coastwise run.

Accidental Death

We received the sad news recently that Brother Walter Lopshas was killed in a shipboard accident aboard the Barbara Fritchle out in the Pacific. Together with the chief engineer and another crewmember, Walt went into the deep tanks in the No. 1 hold before it had been properly aired

out. The tank was full of gas fumes and all three men passed out in it. The crew pulled them all out and were able to revive the other two. They worked on Lopshas for several hours to no avail.

Walt had been with the SIU since 1941 and was active in all of our beefs. He is survived by his parents and his brother George who is also an SIU member sailing in the engine department. The funeral took place here in Philadelphia.

A. S. Cardullo
Philadelphia Port Agent

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Baltimore:

Shipping Holding Up Nicely at High Level

It was a merry holiday season in this port as shipping continued to hold up beautifully and future prospects look very nice for Seafarers who ship out of Baltimore.

We had a very heavy load of payoffs, 18 in all, with 12 ships signing on and six in transits adding to the activity. As a result several hundred Seafarers have been passing in and out of the hall these past two weeks.

With all that activity there was only a couple of beefs of any consequence. One was on the Sea Cloud, concerning cleaning holds in which coal had been carried. There was also a question involved of restricted shore time in a foreign port. Both beefs have been passed on to Headquarters for clarification. All other beefs were settled on the spot to the satisfaction of crew members.

At our last membership meeting the boys agreed to hold a Christmas Party in the hall on Monday afternoon, December 24 in the Union hall. We're planning to make a lavish affair out of it and hope for a nice turnout although the way shipping is running these days we don't know how many men will be on the beach to take advantage of it.

We picked up an additional 118 votes in the Union elections in the past two weeks which puts Baltimore right up there with 628 votes, just a little bit shy of last year. We hope by year's end to have that total beat along with the shipping record.

Earl Sheppard,
Baltimore Port Agent

Galveston:

Everything Just Fine As Shipping Hits Peak

"Tops" is the only word you can use in describing shipping out of this port these days. There were half a dozen payoffs and sign ons and the in-transits are running heavy as usual in the past few weeks.

Ships paying off here were the Rudolph Kauffman (Alcoa); Marie Hamel (Bloomfield); Bents Fort (Cities Service); Oceanstar (Triton); Sunion (Dea); Julesburg (Terminal Tankers). All of these signed out of this port within the two week period.

Our in-transit load ran up to 21 ships including a couple of SUP vessels which took some of our men. We had five Seatrans in here, the Texas, Louisiana, New York, New Jersey and Georgia; two Isthmians, the Steel Scientist and the Steel Director; the James Price (Bloomfield); Seacomet Seatraders; Council Grove and Bradford Isle (Cities Service); Trinity (Carras); Israel Putnam and City of Alma (Waterman); and quite a few others.

One of the men who favored us with his company here recently was Brother James R. Mathews, who ships out as AB and Bosun.



Mathews

Mathews joined the SIU in 1947 and regularly ships out of Galveston and New Orleans. He has been active in a great many beefs, including the United Financial Employees strike and the shipyard strike in Baltimore. He was at sea when the SIU struck Isthmian. It was nice to have him around again.

Kelth Alsop
Galveston Port Agent

⚓ ⚓ ⚓

Seattle:

Magnuson Promises Aid On Draft And Screening

Help in the fight to get seamen exemptions from the draft, and in speeding up the screening program has been promised by Washington's Senator Warren Magnuson. The Senator, long a friend of the SIU, spoke at a meeting of waterfront unions held here. He is spending a few days in one of the local hospitals recuperating from the strain of his work in Washington.

The shipping situation up here in the Northwest continues to be all that any one could ask for. We paid off the Rice Victory (South Atlantic) and signed on three ships, the Rice Victory, the Madaket (Waterman) and Alaska Spruce (Ocean Tow).

We had three ore ships in transit, the Pennmar, Calmar and Marymar (Calmar) as well as the Yaka (Waterman); and the Las Vegas Victory (Isthmian).

The latter ship is now tied up in Portland due to MEBA disruptive action against the BME. The crew is keeping her in fine shape pending the legal moves that will free her of the picketline.

Jeff Morrison
Seattle Port Agent

A & G SHIPPING RECORD

Shipping from December 5 to December 19

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	27	19	19	65	49	47	29	125
New York	275	211	153	639	303	252	251	806
Philadelphia	37	29	29	95	127	106	124	347
Baltimore	177	132	100	409	160	126	119	405
Norfolk	130	113	99	342	135	118	108	361
Savannah	26	30	16	72	31	33	24	88
Tampa	31	16	17	64	21	12	14	47
Mobile	89	59	78	206	91	102	74	267
New Orleans	120	79	117	316	155	118	101	374
Galveston	50	35	34	119	66	62	41	169
West Coast	58	50	44	152	143	107	109	359
TOTALS	1,000	773	706	2,479	1,271	1,083	994	3,348

PORT REPORTS

New Orleans:

Port Fat With Ships, Thin on Rated Men

With shipping continuing to zoom along at a very healthy rate, our big problem these days is to find the men to fill the jobs. We have a board full of rated jobs and few takers, with most of the men registering here waiting until after the holidays. With all that, we managed to ship all the men needed to deep sea jobs and no ships were delayed.

The outlook for the next two week period is very favorable with seven ships coming in for pay-off as far as we know, and others expected. In addition we have two boneyard jobs to crew up, the Justo Arosemena (Mississippi) and Robert Ingersoll (Waterman).

Figures for the last two weeks show eight payoffs, six sign-ons and 20 in-transits. Paying off were: Alcoa Runner and Alcoa Puritan (Alcoa); Del Mar, Del Norte, Del Viento, Del Santos (Mississippi); James McHenry (Bloomfield) and Catahoula (Cuba Distilling). We signed on the two Alcoa ships, the Del Norte, the Cape Romain for Mississippi, the McHenry and Catahoula.

Lots of In-Transits

There were a mess of Alcoa and Waterman ships in transit with the Alcoa Clipper, Patriot, Polaris, and Corsair; and for Waterman, the Monarch of the Seas, Fairland, Lafayette, Maiden Creek, City of Alma and Morning Light. Isthmian had the Steel Director and Steel Scientist in while other transits were the Citadel Victory and Cape Romain (Mississippi); the Seatrains Louisiana, New Jersey and Georgia; the Julesburg (Mathaison); Santa Venetia (Dry Trans); and Council Grove (Cities Service).

With all these ships coming through there were no beefs of note, except for the usual run that we get on pay offs. The only thing remaining to be cleared up is a technical beef on the Del Mar which we expect to dispose of shortly. It involves eight hours OT for several crewmembers when she ran aground in Recife. All the crews on ships paying off should be commended for a swell job in bringing them in in good shape.

Among the veteran Seafarers we have in here is Brother George Allen who has been doing a lot of good work for us on various committees, including the balloting committee. George, who holds all steward department ratings, worked for just about every company under contract to the SIU. He has been in port for quite some time now as he says it is no use for a man of his age to work too steady. With the top wages and conditions we now have he can get by working several trips a year.

37 Years at Sea

Brother Allen started his sea going career way back in 1914, which gives him a record of 37 years at sea. So he knows what he is talking about when he says that wages, conditions and benefits enjoyed by

the SIU are tops in maritime and were gained through the cooperation of members and officials. George has been active in various of our SIU beefs and strikes, and is well-pleased with the accomplishments of his union.

At our last membership meeting the balloting committee reported that the total amount of votes cast thus far in SIU elections was 894.

Lindsey J. Williams
New Orleans Port Agent



San Francisco:

Notify Union If You Decide Not to Ship

We have had a pretty good run of shipping here with five payoffs and sign ons and eight ships in transit through here, mostly Watermans.

Payoffs were the Greeley Victory (South Atlantic); Lynn Victory (Trilton); Seacoral (Orion); Christine (Carras); and Young America (Waterman). All of these ships signed on out of this port.

Waterman ships in transit included the Fairisle, John B. Waterman, Topa Topa, Madaket, and Yaka. We also had the Penmar and Portmar (Calmar) and the Steel Worker (Isthmian) stopping here.

All beefs were taken care of without too much trouble with the exception of shore leave and provision for launch service. We are still working on these and hope to have them cleared up soon.

Report to Hall

We have had a little difficulty here with some characters who can't make their minds up about whether or not they want to ship. They go out on a ship and then decide they do not like her, which is perfectly okay, provided that they let us know about it so that we can send a replacement. Then we have the fellows who are shipped out and never show up on the vessel.

If you decide you don't want to go aboard a certain ship after you have your card, notify the ship or the hall so that we can send out a replacement. Failure to report from now on in is going to put these men in hot water.

Lloyd Gardner
West Coast Representative

Lake Charles:

Weather and Shipping Both Blow Hot, Cold

Way down here in Southwest La. where everyone's a king (at least that's what Huey P. Long told us), shipping has been slightly on the slow side for these past two weeks. We had only seven ships in this area but each one of them took quite a few men, probably due to the holiday turnover.

We had the usual run of Cities Service ships in here, the French Creek, Lone Jack, Winter Hill, Royal Oak and Cantigny. Over in Beaumont, Texas (that's in the USA, son) we had the Seacomet (Zenith) and in Port Neches (that's also in Texas, USA) we had the Tagalam (Orion).

Our old faithful, Mathaisen's W. E. Downing came in to liven up the picture with a few jobs. The Lone Jack (Cities Service) was also in, on articles. She took one man on her way to Antwerp, Belgium and Le Havre, France. The boys were all anxious to see how the girls have grown up over there, for she has been running coastwise for a long time.

The weather here is the most peculiar that we have ever seen. One day you need a bathing suit, then—bingo—you need two overcoats, then back to the bathing suit again. (Why you need a suit to take a bath is one we will leave for the scientists to figure out).

Only One Vote?

The politicians around here are really going to town, imploring the citizens to vote for them as all other entrants will only wreck everything. But the system of voting here is not democratic, for the law will only allow you to vote once these days. Now as we see it, the real democratic way would be to vote as often as you wish. At least there was a time in this state when such was the case. One would get writer's cramp on Election Day, as some of our old Louisiana boys will remember.

Strictly Imaginary

Into our hall one day last week comes the quaintest character we have laid eyes on in many a moon. He was dressed in a coonskin hat, with a long white beard, homespun pants, leather leggings and toting a long-barreled muzzle loader.

He wanted to know if he could get a job on one of them big iron boats with the chimney at the end. When we told him that he needed

seamen's papers, he pulled out a discharge from the Navy (Confederate) and said that he had been a cabin boy under Admiral Raphael Semmes at the age of six years. Now that he heard the war was over he decided that he could get along with the Yankees.

We asked him where he had been and he told us he had been up among the swamps and bayous for a spell and kinda out of touch with the world. About this time his old hound dog came in and started to scratch. Pretty soon all the boys were scratching. He said that the dog was born on St. Patrick's day in 1878 and we believe him for the hound shows it. Finally we convinced him it would be impossible to hire him, so he says, "Well I will come back in a year or two."

Well I guess we had better end here before someone gets the idea we are a big liar.

Leroy Clarke
Lake Charles Port Agent



Boston:

Tanker Trade Makes Up Bulk of Runs in Area

Thanks to the fuel oil business, shipping in the port of Boston continues to do very well. We had eight payoffs and six sign ons in a two week period, the bulk of them being tankers.

Payoffs were the Cantigny and Abiqua (Cities Service); Julesburg (Terminal); Montebello Hills (Western Tankers); Greece Victory (South Atlantic); Stony Creek (Mar-Trade); W. E. Downing (State Fuel) and Federal (Trafalger). Signing on were the Greece Victory, Federal, Stony Creek, Montebello Hills, Julesburg and Jesse H. Metcalf (Eastern).

We had a bit of a beef on the Greece Victory when the bosun was canned by the skipper. We straightened that out and he is back on the job. All disputed overtime was cleared up and paid on this ship. On the Stony Creek there was a dispute about paying overtime to an oiler for turning steam on deck, but this was disposed of satisfactorily.

Thanks For Help

We have been aboard the Steel Flyer (Isthmian) most every day and find that the boys are doing their work aboard her in fine SIU style. The crew has been giving the fullest cooperation to us here during the BME beef and have proven themselves a credit to this port.

James Sheehan
Boston Port Agent

Mobile:

Alcoa And Waterman Supply Port's Business

Port Mobile keeps getting better and better with each passing week. We shipped a big batch of men out since our last report and the coming two weeks looks like it will continue to run just as heavy.

Alcoa and Waterman supplied us with most of our business, which consisted of 11 payoffs, seven sign ons and two ships in transit. Paying off were five Watermans, the Monarch of the Sea, City of Alma, Morning Light, Fairland, and Afoundria; four Alcoa ships, the Corsair, Cavalier, Polaris and Pennant; the Clearwater Victory (Isthmian); and the George Kulukundis (Mar-Trade).

Signing on were the City of Alma, Afoundria, Polaris, Pennant, Cavalier, Clearwater Victory and George Kulukundis. The in-transit ships were Mississippi's Angus McDonald and the Seacomet (Colonial).

With this kind of shipping, and with the holidays coming up it's really tough getting the men out. Anyone with ratings who wants to go out can come down to Mobile and we can guarantee to put him aboard in a matter of hours.

One of the few men who is still on the beach at present is Joseph Lewallen. Joe just paid off from a Far East voyage and wants to stick around a while. He was very happy to see the new issue of the LOG. When he first picked it up, he thought he was looking at a copy of the New York Daily News. He liked the way the LOG was laid out and when he saw the pictures on the inside pages of the new headquarters in Brooklyn his first reaction was, "get me a ship that pays off in New York, so I can take a good look at the new headquarters building."



Lewallen

Joe has been a member of the SIU since 1945 and sails in the deck department. He wants to extend his best wishes to the officials and members of the SIU.

Other oldtimers we have on the beach now are L. McNorton, O. D. Thompson, R. Eden, J. Crawford, E. Bailey and C. Hemby.

Cal Tanner
Mobile Port Agent

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent. Phone 4540
- BOSTON.....276 State St. James Sheehan, Agent. Phone 2-0140
- BOSTON.....Richmond 2-0141
- BOSTON.....Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2 23rd St. Keith Alsop, Agent. Phone 2-9448
- LAKE CHARLES, La.....1419 Ryan St. LeRoy Clarke, Agent. Phone 6-3744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent. Phone 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent. Phone 6112-6113
- NEW YORK.....675 4th Ave., Brooklyn. S. Cardullo, Agent. Phone 4-4071
- NORFOLK.....127-129 Bank St. Ben Rees, Agent. Phone 4-1083
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent. Phone 7-1635
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent. Phone 2-3475
- SAN JUAN, P.R.....252 Ponce de Leon St. Sal Colla, Agent. Phone 3-1728
- SAVANNAH.....2 Abercorn St. E. R. Tibbey, Agent. Phone 3-1728
- SEATTLE.....2700 1st Ave. Jeff Morrison, Agent. Phone 4-570
- TAMPA.....1909-2011 N. Franklin St. Ray White, Agent. Phone 2-1323

- WILMINGTON, Calif.....440 Avalon Blvd. Sam Cohen, Agent. Terminal 4-2074
- HEADQUARTERS.....675 4th Ave., Bklyn. Paul Hall. SECRETARY-TREASURER
- ASST. SECRETARY-TREASURERS Robert Matthews Claude Simmons
- HEADQUARTERS REPRESENTATIVES Joe Aigna Joseph Volpian

SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Buraside St. Beacon 4338
- RICHMOND, CALIF.....257 5th St. Phone 2589
- SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
- SEATTLE.....2700 1st Ave. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....675 4th Ave., Brooklyn. S. Cardullo, Agent. Phone 4-4071

Canadian District

- MONTREAL.....463 McGill St. Marquette 5909
- HALIFAX, N.S.....126 1/2 Hollis St. Phone 3-8911
- PORT WILMIAM.....118 1/2 Syndicate Ave. Phone: 3-3221

- PORT COLBORNE.....103 Durham St. Ontario. Phone: 5391
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B. C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B. C.....565 Hamilton St. Pacific 7824
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....29 Elgin St. Phone: 542
- THOROLD, Ontario.....37 Ormont St. Phone: 3-3202
- QUEBEC.....113 Cote De La Montague Quebec. Phone: 2-7078
- SAINT JOHN.....177 Prince William St. N.B. Phone: 2-3049

Great Lakes District

- ALPENA.....133 W. Fletcher Phone: 1238W
- BUFFALO, N. Y.....100 Main St. Phone: Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....331 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2410

US Merchant Fleet Over 2,000 Strong

The country's privately-owned active merchant fleet of more than 1,000 gross tons burst the 2,000 mark this month with little fanfare attending. A total of 1,991 ships was rung up as of the last report on December 1.

Figures revealed by the Maritime Administration indicated over 1,050 seamen and officers returned to the sea during November. Forty-odd ships were towed out of the lay-up fleets and are being refitted at the present time.

IN THE WAKE

A Jacob's ladder, the rope ladder with wooden rungs used to go over the side of a ship, is said to get its name from Jacob in the Bible, who dreamed of scaling a mythical ladder reaching heaven from the earth.

~ ~ ~

In days past, when a seaman wanted to trade his sea-legs for land duty, he used to "put an oar on his shoulder." This probably referred to an old story about the sailor who announced: "I'm going to put an oar on my shoulder and start walking inland until someone asks me what that stick I'm carrying is. That's where I'm settling down!"

~ ~ ~

Several European explorers who came over the seas to what is now the United States curiously have been immortalized not in the names of ships, but in the names of motor vehicles strictly for land use. The Hudson, Cadillac, De Soto and La Salle are but a few.

~ ~ ~

The Sargasso Sea, an imaginary region known only in the literature of the land, is a place where derelict ships float on through the ages. Actually it is a region of the central Atlantic where, through some peculiarity of currents, floating driftweed accumulates in large fields. The free-floating plants are in the sargassum seaweed family, whence the name.

~ ~ ~

The phrase for "hell to pay" used by landsmen to denote an emergency not prepared for stems from the shipbuilding operation of filling the seams of the deck with hot pitch after caulking. The complete phrase is "hell to pay and no pitch hot!" Some authorities believe that "hell" was the name for the seam next to the waterway, because it was difficult to work on. Others say it was just lively imagination conceiving the hard job of "paying" the seams of hell itself. The corruption of "hell to pay" to "devil to pay" was on the false assumption that to pay involved the transfer of money.

~ ~ ~

The reason many British ships deviate from the usual course in

ringing ship's bells is believed due to the Mutiny at the Nore (1797), the most serious one affecting the Royal Navy, in protest against intolerable abuses of seamen. The signal for the mutiny was five bells in the second dog watch. Since that time, only one bell is struck on British ships at half-past six, two at 7 PM, three at 7:30 but the customary 8 bells at 8 PM.

~ ~ ~

A gunny-sack or gunny-bag gets its name from the East Indian gunni, a coarse cloth made of jute, brought home by sailors . . . The term "jury" applied to makeshift gear used in an emergency, such as a "jury anchor," is from the French word "jour," for the day.

~ ~ ~

Santa takes his ride on Christmas Day with Dasher, Dancer and the rest of his reindeer, but when a sailor refers to a Nantucket Sleighride, he's talking about the wild ride whalers experience when a harpooned whale goes off with the whale boat in tow.

~ ~ ~

An old sailor's superstition that Tuesday was not a very good day to start a voyage is credited to Spanish and Portuguese origin. It most likely comes from an old proverb reading: "El Martes, ne te casas, ne te embarques, ne de te mujer apartarse." — "On Tuesday, don't marry, don't go to sea, and don't leave your wife."

~ ~ ~

Thursday, on the other hand, was a lucky day because it was dedicated to Thor, the eldest son of Odin, the Viking mariner's chief deity . . . Friday was a day that carried particular fears with it among seamen for many years, indicated by the verse:

Friday's noon
Come when it will,
It comes too soon.

Folk lore offers many evidences of charms used by seamen to ward off bad luck. One such was to break a small piece of wood with a snapping noise. This was called "the lucky break," and was supposed to bring good fortune with it.

THE INQUIRING SEAFARER

Question: What was the longest trip you ever took?

Ed Edginton, chief electrician: I guess just about the longest one was on the Iberville, when I went around the world on her in 1938. We left from Philadelphia and the trip took us about eight months. We stopped in Arabia, Penang, Singapore and the East Indies carrying general cargo.



Roy Worden, wiper: My longest trip lasted about six months. It was aboard the Steel Admiral when we were organizing Isthmian, either late in 1946 or the early part of 1947. We went through the Mediterranean to Alexandria and Port Said and then to Singapore.



W. E. Coutant, AB: It was during the early part of the war, in 1942, when I was on the Memphis City carrying war supplies to the Red Sea area and back. The trip lasted 6½ months and most of the way was without convoy except from one short stretch between Key West, Florida and Trinidad.



Robert Allen, chief cook: I was on the Marine Dragon, which was run by Waterman, but carried troops, for about 6½ months in 1944. We had 3,500 soldiers aboard on a run from New York to Leghorn, Italy. They got off there and then we loaded up and went to the Philippines.



C. Walter Grosvenor, headwaiter: That was my first trip to sea, and it lasted just four months, from April to September 1941, on the old Yaka. The thing I remember most about it was that old "Red Lead" Anderson was the skipper. I broke in the hard way.



David Pashkoff, OS: I had a real long one, 11½ months on a tanker, the Choctaw Trail out of New York. We finally wound up in the Persian Gulf, but not until we had stopped in Venezuela and Italy first. It was a pretty rough trip all around and there weren't too many left aboard from the original crew by the time we got back.



MEET THE SEAFARER



CLARENCE OLIVER, Chief Cook

We found Clarence Oliver relaxing in the shipping hall, battling the breeze with several of his friends, while waiting for a ship out. He had recently come off the Bull Line ship Inez and was waiting to catch another one out of New York.

Catching ships is an old story to this veteran Seafarer. A quiet, soft-spoken man who looks younger than his 41 years, he has already put 23 years of sailing under his belt and intends to keep going for quite a while yet. During all that period, he has never once taken off from the sea to work at a shore-side job, good times or bad. That's a record which takes a lot of doing.

Oliver was born in Savannah, Georgia, and stayed around just long enough to finish high school. "I always wanted to sail," he said, "and anyway, jobs were pretty hard to find ashore. As soon as I graduated in 1928 I got aboard the Tulsa of the South Atlantic Mail Line." His first job was as a messman in the steward's department.

Those were the tin cup, tin plate days, Oliver recalls. A man working in the steward's department as an assistant cook would get paid around \$40 a month, and that was it. There was no such thing as hours. You were on call all the time. You also had to perform any kind of duties which you were called on to do, whether they rightly belong to your rating or not. As Oliver put it, "They didn't ask you, they told you what to do and you did it."

Short-handed

It was customary then, he said, for the steward's department on a freighter to sail with five men (counting the steward) as against the eight to ten man departments of today. Of course that made for a very heavy work load, and very little in the way of time off for the men. The same condition was no doubt true of other departments in those lean and hungry days.

Oliver was in Boston in 1934 when the old ISU started organizing ships there. It was a time when unemployment was rampant

in maritime. Many seamen joined the union so that they could hold on to what they had in the way of wages and protection. Oliver was working on the Saccarappi, a South Atlantic Mail Line vessel, when the ISU came along. He and his shipmates joined up and the union did succeed in winning some small improvements in conditions for the men aboard her and other ISU ships in the next few months.

Joined on Gulf

When the ISU disintegrated a few short years later, Oliver joined up on the Gulf when the new seaman's union was being established. He holds book G23 in the SIU today and was active in the 1946 general strike on the Brooklyn waterfront.

Although he has been sailing for 23 years, including the wartime period, Oliver has been fortunate in never losing a ship. One of his closest calls came aboard the Arthur Dobbs, a Calmar ship that he was on in September, 1943. She was in a 75-ship convoy in the Atlantic off the coast of Southern France when she was attacked five days in succession. Every afternoon promptly at 5:30 P.M. the German planes would come over with bombs and torpedoes, striving for the kill. There were a good half dozen near-misses but not a ship was lost in the entire convoy.

Sudden Death

Nevertheless he is constantly aware of the hazards of life at sea, having seen many a shipboard accident that cost life and limb. One of the most peculiar took place on the Liberty Glo in 1929. "We were sitting on the hatch one afternoon just talking," he said, "and one fellow did a hand stand. He fell and broke his neck and we buried him at sea that same day."

Oliver sails these days as a chief cook. When not at sea, he makes his home in New York with his wife and daughter.

"The Union has done a great thing for seamen in the past few years," he concluded, "and this new hall and restaurant tops it all off. It's a wonderful place to spend your time waiting for a job."

The Seafarers Puzzle

ACROSS

1. Calm, as the sea
5. Cargo from Aruba
8. Port of transshipment
12. Steamship route
13. Part of "to be"
14. Wild ox
15. Like
16. Capital of Hawaii
18. Precious stone
19. Barbarian
20. Replace
21. Constellation, The Altar
23. Girl's name
25. Kind of jury
27. River in England
28. Baby food
31. Skillful people
33. It drives a ship
35. Marry
36. Hearing organ
38. Port in N. W. Africa
39. Jason's ship
40. Greek letter
41. Silk from India
44. Gloomy
46. Kind of horn
49. City on the Suez
51. Floated
52. Part of church
53. Sheltered side
54. Region
55. Wise man
56. Sea eagle
57. German "mister"

DOWN

1. Ship's emblem
2. Huron is one
3. Made to move
4. A number
5. Where Pearl Harbor is
6. Put in chains
7. Man's nickname
8. Turned white
9. Blame
10. Kind of fish
11. Ready

17. Got one's bearings
19. Stormy cape
22. Cross tide
24. Born
25. Animal's foot
26. Town in Holland
28. "HMS" —
29. Black cuckoo
30. Footlike part
32. — Harbor, L. I.
34. Strait
37. Brighter
39. Change
41. Mineral springs
42. Cape of Good —
43. Irish
45. Gulf of —, near Arabia
47. Stettin's river
48. Equipment
50. Strong beer
51. Cheer

Puzzle Answer on Page 22

1	2	3	4	5	6	7	8	9	10	11	
12				13			14				
15				16			17				
18				19			20				
		21	22			23	24				
25	26					27			28	29	30
31				32		33		34			
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TEN YEARS AGO

What were the headlines on the eve of 1942? Do you remember . . . ?

The U. S. was trying to thread its way through the chaos arising from its entry into the war. Isolationism was quietly buried for the duration.

Britain's Prime Minister Churchill was at the White House during Christmas for war parleys with FDR . . . Douglas MacArthur was made a full general, and Admiral King took over top command of U. S. naval forces . . . An inquiry was begun into the Pearl Harbor disaster.

The Japanese took Hong Kong, bombed the open city of Manila and invaded Sumatra . . . In Africa, Rommel was given a licking by the British at Bengazi . . . and in Berlin, Hitler assumed supreme army command with the rank of field marshal, ousting Marshall Von Brauchitsh.

Organized labor's angry protests were ignored as the House passed the Smith Labor Act, which outlawed many previously recog-

nized strike rights and imposed a 30-day "cooling-off" period before a strike could be called .

An election for union representation among Ore Line employees saw the SIU whip the NMU, 239-42 . . . Baseball's Joe DiMaggio was named athlete of the year . . . The War Emergency Maritime Board reached agreement on broad policy, authorizing war risk bonuses as well as \$5,000 life insurance for all runs except inland and in the Gulf of Mexico.

SIU agents marshalled machinery for the duration at a conference in Savannah, voting to pour \$25,000 of the Union's funds into U. S. Defense Bonds.

The Cleveland Indians baseball club took on a new pilot, shortstop Lou Beaudreau, 24, as player-manager for 1942 . . . Frank Leahy of Notre Dame was chosen football's coach of the year . . . Fordham accepted a bid to play in the Sugar Bowl January 1 and Georgia, by downing hapless Georgia Tech, gained a New Year's Day, shot in the Orange Bowl in Miami.

SEAFARERS LOG

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We've Manned 'em

This past year, and particularly, the past couple of months, have seen a considerable boom in US flag shipping. Withdrawals from the boneyard have continued at a heavy rate and the SIU has broken all post-war totals in the number of men shipped out.

It hasn't been easy to meet the sudden upsurge in demand for skilled manpower for US merchant shipping. The government's short-sighted policy on the draft and its tendency to let American shipping wither in peacetime has deprived maritime of the trained manpower it needs today. A Seafarer in the army cannot help move cargo, nor can a seaman be of use in his trade if he has to work ashore to make ends meet.

With vitally-necessary cargoes for Korea and Europe in the balance, the SIU long ago took steps to assure that ships would be manned on time. Our manpower allocation set-up and the guaranteed transportation payments have been devised to supply men where and when they are needed. With all the difficulties that have faced us, the Union is proud to say that every SIU ship, whether privately owned or on allocation from the government reserve fleet, has been a fully-manned ship. None of these vessels has been held up needlessly for lack of unlicensed personnel. The SIU has established this record in the face of the fact that other maritime unions, not as well prepared for the emergency, have been caught short, tying up ships until men could be found.

The SIU has every right to be proud of its successful manning record. We intend to keep it that way.

A Good Year

This past year has been a good one for Seafarers. With all due respect to the great progress achieved by the Union in the previous 12 years, it is no exaggeration to say that we in the SIU have gone forward farther and faster during the past year than at any time in our history.

Just tick off the accomplishments of the past few months: Building of a new Union headquarters, the finest anywhere in the east; a guaranteed vacation plan; wage increases; doubled welfare contributions; four increases in death benefits and three in hospital benefits; vigorous and successful representation of Seafarers' interests in Washington, and many more.

It's a pretty imposing list when you look back at it. And as the whip cream on top of it all, we have the best shipping record for the SIU for any time since World War II.

In the coming year the Union has no intention of sitting back on its haunches when problems arise and new opportunities turn up. Life for a union is a succession of such problems and opportunities. With the same staunch support we have had in the past from Seafarers we are confident that we will be able to master anything that comes along.

New Ships Needed

Sometimes it happens in this fair land of ours that the local communities are more wide awake and more on the ball than the national government. This applies particularly to the nation's maritime, where the commendable energy of local port administrations contrasts sharply with the do-nothingness prevailing in Washington.

Several of the major ports in the A&G District have shown considerable foresight and energy in planning for the future. As this issue of the LOG shows, Boston has not permitted its centuries-old tradition to interfere with the business of remodeling the port to meet present day needs. New Orleans has been pushing a port expansion and modernization program for the past few years. New facilities are going up in the Philadelphia-Camden area. Even New York, long complacent, is beginning to bestir itself and examine its port needs.

All this hustle and bustle over port improvement is a good thing for Seafarers and for shipping. But there is one weak link in the chain of progress which could be fatal. That is the absence of any kind of long-range program for the construction of a new merchant fleet.

A very large percentage of American shipping afloat today consists of wartime Liberty and Victory ships. As the Maritime Administration has put it, all these ships are going to become obsolete at the same time. If the present policy of drift is followed, we may wake up one morning to find that American shipping, like the famous "one hoss shay," has gone to pieces all at once. It's time for Washington to catch up with the rest of the country and make provision for a merchant ship construction program.

LETTER of the WEEK

Welfare Gains Top Them All

To the Editor:

While standing in the new hall at headquarters, and admiring the wonders, a young chap talked to me, and asked this age-old question:

What do you think is the most gained by the union? Well, it has been answered so often that it is a hard question to answer, but it was a great question and all the answers, no matter how old, should have a place in the welfare of the union.

First, I stated what we have we fought for, and that they were not handed to us, but won, over some hard-fought battles.

Some of us remember the two-watch system, and the two pots on the galley range, and the damp quarters, and the poor salary, that went with the job, and the laugh about overtime, but that is history, and it is dry reading, but still true.

So I went on to answer the question again. To me the best and the most we have gained is everything that we have and all hope to have and to hold, as long as we have the will and the power to fight for what we all hold dear to our hearts.

True, we have wonderful take-home pay, good meals, legal overtime clauses, clean linen, and representation at the payoff, which is first and foremost, legal slop-chests, medical care, and all too many to write about, but to me, I think the most important of all is the welfare fund of the Union.

The hardest minutes of our life is the leaving of it, and it has been the dread of the families of Seafarers, for years, what to do when these minutes arrive. Sickness and death are the handwriting on the wall for all us humans, and to evade the issue is trying to have the moon head our beck and call. But sickness and death are as real as life itself.

It is of great comfort to know that when a Union member is in the hospital he is receiving good medical care and if the time has come, then his family will have some aid from his Union, and his good fellows who were shipmates with him, when it is most needed and of the greatest help.

Who would deny a widow, or some children the help the welfare fund can give to them?

I think that the greatest issue we have gained is the welfare fund and I would like to see it grow, that in the future we would be able to do more for our members when the hand of sickness and death tries to rob his family of the means of support and income and the fruits of his efforts.

This is one of the gains, and the foremost of what we have won, and I hope we all will try to maintain and preserve what we have won. Let's all look to the future and gain some more that can be enjoyed by all the seamen, the family and the children.

Charles J. Hartman



Hartman

'The Record'



As I See It

by PAUL HALL



THE NEED FOR SKILLED, EXPERIENCED hands to man American bottoms has become so acute, notably for licensed officers, that the Coast Guard has adopted a rule permitting aliens to sail in classifications up to second mate and engineer.

Our affiliate in the AFL Maritime Trades Department, the Masters, Mates and Pilots, lashed out at this ruling as totally unnecessary if the government would provide sufficient inducements to attract US citizens to the jobs. And the MM&P proposal was not without considerable merit.

The only solid answer to the whole problem is the long-range shipping program, which would guarantee stability for this nation's maritime industry, in peace as well as crisis. As long as American shipping is to be regarded as a boneyard set-up in periods of international peace, this country will not be able to fully meet manpower demands in emergencies.

Our government bears the responsibility for keeping the merchant marine on the high seas at all times. The vitalness of US shipping in crises has been clearly established. Whether we like it or not, we must accept the fact that our country must continue to play a leading role in the international picture. And we can't keep manpower in mothballs. Skilled seamen and officers, the kind that are necessary for first-rate operation, cannot be produced at the blowing of an emergency whistle.

The long-range shipping program will make US shipping a stable operation. It will provide stable employment for the men who are willing to follow the sea. In this way only is there any assurance that trained and experienced personnel will be constantly available.

The hit-and-miss, up-and-down operation that has marked maritime activity in this country reveals hindsight rather than foresight, as the present problem clearly shows.

IN A FEW DAYS WE'LL BE stepping into a new year. It

is customary at this point to take a look back over the past 52 weeks to help us take a bearing on our future course.

Much has been done in 1951 to advance the cause of the Seafarer. His position is notably better than it was at the similar period last year. Among our gains, the Vacation Plan is one of the outstanding, because it wiped out a long-standing abuse of seamen—the traditional vacation set-up whereby seamen were given vacations on paper but actually never got them. We had vacations but they were loaded with gimmicks.

Under the SIU Vacation Plan, which set the pattern for the entire maritime industry, every Seafarer will get his vacation pay for each year of work—whether he works for one operator or ten. And he'll get it in a pro-rata basis. If the Seafarers had done nothing else, the Vacation Plan victory alone would have stamped 1951 a successful year for seamen.

The year 1951 also saw SIU men become the first seamen to work the 40-hour week at sea.

AS IS CUSTOMARY IN SUCH disasters, investigations into the Illinois mine explosion, which took the lives of 119 miners last week, have been launched on state and federal levels. Whatever the findings reveal they will be small comfort to the victims' families.

While coal mining, like lumbering and seafaring, will always be a hazardous occupation there is a great need for tightening safety measures.

The Bureau of Mines, which has jurisdiction, is without statutory authority to force mine owners to comply with inspectors' recommendations. And the operators will obviously not do anything unless they are required to by law. Mines that do not provide the maximum in safety standards should be shut down. What kind of thinking holds that coal miners' lives are less costly than the installation of proper safety precautions?

SIU CARGO: FUEL OIL FOR THE ICY NORTH



The beginning. This heavy drilling rig is being skidded on caterpillar tracks to a site in a West Texas oil pool area.



Aerial view of the huge, modern CS refinery at Lake Charles, La., where processing of crude oil and by-products is done.



Gauges are checked on controls for massive refinery boilers. The power utilized each day could serve the city of Omaha.

One of the greatest paradoxes offered by Mother Nature is the provision of oil wealth in climates where it is least needed.

Wherever the oil diggings are, in Venezuela, Oklahoma, Texas, or halfway around the world in the Persian Gulf area, Seafarers are there to man the ships that shuttle these precious fuel cargoes.

SIU tankers and the crews that man them are among the least recognized skilled elements in the process. The pumpman on the tanker is no less responsible for the eventual safe delivery of fuel oil to the cold-battered consumer than the refinery worker, derrick boss or surveyor-engineer who marks out the original site.

Crews of oil ships plying the seas carry a cargo susceptible to disaster when exposed to the slightest spark. It is no wonder then that the order "No smoking on deck" is well heeded. (Smoking on tankers is barred in ship spaces accessible to oil lines or fumes.)

Nature did not make the task easy when she caused the first seepage of the crude, thick "black gold" from land seemingly barren of other wealth. The route of the crude oil from the well to the home is long, cumbersome and often hazardous.

The picture story below illustrates some of the component operations in the process. The tankful of oil in the basement cellar passes, always unseen by those who shepherd it, through thousands of miles of pipe, in and out of tanker holds and storage tanks ashore to the home.

The LOG presents these photos in a salute to the unheralded Seafarers who man the tanker fleets. The various steps have been pictorially recorded at the installations of the Cities Service Oil Company. The ship and most of the workers pictured are with the SIU-manned Bradford Island.



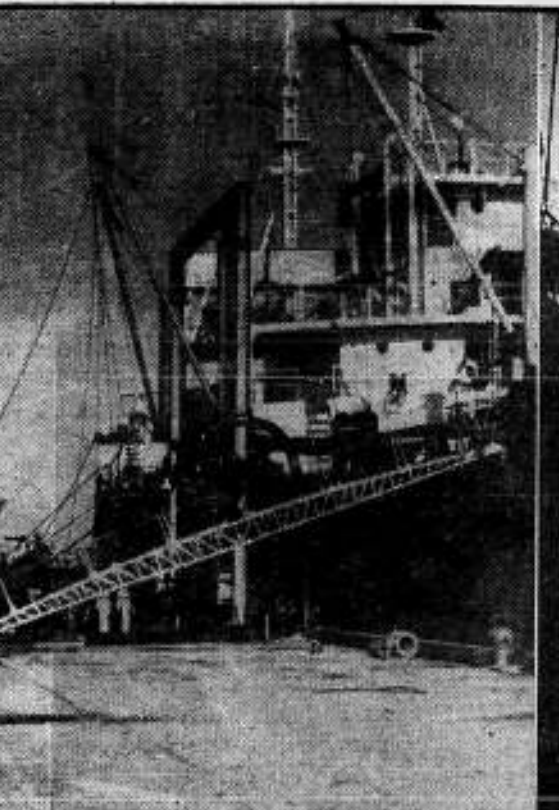
'Crackers' (rear) break up crude oil, pipe it to storage spheres.



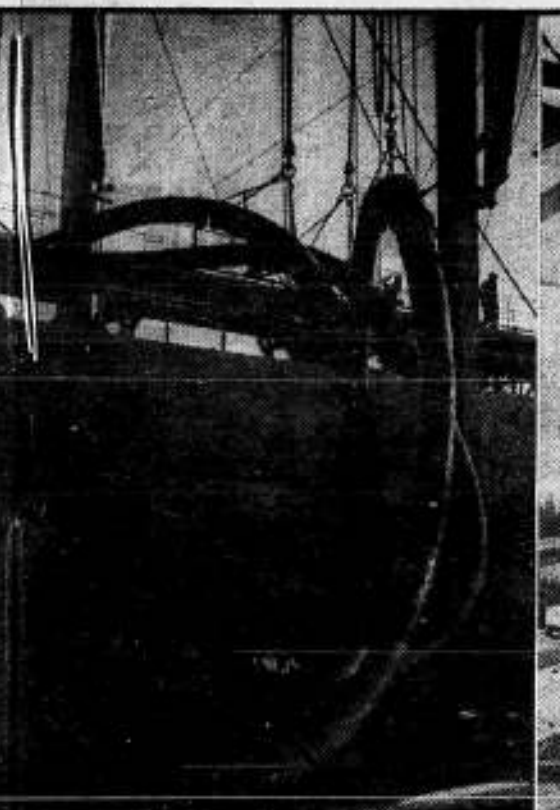
Refined oil will be pumped into ship when loading line is fast.



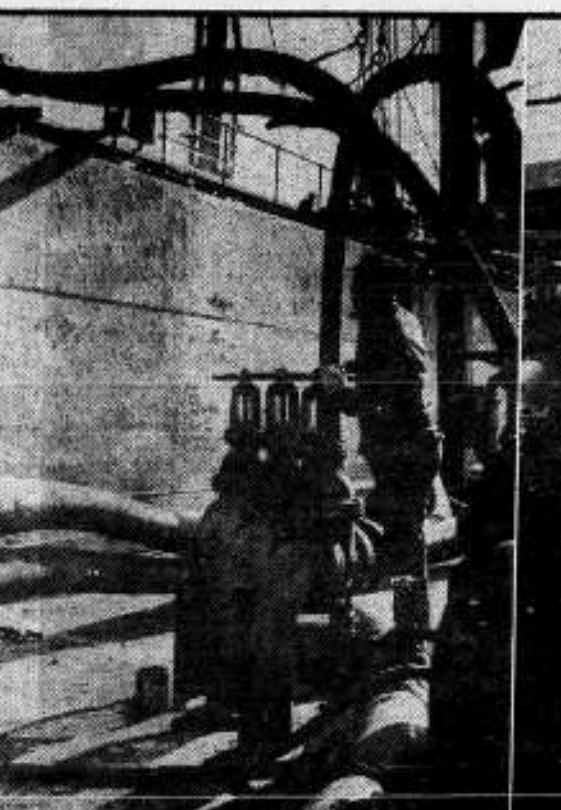
New Jersey terminal where CS petroleum products are stored.



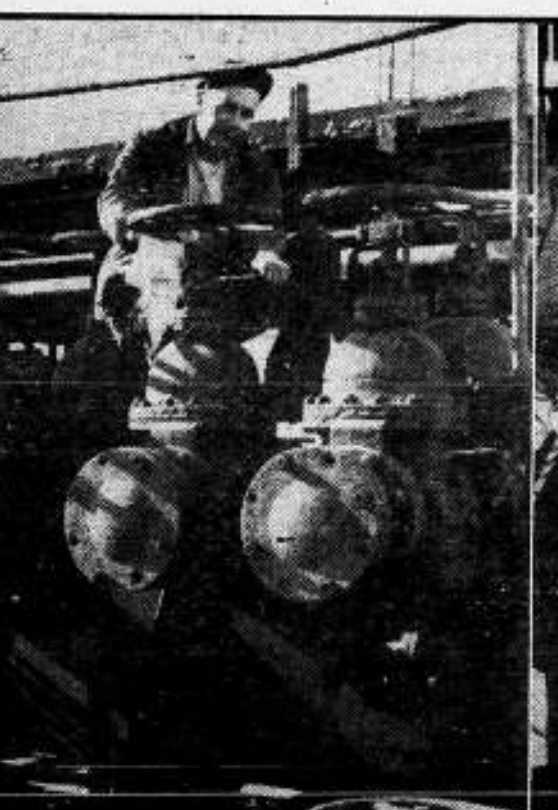
SS Bradford Island up from Lake Charles to discharge oil cargo.



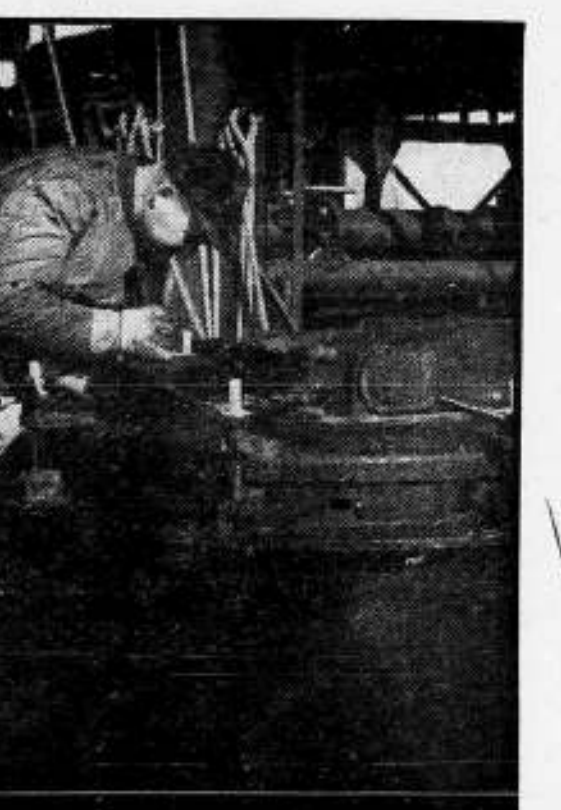
Lines are hoisted aboard for start of pumping into shore tanks.



Intake valve is opened on dock to enable pumps to go to work.



A pumpman opens valve on ship to allow oil discharge to tank.



Mate on ship gives tanks routine check as discharging proceeds.



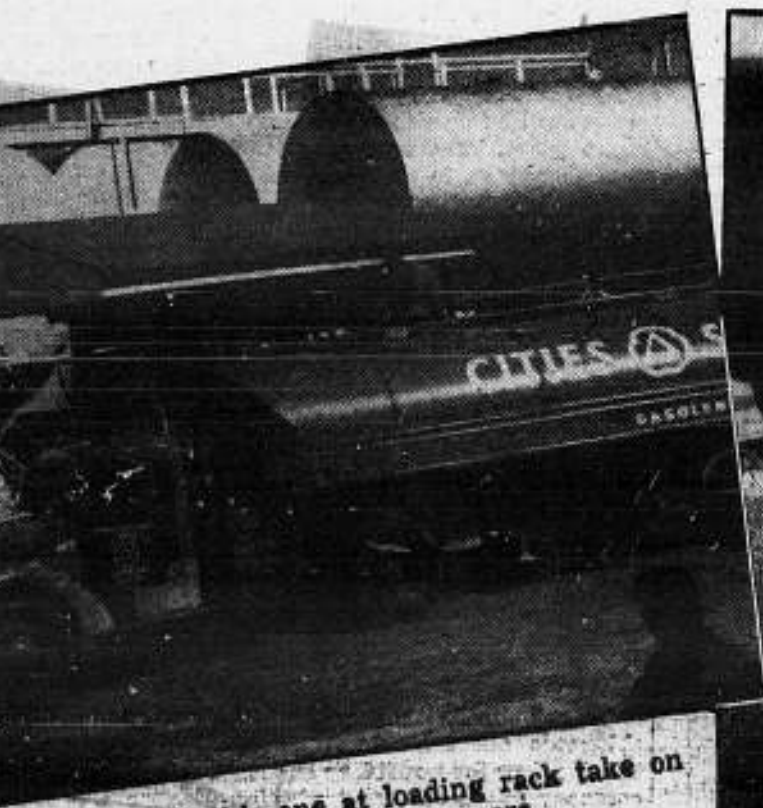
Even flow on gauges is regulated by pumpman working on pressure control in ship's pumproom.



AB on deck puts pump into play. Tanks ashore hold fuel products ready for home delivery.



When tanks are emptied, crew can set back, relax, before run back to Lakes Charles again.



Tank trucks like this one at loading rack take on fuel oil for delivery to home consumers.



The end. Having traveled through a maze of pipe over thousands of miles, the fuel oil reaches its final destination before winter sets in.

Heavy Shipping Nips Yule Reunion Of 4 SIU Brothers



At home with three of her four sons, Mrs. Charles Hampson reads Christmas cards. Left to right are Bill, Charlie and Eddie.

Mrs. Charles Hampson almost had her four Seafarer sons home for Christmas this year—but not quite. She did get to see all of them during the days preceding Christmas, but the heavy pressure of shipping prevented any chance of a complete reunion.

A seaman's life being what it is, it would have been a pretty good trick to get this unique quartet of SIU brothers, Charlie, Eddie, Ralph and Bill, together all at one time. Mrs. Hampson has been trying for eight years now without success.

While there is usually at least one of the boys home at any given time, their mother confesses that things get a bit lonesome, especially around the holiday season. In the past she has always made it a practice of setting places for all the boys on the holidays, and preparing plenty of food "just in case" they should surprise her by coming home.

This year she wasn't so sure. "If you fellows aren't going to be around here on Christmas day," she threatened, "I'm going down to the SIU hall for my Christmas dinner."

Almost Made It

Actually the Hampson boys tried pretty hard to get together, and almost did make it. They all would have been in on the 19th but for

Old Year Was Prosperous For SIU Men

(Continued from page 2)

lines in July when it boosted the death benefit to \$1,500. Another \$250,000 was socked away in government bonds. Hospital benefits had already gone to \$10 a week.

Cities Service got back in the news that month by signing a new contract bringing their ships up to par with other tankers. Checks totaling \$150,000 went to 130 CS seamen who were fired for union activities.

Wage discussions got under way in earnest with the operators in October. Net result—the 40 hour week, wage increases, doubled welfare fund contributions, an increase in the vacation plan to \$140 annually.

November was the big month—November 17th the big day to be exact. That was the day the new headquarters opened, and left Seafarers' mouths hanging open with its splendor. Keeping pace with the trend, the hospital benefit went up to \$15 and the death benefit to \$2,500.

And, winding up the year, shipping broke all post-war records in December. All in all, it was a good year for the SIU.

the brothers who are one year apart in age. After him in succession come Eddie, Ralph and Bill, the latter having just turned 22. The brothers cover all three ship's departments too. Ralph works as a chief steward, Eddie is an AB, Charlie, a wiper, and Bill the youngest, is OS on the Puerto Rico but expects his AB papers shortly.

The seagoing saga of the Hampsons began back in 1942 when Charlie joined the Navy at the tender age of 16. Ralph was the first of the family to go into maritime when he joined the merchant marine and went to the Maritime School at Sheepshead Bay. He worked one trip after his graduation on an Army transport, following which he sailed under the SIU.

Eddie was next to go, in 1945. He too started on an Army transport and then switched over to SIU ships. Charlie didn't get into the SIU until 1947, having spent four years, 1942 to 1946 in the Navy. Brother Bill got into the family act in 1949.

All things considered the Hampsons are not so widely scattered as some seafaring families. Charlie's home is on Eighth Street, just a few blocks away. Ralph, who has one child, a daughter, is currently working on a sandboat, which means he can get off in New York pretty frequently. Bill is back and forth every two weeks on the cruise ship Puerto Rico. What happens is that the four are always in separately, but hardly ever together.

Having gotten off to such an early sea-going start, the Hampson brothers bid fair to become a quartet of veteran Seafarers that would be hard to match anywhere. All of them appear quite satisfied with

the fact that Eddie got hung up on the way from a payoff in New Orleans. By the time he came in on the 20th brother Ralph had returned to his ship. At that Eddie just did catch Bill before the latter shipped out on the Puerto Rico that afternoon.

Two Shifts

The result was that the LOG photographer, who had been trying to catch the family together for weeks, had no more success than Mrs. Hampson did. He did manage to photograph them with their mother by the expedient of taking pictures in two separate shifts.

As far as is known, the Hampsons are the only family having as many as four brothers all going to sea for a living. Strangely enough there is nothing specific in their background which would explain their mass seagoing career, other than the fact that they have lived a good deal of their lives within walking distance of the Brooklyn waterfront. Their father, Charles Sr., is no seagoing man, working as a concrete mixer on a shoreside job.

When asked if their father had ever objected to their mass seagoing venture the brothers replied, "No, he never said anything, but if he did he wouldn't have much of a chance against the four of us."

All Departments

The Hampsons have lived in the vicinity of the new SIU hall most of their lives. At present, Mrs. Hampson lives with Bill and Eddie, the two single boys, at 265 E. 15th Street, just a few blocks away from the hall. Charlie, who is presently working in the new hall, lives with his wife and two children in the vicinity, while Ralph has his family home in the Flatbush section of Brooklyn.

At 25, Charlie is the oldest of



Bill enjoys quick snack in the kitchen before leaving for the sea. "I always have something cooking for my boys," Mrs. Hampson said. "I never know when they'll pop in."



"Almost missed you," Bill (left) tells Eddie, who arrived home just as Bill was about to leave for his job on the Puerto Rico.



Enjoying a snack in the SIU cafeteria during their mother's visit to the hall, Charlie serves coffee while Bill (L.) and Ralph look on.

the seafaring life. As Bill the youngest, put it, "I'm going to get out for bosun. As far as I know, I am going to be sailing for quite a while yet."



Charlie explains the workings of the SIU electronically-operated shipping board and rotary shipping to his mother. "It's really a wonderful building," Mrs. Hampson exclaimed after her tour.

Gulf Hails New Aluminum Plant

(Continued from page 5)

which haul it from Dutch Guiana. With the opening of the new Chalmette plant, Kaiser plans to develop its own bauxite resources on the island of Jamaica. The company is intent on a complete mine-to-metal program, which includes control over raw materials, transportation and processing.

Consequently a subsidiary company, the Kaiser Bauxite Company, has purchased, or taken option on some 11,000 acres on Jamaica. When finally developed, the new properties are expected to produce one million tons of bauxite annually. To handle the output, the Bauxite Company will build a deep water dock on the south coast as well as a railroad line leading to the dock.

Approximately 40 percent of this output will be needed for the Chalmette plant. The remainder will undoubtedly go to other aluminum plants throughout the country.

While Kaiser is developing raw material transportation and finishing facilities, information we have received indicates that for the present, Kaiser does not intend to buy any additional vessels to handle the shipments from Jamaica. Kaiser operates only one ship, which is under contract with the SIU. Several vessels would be required to handle the output of the Jamaica mines, when they begin producing in quantity in the summer of 1952. In the interim, it appears that much of the bauxite required for the needs at Chalmette will be diverted from shipments that are now going to Maryland.

Of course, Kaiser has its own shipyards out on the west coast which raises the possibility that the company might construct additional tonnage to handle the Jamaican output.

While the bauxite shipping program is obscure right now, there

is no question that the operation of the new plant will have beneficial effects on shipping in and out of the New Orleans area. With heavy concentration of aircraft plants and other industrial facilities already in the Gulf area the new source of aluminum nearby will attract additional industry to the Gulf and provide another fillip to the rapidly growing port of New Orleans.

Europe's Newer Ships Far Speedier Than Ours

Newer and faster ships which have been built in European shipyards in the past few years are rapidly making the US merchant fleet obsolete. A survey of shipbuilding developments since the end of World War II shows that 70 percent of new tonnage since the war has been built by Great Britain, France, Norway, Netherlands and Belgium, 1,000 ships in all.

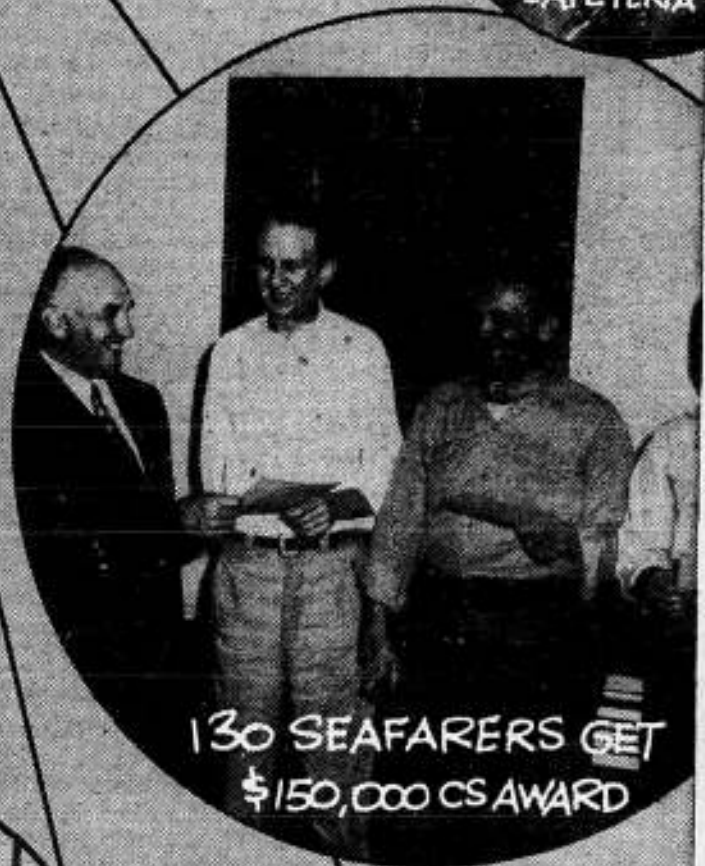
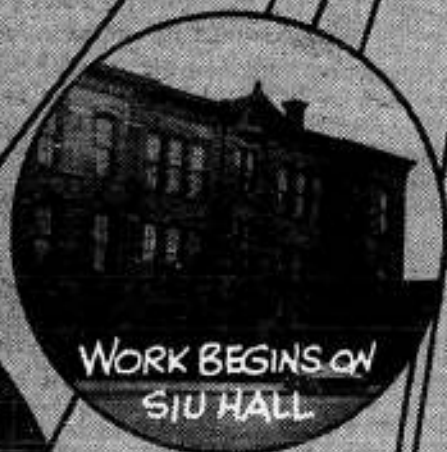
Most of these post-war vessels can do up to 18 or 20 knots. On the other hand, the bulk of US tonnage consists of Liberty and Victory ships with top speeds of ten to 12 knots.

A US shipping expert reviewing the situation, declared that within ten years, the greater proportion of the US fleet will be obsolete, which means that heavy ship construction is necessary soon to enable the US to keep up.

The post-war construction boom abroad has led to replacement of all wartime losses by European nations, with only Italy short of her pre-war tonnage.

Proposals are certain to be made before the next Congress to get construction underway on newer and faster ships so that US shipping will be able to compete with foreign countries' vessels.

PHOTO HIGHLIGHTS OF 1951



Champlin Assaults Rio's Craggy 'Hunchback'; More Peaks Ahead

(Having ascended Sugar Loaf mountain in Rio de Janeiro, the writer next sought to conquer higher peaks. This is another in a series on one of the many places "we seamen visit" during voyages to all corners of the globe.)

As a member of the crew of a great passenger ship, I first assaulted the Hunchback in Rio. With a beached seaman as pilot (a necessity, since my Portuguese was worse than my poor Spanish), I hired a taxi.

The interesting road was long and winding; yet not too steep. It gave many glimpses of the city's life, some quite closely intimate; others so distant upon other hills as to constitute mere man-marred scenery. The lush, tropical rain-forest was often thickened by plantations of many species of bamboo, as these perennial grasses are of great value in erosion control.

Such tropical mountain highways must be elaborately protected by rip-rock and concrete gutters, spillways, and aprons. The incredibly



Champlin

rich, dark-red soil will erode faster than a Piedmont hoe - crop farm. Then, too, the city below must be protected from the great avalanches of mud that might easily occur. In the higher meanderings of our road, we several times crossed the route of the funicular, or cog-wheeled, railway that affords an alternate means of ascent. Our trip by car ended at a little parking plaza near the railway terminus. Some flights of steps took us to the platform, upon which stands El Cristo.

This is a hundred-foot high concrete statue of Christ. Though it is hollow, and can be ascended through the interior, it was closed to visitors, like Miss Liberty's torch-bearing arm.

The base holds a shrine, where my guide begged that I buy him some candles to burn. He greatly admired the Christ, though I confess my own reverence was directed, not to this work of man, but to the great works of God around me.

In the distance, Sugar Loaf seemed but a slender, puny thing. It was so very distant. From one vantage-point, Corcovado's own bulging ponderosity could be seen, this time far below, not seeming about to crush me into nothingness.

Looking about, I was startled to perceive in the far distance a mighty crag, its mid-point protruding so far that it seemed a piece of unreality. At the time I could not discover the name of this rocky

apparition. It seemed to possess an even greater altitude than the Hunchback and Christ combined. Later I learned it is the Crow's

Nest, a name to make this seaman return to somehow get to the top and so become a real lookout. G. W. Champlin.

Semper Photo A-Paratus New Coast Guard Motto?

"Semper Paratus," the Coast Guard motto meaning always ready, was given a new twist recently according to a report to the LOG from crewman Gordon F. Dickson, Jr., of the SS Bradford Island (Cities Service).

A Coast Guard rescue mission was just one link in a chain of events arising from a storm off Cape Hatteras and ending in hospitalization for the bosun and slight injury to two day men.

Returning recently from Houston, the ship ran into a storm which during the night ripped off the cover of No. 2 lifeboat and sent a good deal of gear over the side. The following day bosun Gunvald Neilsen and day men Chester Just and Charles Seney were putting a new cover on when a huge wave hit the boat deck on the starboard side.

The two day men were thrown against the bulkhead, but the bosun was washed through the rail, landing on a tank top 30 feet below. When some men got down to him, it was found that a tank dog had cut into the left side of his back and he was carried off to the ship's hospital.

Too Rough

A call to the Coast Guard for assistance brought back the report that it was too rough for them to come out so the captain proceeded to Norfolk, about five and a half hours away.

Speeding into Norfolk in the hope that a doctor would be available, the ship met up with a CG cutter, which came alongside. Two cameramen appeared, but no doctor. "Maybe they're gonna treat him with developing fluid," one crewmen commented.

Bosun Neilsen was put on the cutter, however, and, at last report, was recovering nicely in the hospital. The angry crew feels the CG should change the motto around a little bit.

Skipper Lands Fire Fighters

SIU crewmembers aboard the De Soto (Waterman) put out a fire in the galley in seven minutes by the clock, for which skipper J. D. Ware issued the following commendation:

"All officers and crewmembers present during the recent fire in the galley responded in a very commendable manner not only in extinguishing the fire, but preventing one in the engine room.

"While I regret extremely the necessity for such action, I want to extend my sincere thanks to all who took part in a job well done."

Jack Frost Sending Men South

The morning after an item in a New York newspaper forecasted "a really cold winter in 1957," several of the brothers were seen heading down to the Gulf. For the information of those going to Trujillo City, taxi fare within the city limits is half a dollar. It jumps to a buck after midnight, a fact most of the fellows don't know.

Men should attend educational meetings as often as possible. It pays to learn unionism. Pete Gofzalez jockeying his red Chrysler around as if all the roads were the open sea. Let's pick a softball team from the ship having the best record, as champions of the SIU. When Frank Vegh arrives in San Juan the first thing he does is drive a car around the island as if he were a millionaire.

On softball again, those games played in foreign ports are doing a lot to spread good will. Puerto Rico and Trujillo are two places where they go wild over the great American pastime. Brother Sousa is always feeding "Rebel," feline mascot on one SIU ship. Somehow Sousa manages to secure sardines for the kitten, who gobbles 'em right up.

Who is the chief steward who was hanging around the New Orleans hall some time back and shanghaied out on a freighter as an AB? He's a former deckman. At the time they were short of rated men on deck. His nickname is "Frenchy". Harry Iliff spent some time shipping out of New York. He used to write the column "Dining Room Doings" under the pen name Herman the Hermit.

Morris Danberg once promised the Mrs. he would take her to Florida and she's still waiting. Back in 1914, Bill Dunham was in show business, with a lot of top names in minstrel routines. He claims he

That competitive rowing got its start from matches between boats rowed by professional oarsmen of the New York waterfront? They rowed the small boats that plied as ferries between Manhattan Island and Brooklyn in the early part of the 19th century. Some, who rowed salesmen down the harbor to meet ships arriving from Europe, began to hold match races to see who could get to a particular ship first.

That the modern word "mausoleum" stems from one of the seven wonders of the ancient world, the Halicarnassus erected by Queen Artemisia in memory of her husband, King Mausolus of Caria in Asia Minor, who died in 353 BC. Some remains of the structure are displayed in the British Museum, London.

That Charley Peterson has walked over 22,000 miles in many years of playing his favorite indoor game? Peterson, a billiard champ, knows how far he has walked around tables during many years of teaching and playing the game because he wore a pedometer.

That the basic wage of an AB is almost four times what it was in 1939 when the SIU began collaring the top conditions in the maritime industry? The AB scale on a typical freighter agreement then was

\$72.50 monthly compared to the brand new rate of \$262.89.

That the signature forged more times than any other in history is that of Antonius Stradivarius, the maker of those famous violins?

That British Honduras keeps "Winter Daylight Savings Time," when clocks are advanced half an hour the first week in October until the second week in February? Over 30 countries throughout the world, including the US, keep "Daylight Saving Time" in the summertime.

That more than 20 American Liberty ships were named after Seafarers who were killed by enemy action in World War II?

That the world's first adding machine was invented by a Frenchman in the 17th century? Blaise Pascal (1623-62), mathematician, physicist and philosopher, also invented the hydraulic press.

That you weigh more in an elevator when it is going up?

That the Norfolk SIU Hall used to be a bank building, and later housed the War Shipping Administration until 1946 when the Union revamped the building?

That France, slightly smaller in area than Texas, contains 10 times the population of the Lone Star State?

Dry Run To the Boat Deck



Crewmembers of Eastern's Massillon Victory line the deck during a routine fire and boat drill during the ship's recent trip to the Far East with cargo for the United Nations forces. The run was between Korea, Japan and Okinawa. John Chaker took picture.

things were like on the sea 25 years ago should see "Blackie" Foster. He's been sailing for a ripe 26 years, and an SIU member since '39. Some years ago Felix Amora was studying for the priesthood, but the call of the sea was too great. The boys get a real kick during off hours watching Felix carve figures out of bars of soap. Louis Peed, who sailed as chief electrician on the Del Norte for some time, donated his time in showing movies to the crew. He was the one responsible for a crew donation of over \$500 to a New Orleans orphanage. A swell job, Louis.

George Nassar forced off the sea due to a heart ailment. Tiger Lil is one of the best known personalities along the waterfront in Rio. She's often seen at the docks collecting donations for seamen at the local hospitals for cigarettes, candy and such items. Time Magazine pinpoints Montevideo, Uruguay, as one port where poverty is almost unknown. The hospitality of the folks down there is well known to Seafarers. Dick Martinez

Keep Draft Board Posted

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

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

LOG-A-RHYTHM:

Logan Lament

By Martin J. Hitchcock

(Brother Hitchcock penned his first poetic effort to the LOG from the SS Logans Fort (Cities Service) in Le Havre.)

This is a tale that's been told before
For all you landlubbers who work ashore.
We boarded this bucket of bolts and brass
Down in a place called Braintree, Mass.

Departed from there and down South did go,
Arriving in Jacksonville, away from the snow.
Next came the shipyard for minor repairs,
So we made out allotments to all of our heirs.

Departed from Jax fully laden with oil,
Heading out West to California soil
Sighted the coast and quickly unloaded
Bound for Japan on our T-2 outmoded.

Our sail on the Pacific was quite a plight,
Nineteen days and no sun in sight
Landing in Nippon, ashore we did go
To look at the girls and spend our dough.

Again bearing east, round Mandalay
Sweating and panting for many a day
Port Bahrein was where we sat down
All the crew's faces fixed in a frown.

Ten days later, Suez hove into sight
But the feed pump had blown up during the night
The chief engineer had run out of joy
And the second was hollering oh boy, oh boy.

Then left the Gulf and made for the Bay
Saving our bonus and all of our pay
Heading for sea, Mediterranean way
France our next port, and all the boys gay.

After the crew and mamselles had taken a chance
We gaily bid bon soir to Vive la France
Spent all our bonus and all of our pay
And 24 hours later, again underway.

The windlass up forward popped off with a bang
Our old man requested the dear old deck gang
The chief engineer to the rescue he came
But the darned old thing won't ever be the same.

After all this there came a great calm
With our skipper out praying dear lord no more harm
Everything was quiet with nary a sound
When somebody shouted "Hey, we've run aground!"

We sweated and toiled for many an hour
The poor pilot's face was turning all sour
Hours passed, we were then off the bank
The crew had only the deck gang to thank.

Things are now peaceful and very serene
A real break for our ship, a rusty old queen
We have eight months in, only four more to go
Then back to the beach to spend all our dough.



Some of the Logans Fort crewmembers whose vessel saw the World in a recent trip put to rhyme by crewmember Martin J. Hitchcock. This was one of those "peaceful and serene" moments Hitchcock mentioned.

Facial Shrubbery



Here's a grizzly trio from the Government Camp, L-R: Bernard Kimberley, deck delegate; D. Gilbert, ship's delegate, and "Scotty" (from the plaid shirt), who wouldn't come out and identify himself.

Be Sure to Get Dues Receipts

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

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

Red's Taking On a Holiday Glow

Being the only one in my neighborhood able to light a Christmas tree and remain unlit myself, I regret fully I must leave the Elizabeth. However, I freely admit my leaving is partially due to ill health—the Mate is sick of me. Then again, my eyes are bothering me once more. I really don't need glasses except for seeing, but it's cheaper than buying a dog.

At any rate, I must hit the beach and be confined to quarters — 25 cents a day for expenses. And this brings to mind the sizeable number of beachcombers in San Juan. One I note in particular. Here's a guy 26-years-old and has never shaved. Well, where's his beard? Down to his knees, of course. With 5 Gs in the bank and a diamond, this guy has the raggediest underwear on the island. He used to live at a branch of the YMCA — half way up the tree. His present room has everything but a ceiling. But that's okay, the guy upstairs doesn't walk around much.

As for the rest of the island, things in general are progressing rapidly. Automobiles are getting thicker and thicker and drivers are keeping the same pace. In India the Mohammedans pray in the street. In Puerto Rico the pedestrians do.

Air travel is becoming so popular down there they're thinking of laying the billboards down flat. But then, what would the Waterman skippers pilot by? In a recent (personally-conducted) poll as to what the Waterman sailors do with their clothing allowance, I found that 8 out of 10 bought food and the other two had ulcers. The film that used the Waterman ship S.S. Chickasaw will not be released pending a squabble with the vessel's operator. Water-

The FOC'SLE FOTOGRAPHER

By Daniel Nilva, Photo Editor

The developing of your film and the creation of negatives is a most important step in the production of photographs. The member who does his own processing can give his film his individual attention and by following directions carefully can produce clean sparkling negatives. The fellow who cannot devote any time or who doesn't want to bother with this end of photography usually drops his film off at the corner drugstore. Here's where the trouble starts. The film is shipped off to huge processing plants and in order to deliver on time the film has to be handled rapidly. Individual inspection of your roll of film cannot be made. An average developing time has to be used so that all the film developed will create some sort of negative. You may get your negatives and photos back in a hurry but the best possible negative has not been produced. There isn't much anyone can do once a bad negative is produced.

If you go to the trouble of buying a camera, and spend time in taking pictures, don't have your film ruined by slipshod processing. Turn your film over to establishments that specialize in making good negatives and prints. Your film will get individual attention. Slight errors in exposure will be compensated for by over or under developing your film and you will wind up with a set of negatives that will create excellent photos. Bad prints can be made from good negatives but poor negatives can never create a decent print. It may cost a few cents more and you may have to wait an extra day but your film will not be ruined.

Keep the pictures coming. We have been receiving some excellent photos from many of our members. Don't forget to include all important information with your contributions. Any questions, problems or headaches? Fire away.

To those interested in photography who haven't sufficient money to spend in order to get the latest streamlined job, there's always the simple box camera. With care, these cameras can turn out excellent work. Some years ago the several outstanding photographers in America were given box cameras and asked to submit work taken with these cameras. Some of the photos taken with these inexpensive cameras are still outstanding masterpieces of American photography. Before going ahead and buying a box camera there are a few things to bear in mind. My column in the next issue will give you some tips on buying the proper camera for your needs.

man is demanding the world premiere be held at Pier 6, Bush Terminal.

Here on the Bull Line it seems that romance is a deteriorating factor. One of our brothers gave so many pesos to his girl he's going to have to marry her for his money. This guy has it so bad he even carves her initials in the deck with the chipping hammer. I'm not sure how long this guy has been on the ship, but the last time in N. Y. he passed the new hall and told me he sure was glad to be out of Stone Street.

To keep in step with our new

headquarters, the LOG is due to make some terrific changes. Very soon it may be printed on Kleenex. Just try and keep your nose out of that! And you won't be able to put the editorial page down. I hear they are going to print it on flypaper.

The Editor has promised that anyone contributing a socko story before the end of the year will get two boxes of candy — one Smith Brothers, one Ludens.

I'll just settle for Seasons' Greetings and wish you all the same.

Red Campbell.

Quiz Corner

(Test your wits on these puzzlers. Answers on page 22.)

- (1) This being the holiday season, supposing a good-hearted soul came up to you and said he'd like to present you with a gift of either of two containers, one filled with quarters and the other filled with dimes. Which would you take?
- (2) Did an Army "eleven" from West Point ever play in a post season football game in the Rose Bowl at Pasadena, California?
- (3) The building at No. 10 Downing St., one of the most famous addresses in the world, is currently occupied by (Eisenhower), (Churchill), (Bernard Baruch), (Eleanor Roosevelt)?
- (4) In what war involving the U. S. was a battle fought and won by American forces over two weeks after the peace treaty was signed?
- (5) Answer within 60 seconds if you can: What number when divided by four gives the same result as when four is subtracted from it?
- (6) At the same moment a man in New York would be having breakfast, a man in London would be (doing the same), (at a night club), (finishing lunch), (going home from work)?
- (7) Money changes hands so fast these days many of us forget what it looks like. Whose pictures are on the face of the following U. S. currency: (\$1), (\$5), (\$10), (\$50)?
- (8) You be the judge. If a girl plies her boy friend with liquor to drive 100 miles and marry her, may he get an annulment on the ground that he was too drunk to know it?
- (9) The words "the world will little note, nor long remember, what we say here," delivered in a speech by Abraham Lincoln, have been proven false. What was the occasion for these remarks?
- (10) The number represented by the Roman numerals MCMLII is (3447), (1952), (977), (4042)?



Campbell

Sailor Rags in Habana

Contributed by E. Reyes

The SPORTS LINE

By Spike Marlin

Among other records broken by Joe DiMaggio is the one dealing with the printed word. No final figures are in yet, but it would be safe to guess that more words have been sprayed off the typewriters about Joe than any other sports figure in the last 15 years. That being the case, we will leave off Joe and talk about his potential successors, Mickey Mantle and Jackie Jensen.

It is quite safe to say that neither of these two will be another DiMaggio. Both of them are potentially very fine ball players but they do not seem to have that something extra in the way of coordination, grace and plain spirit that made Joe the great athlete he was.

Mantle for one, does not impress me as being cut out for center field. He has great speed, no doubt about it. But he is not constructed for the part. The center fielder, ideally, should be a tall rangy fellow with a long stride to eat up the huge chunks of ground he has to cover. More than anything else, he has to get a good jump on the ball. Mantle bears a resemblance to Charley Keller; chunky and broad shouldered with heavily muscled arms. The center fielder should be an antelope. Mickey is built more like a bull.

There's little question about his competence at the dish. Last year the pitchers fooled him regularly and he went down swinging more times than is profitable. But he takes a beautiful cut at the ball, and with a little more experience

should turn out to be a good fence-buster from both sides of the plate. On the other hand, Jensen seems to be more suited for the role defensively, but there is a question about his hitting ability. Jack, a former star fullback of the University of California, played the center garden for a while last year and was pretty impressive. He has the speed, the ranginess and a tremendously-strong and accurate throwing arm.

At the plate Jensen can hit as long a ball as anybody in the League but the question is, can he do it often enough? He is handicapped by being a right-hand straightaway hitter in Yankee Stadium where a righthander must pull the ball or be resigned to long fly-outs. Jensen might make the grade. He also might turn out to be another Sam Chapman. That would be following footsteps with a vengeance, as Sam was also a fullback at the University of California before Connie Mack brought him to the Athletics.

When it comes to a successor to Joe's center fielding honors, you really don't have to go outside the family. Actually the best center fielder in baseball the past couple of years has been brother Dom DiMaggio of the Red Sox. This fellow is truly amazing to see; a skinny little guy with a seven league stride who does the impossible out there every day. If Joe was never around, the sportswriters would have been talking the same superlatives about Dominick. It's without doubt the best brother act to hit baseball, surpassing Wes and Rick Ferrell and the Walker brothers in quality and performance.



Smoke Put To Royal Oak Roach

Most landlubbers lack the slightest conception of the lives of seamen who man ships on the seven seas, and probably don't even realize that seamen live cleaner lives on shipboard than most gentry do on land.

Loathsome, though harmless, as the cockroach is, it stirred much excitement aboard the SS Royal Oak when an inquisitive BR found one of those aerosol bombs that are operated by a button atop the can which, when depressed, forces out a fine spray of lethal insecticide. He wanted to see what made it work and pushed a can opener through it.

The results that followed were almost panic. Primarily the blame fell on the BR and it unanimously was his responsibility, so he confided in a certain Ordinary Seaman, Extra Ordinary, to be exact, and this is the conversation that followed:

See the Boys

BR: "I appoint you my agent and my first assignment is for you to approach the membership to learn whether I will be permitted to exterminate cockroaches. We are so far out at sea we may be overrun by the insects before we could get to a port where they could be fumigated."

"And if you could somehow manage to contact the proper authorities and get me an hour-a-day over-

time, I will guarantee to control the insects."

The Extraordinary Seaman made a funny face. "Well, now—I'll tell ya. For ten percent of your overtime, I'll get you all the prospects you want and the official authority to go ahead and kill all cockroaches."

The BR replied: "But you must understand that my services will include only the quarters of the unlicensed personnel—the galley, storeroom, and pantry. Do you wish that I do any killing amidsthips, in the officers' quarters?"

The EOS (that's for Extra Ordinary Seaman) was greatly interested and he answered with gusto: "If you go amidsthips and extoiminate them roaches, including the second mate, I will not charge you anything. I'll pay you, and while you're at it get the chief mate too."

This kind of negotiating continued. Meanwhile, the cockroaches roamed around, stopping occasionally to look at the EOS and BR and whoever else was nearby, and waved their antennas at them, just like you would thumb your nose at somebody you did not like.

During the lull, a member of the crew, who could not talk without using 24-letter words, was annoyed when anyone referred to the insects as mere cockroaches. He insisted that a cockroach was an orthopteran, but our illustrious mess-boy loudly insisted they were rightly the Basilia Orientalis.

An unprecedented change overcame the atmosphere when the BR walked through the crowded recreation room with a gallon of insecticide under each arm, and carried a big spray gun. The EOS stopped him.

"Where do ya tink yer going? You ain't gonna kill my orthopterans without paying my percentage. Ya owe me exactly \$1.47 to date. How about that?"

The BR stuck his nose in the air. He went on to explain that the Steward was in an exasperated mood and decided to send the BR on an expedition to hunt down and kill the brown pests.

This, of course, would be counted as overtime and, since the EOS had no part in securing the job for him, the BR fired him on the spot, christened himself the Royal Exterminator of the Royal Oak, and went to do combat with the enemy.

Half an hour later, the BR emerged from the storeroom below panting and grumbling. Later, out on the fantail of the tanker, the fresh sea breeze felt good after the ordeal in a small room filled with fine spray, and dying insects clinging to his pants cuffs and falling from the overhead onto his hair.

With shoulders drooping and panting hard, he went to the EOS to tell him:

"These—these—er—er—Basilia Orientalis of the order Orthoptera—they are too wild for me. I hereby officially, now and forever, abdicate as the Royal Exterminator of this floating—well, sir, call it what you like."

At this writing on the messhall table, one lively orthoptera is darting before me to and fro, dodging here and there. Now I see a little one—oh yes, that big one was the mother chasing her baby.

William Calefato.

No Hush-Hush On LOG Letters

John Hancock signed the U. S. Declaration of Independence in big, bold script because he said he wanted King George III to be able to read it. LOG readers too are urged to send in signed contributions rather than anonymous letters and stories so that the writer can be contacted should further detail be needed.

Material submitted with a request that the writer's name be withheld will be honored.

Death Takes Two Seafarers

Two Seafarers, one an oldtimer and the other a newcomer to the Union, passed away this month, according to reports to the LOG.

Edward W. Crosby, 63, one of the first Seafarers from the Boston area, joined November 19, 1938, just a few days after the formation of the SIU. Harry L. Hendrickson, 45, first began sailing with the Union this past July when his shore job as an electrician petered out.

Crosby, a messman, born in Canada in 1888, had been going to sea for many years when head-

quarters received word from the SS Casimir Pulaski (Eastern) that he had passed away aboard the ship and was buried at sea by his shipmates.

He had participated in many of the Union's beefs over the years. He is survived by a half-brother, Leo Crosby of South Boston, Mass.

A comparative newcomer to the Union, Hendrickson was working ashore as a chief electrician until he shipped from Baltimore this summer as a wiper aboard the Steel Recorder (Isthmian).

Born in Pittsburgh, Pa., in 1906, he was a veteran of the peacetime Navy and had sailed previously for four years. He died on the beach in New York. His survivors include a son, Ben, and a brother, Robert.

How The Libertys Were Named

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

Charles Carroll (Bull). Revolutionary statesman (1737-1832). Born in Annapolis, Md., he was a signer of the US Declaration of Independence (1776), a member of the Continental Congress and US Senator (1789-92).

Alexander H. Stephens (Bull). American statesman (1812-83). Born and educated in Georgia, he was a member of the bar, state legislature and US Congress. He was chiefly known as vice president of the Southern Confederacy (1861-65).

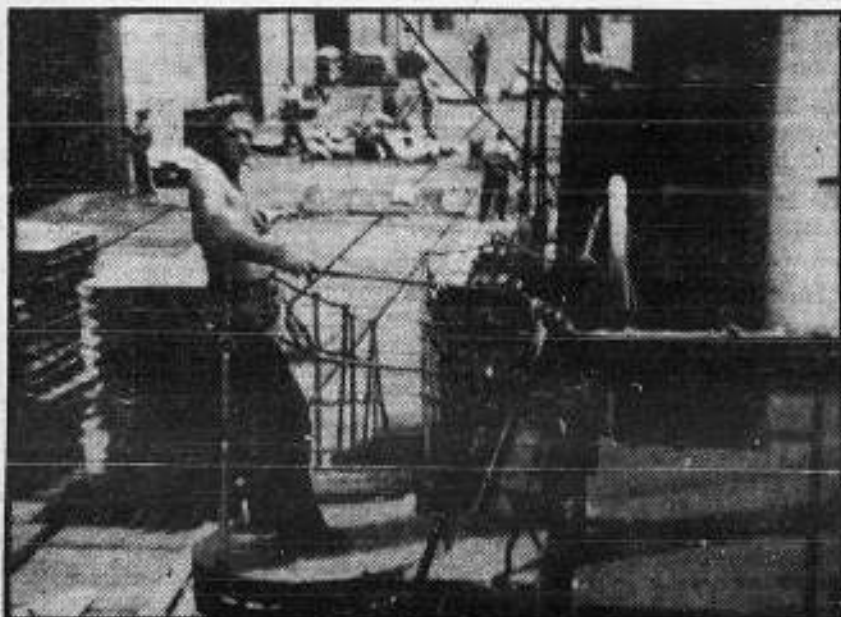
Nathaniel Silsbee (South Atlantic). Former Congressman (1773-

1850). Born in Salem, Mass., he attended private schools and was apprenticed to a shipmaster to learn a mercantile trade. Later elected to State Senate, US Congress and was twice voted a US Senator.

John Fiske (Seas Shipping). Historian and writer (1842-1901). Born in Hartford, Conn., graduated from Harvard, admitted to the bar and later turned to literature. Was a successful lecturer on philosophy and science and a vigorous supporter of the doctrine of evolution, authoring some 60 books in his lifetime.

Martin Behrman (Alcoa). Former Mayor, New Orleans (1864-1926). Born in New York, he spent most of his life in Louisiana, serving in various civic posts and state offices. Was Mayor of New Orleans for four terms (1904-1920).

Gangway for Sunshine



Taking in a bit of old sol at the same time he stands his watch at the gangway is Seafarer F. Philips aboard the Lafayette. The photog recorded the scene while the Waterman vessel was dockside in Lake Charles.

New Hall Makes One Feel At Home

To the Editor:

The new LOG sure is a swell job, and ranks high on my list of favorite readings. Although I am the sea-greenest of landlubbers, and have yet to prove my mettle both as a seaman and a Union man. I devour every word and, like a glutton, I crave more.

Your "welcome" issue seems to have said everything there is to say about the new HQ, so that I feel reluctant to put in my puny "two-cents worth." But along with my initial reaction of "What a joint," I got inspiration. I want to do something, and it could be that writing my appreciation is only the beginning, however puny, of my doing something.

Sincerely, the new Hall, that "swell joint" of ours, truly houses the manifestation of that word above the handsomely functional shipping board: Brotherhood. Everybody in the place is so hospitable, helpful and courteous; the man at the door, the men behind the shipping hall desk, the seamen all over the place, everybody. I, a stranger in your midst, felt at home.

But moments came when I didn't feel at home; those moments when I felt undeserving of all the kindness. "I'll be paying my dues and assessments," I argued with myself unsuccessfully. "You think you can get for a few paltry bucks what these SIU men have struggled for!"

And I asked myself, "how many miles of picket line have you walked? What have you done to overcome the apathy of the drowsy man at the wheel and the tired lookout, and have you ever coped with the contempt of those unwholesome potentates goodly in girth so that today the seaman is not the dust and scum of the earth?"

But then the LOG again. Rocky Milton writes generously concerning the "green permitmen" aboard his ship. And as Paul Hall sees it, the working class people around the new HQ are "our kind of people." So though I feel humbly I do feel gratefully at home.

Who was the comedian who used to say, "This is only the beginning?" A & G can say that again. Lucky 13! Man, am I ever appreciating my beginning with such a swell bunch!

Before closing I want to mention one more exciting item. That Training School! I hope to be bringing bright red apples to the teachers.

Ray H. Derbeck

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Former NMU Ship Draws Crew's Ire

To the Editor:

Just a week ago (Dec. 7) this crew left New York for Atreco, the most God-forsaken hole in Texas. When we shipped that day we all thought we were going on a trial run to test the engine and calibrate the compass, etc., but brother, if ever a pier-head jump was made, this was it.

The Tagalam (Mar-Trade) cruised around outside for about six hours, then came into anchorage just below the Statue of Liberty. We dropped the hook about 5 PM and put 12 midnight on the sailing board so that no one got ashore with the exception of the pumpman, an oiler and myself.

The oiler and pumpman had to get their gear and I had to call the hall for more men. Because of the short notice, we sailed short two firemen, one oiler, and one AB. The chief cook missed the ship through no fault of his own and the captain received a message that he would join the ship in Texas.

When we came aboard the ship looked and smelled like a garbage scow. What the NMU didn't wreck, the shipyard workers did. They opened a new coil of 11 inch moor-

LETTERS

ing line from the wrong end, so you can imagine how the guys felt when they saw the mess. Now I've heard some fluent cussing in my day and have done quite a bit of the same myself, but every man jack of us invented a few new words that morning.

Half-way Decent

We have the ship in half-way decent shape now, but far from SIU standards. However, we will have her in tiptop SIU condition by the time we return north. We really had a job to do on this ship. Captain Diaz says we are "the best damn crew he ever had aboard and hopes we all stay." The chief engineer says the NMU is not even in the running with the SIU.

The captain and mates are good joes with us and the black gang says the engineers are good guys too. The feed is good and there's no kick on the foc'sles because they're large and roomy. She's not fast, but who wants a fast ship? The more days on, the more dollars, sez I.

That's about it. Good luck to all Seafarers, a very merry Christmas and a happy and prosperous New Year from the crew of the Tagalam.

R. B. Carey
Ship's delegate

(Ed. Note: The Tagalam is newly under SIU contract after a stretch with the NMU.)

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Drafted Seamen Get Rough Deal

To the Editor:

I am writing this not as a Seafarer, but as a friend of one, one of the many who are getting a pretty rough deal. My friend is an AB and a member of the SIU for several years. In order to avoid any needless embarrassment to him, I will not give his name, but just call him "Doc."

He is not a hero and doesn't want to be known as anything but a guy who did his job to the best of his ability. Doc's story begins when he was 17. He joined the Merchant Marine and was sent to Sheepshead Bay for training.

A few weeks after his schooling was completed, he was on a ship off Normandy beach on D-day. Some of you guys who were there remember what it was like, with the Stukas coming in every hour on the hour trying to knock the hell out of you.

Doc got away from there with a whole skin. A month later he was out in the Pacific bound for Australia and New Guinea with Jap subs hanging right on his tail, where every ripple was a potential torpedo and Kingdom Come. He got out of that alright too, made several more trips before the war ended and has been sailing ever since.

Not A Veteran

But despite all his experience, Doc was not rated a veteran, and a few months ago was inducted into the Army at the age of 25. Seems all his war and civilian experience as a seaman didn't amount to a hill of beans. Now I personally know several guys who were in the Army, never left the Continental US, and the only shooting they came near was in a corner with a pair of dice. Yet these characters are classified veterans and are not called again. You figure it out.

With the critical shortage of rated men that now exists, I think experienced seamen like Doc and all the other "Doc's" now in the Army should be discharged to go back to the kind of work they know, were trained for and are experienced at. It may take months to train a soldier, but it takes years of actual sailing time to make a good seaman.

Chet Zane

Pennies Saved, Dollars Lost

To the Editor:

I wonder when the operators are going to wake up and pay a few dollars in overtime instead of being clipped for thousands in repairs.

The Elly was anchored off Norfolk for five days around November 1 and, according to the captain, no gangway watch was necessary.

While we were on the hook, a storm dropped in for a few days. The result? We drifted, banged against an Italian trawler and stove in our bulwarks. The boys topside had a big bundle of hurries, worries and delays, and it was no one's fault but their own.

Frank Gaspar
Ships delegate

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Customs Rough In Venezuela

To the Editor:

I would like to share an incident which occurred aboard the Alcoa Pilgrim in Venezuela for the welfare of the brothers who may sail there in the near future.

Before our arrival at La Guaira, our first port, customs declaration sheets were distributed among the crew for itemizing cigarettes, cigars, new clothes, and so on. Brother Harris had just purchased two sport shirts and two sets of underwear, amounting to \$9.50, from the slopchest and dutifully declared them.

In our next port, Puerto Cabello, we were asked to sign another declaration form listing only cigarettes. Immediately after we arrived, the National Guard of the port conducted a search in a manner that would astound our own custom officials.

Long Search

It took at least three hours, and the windup was Harris lost his new clothes and the bosun a few bead trinkets worth about 15 cents. Of course, the officers' rooms were not searched.

I, acting as interpreter, tried my best to convince the captain of the Guard that these items had been declared in La Guaira, but our skipper, lacking a copy, left the way open for seizure of the articles.

Let this serve as a reminder that before entry into any Venezuelan port, the brothers should declare any item they value.

Anthony Nottage
Ship's delegate

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OS Pretty Rusty On His Bearings

To the Editor:

Just thought I'd share a humorous experience with an ordinary seaman on my watch aboard the Alanson Houghton (Alcoa). All deck men should get a kick out of it.

I was on the 8-12 with AB Al Alexander and Jimmy Simms, the OS in question, and on our first watch we found out Jimmy couldn't steer. As all good AB's do, we took the OS in hand and taught him.

Then came the lookout. I asked him if he knew the details on reporting ships, ringing bells, and reporting the "lights are bright," and he confided he didn't. This was his first trip, it seems, and he figured I could keep his secret.

Well, we went over the elementary details, ringing in the time on the ship's bell, calling the

bridge, etc., but I couldn't get across to him how to report ships by points.

Make A Picture

After wearing my patience down for over an hour, I promised to draw a diagram with the relative bearings.

The following night before watch time, I was engrossed in a book—"I, The Jury." This detective Mike Hammer had just met a gorgeous blonde and was making out like a seaman in Bremerhaven, when up popped Jimmy the OS.

"Have you got that sketch you promised me?" I tried to ignore him just long enough to see how Mike Hammer was doing, but he wouldn't let me go on.

So, I disgustedly put down the book, got a pencil and drew a diagram of relative bearings on the port side from dead ahead to dead astern.

I handed it to him, saying, "Now, Jimmy, study this. I only drew the port side because the starboard side is the same. The OS looked at it. "Oh, I don't have to worry about the starboard side, I always stand lookout on the port side anyway!" As you can imagine, my patience is shaved pretty thin by now.

Joe Kaufman

~ ~ ~

Service in One War Is Enough

To the Editor:

I am a former SIU member, belonging to the Great Lakes District. I've been in the Army since mid-August and receive the LOG forwarded from my home.

I'm always glad to hear about what I consider the best Union in the world. I sailed as a FOW during the war, mostly through the New York hall, and had the honor of serving on one of your committees.

In 1946 I was injured on a T-2 tanker, the Hood River, while in Le Havre, and the Army now is trying to see if they can improve my usage of my right hand. I received the certificate of continuous service and would like to know whether there is any possibility of war-time seamen being released.

Pvt. B. Fusel
US 51125157
Valley Forge Army Hospital
Phoenixville, Pa.

(Ed. Note: The SIU has succeeded in getting the discharge of an AB from the Army and other requests are being processed. Your best bet might be to contact the Great Lakes District directly since your records would be there.)

~ ~ ~

Respect Others In Washer Care

To the Editor:

A continuous sore spot on our ships is the upkeep of the washing machine. The point has been stressed in the SS Mae (Bull) that the crew members of the ship were the ones who donated their own money towards the purchase of these machines and that they should keep them clean if only out of respect for their shipmates.

Our wiper, Tony, was offered reimbursement for the time and splendid work he put in to repair the old machine, but has turned it down. Our warmest thanks to him for a job well done.

Brothers who've sailed with the Mae may be interested to know that "Suzy," our ship's mascot, has needed medical attention. She will be taken to the hospital this trip and expenses paid from the ship's fund.

Richard V. Geiling

(Ed. Note: For the sake of ship's harmony elsewhere, we trust Brother Geiling was referring to a canine pet named "Suzy.")

Members Urged To Uphold SIU

To the Editor:

Performers had better stay clear of the John S. Mosby (Eastern). We had a discussion aboard at which the ship's delegate made an inspiring speech urging each man to make the trip as pleasant as possible for all hands.

He noted that it was up to each individual to carry out Union regulations to the letter and that we should always hold the SIU book high.

G. Quinows

~ ~ ~

Nikoklis Crew Tops Them All

To the Editor:

Having just paid off this ship, I would like to take a few minutes to thank the fine bunch of men I have sailed with since I joined the Nikoklis, July 27 at Norfolk just 4½ months ago.

I will only mention a few of the fine brothers whom I have sailed with on this ship, during our two voyages to France and one to Holland, because it would take a full two pages of paper to mention them all.

In my own department, the steward's, I had one mighty fine chief cook, Mr. Shum Man, who joined the vessel the same time as I did and is leaving this voyage. He rates a hearty thank you from everyone who has sailed with him, for the effort he put into his cooking. In my opinion he is a great credit to our Union for he does his job in true SIU fashion. All the rest of the men who have sailed



Hicks and Wife

with me on this ship should be highly commended, especially now that we are getting a lot of new faces into this organization.

In the Engine Department, a word of thanks to Brother Allen Burke, who has been very cooperative in all Union matters. He is now on his 5th trip on this ship and he says he hopes to make many more.

Good Deck, too

We have had several good deck gangs on this ship including three very fine bosuns, Brothers Majette, Jim Spencer and Guy Newman, all of whom have known their jobs well. Several other good brothers were Scrapiron Jones, Beal, Roswell Sanderlin, A.B.s, and others too numerous to mention.

To top it all off we have one of the finest captains afloat on any ship in the world today. He is Captain Charles J. O'Brien. Everyone who has ever sailed under him can say that he really is tops and a credit to have on any SIU ship.

In closing I would like to say thanks to all the brothers whom I have had the pleasure of sailing with on this ship. I hope to be seeing many of you on some of our other contracted vessels in the very near future.

Fred R. Hicks, Jr.
Ship's Delegate

Higher DM Pay Urged by Smoky

To the Editor:

This letter concerns the new raise in pay for men with deck maintenance ratings, which I and several other day men on the City of Alma (Waterman) are not fully satisfied with. We sincerely believe that something should be done to increase the basic wage of all DMs on dry-cargo ships.

As everyone who has had experience as a DM knows, the bulk of the work on deck falls on the day men, and we think their wages should be equal to that of watchstanders, including high overtime, or else be raised to that of carpenters.

Most ships now carry two or three DMs as well as a bosun, and in most cases no carpenter, so that what is ordinarily carpenter's work is done by a DM.

In all cases he works a straight eight-hour day in which the largest part of the ship's work is done. His only chance of overtime now is after 5 PM or before 8 AM and on weekends and holidays at an OT rate equal to that of watchstanders.

We feel that unless something is done to give deck maintenance men a higher rate of pay many will go back to sailing as watchstanders where they can get much more money for less work, such as 16-hour overtime weekends at sea.

Smoky Grabenauer
Deck delegate

(Ed Note: This is why DM pay is higher than AB wage. The majority of maintenance overtime is given to day men in order to bring them up to watchstanders on OT pay).

SIU Coal Export Plan Good Idea

To the Editor:

I know you can always trust our Union to come up with a clean solution to any beef, whether it's on a small scale or a global issue.

Well, here's one Seafarer who stands square behind the Union's pitch to Washington to get our coal exported a lot faster to the ECA countries in Europe.

I read the story in the last issue of the LOG (Dec. 14) of the communication to government officials urging them to get together and work out an arrangement whereby the coal lying around in this country can be put to good use by the nations who are dying for the lack of it.

That's the type of wide awake idea that characterizes the SIU, which does the same type kind of straight shooting with the membership in getting A-1 agreements for the guys on the ships.

Sure, let's get those bureaucrats to take their big feet off the desk and work out a way to get the coal over there. The ships are around in the boneyard and there's experienced Seafarers here who'll man them just as soon as they're pulled out of the reserve fleets.

Bernard Glazer

Ship's Supplies Cause of Grief

To the Editor:

It seems that the port steward for this company (Waterman) has been promising to put aboard certain items of steward's stores, but when the time to find same comes up, they aren't there.

A complaint from the cooks shows that quite a number of boxes of stores, particularly meats, have been falsely labeled, and do not contain what the tag says should be inside.

In all, it seems that the port steward is not supplying the SS Madaket as he should be. It's been suggested, therefore, that at the next port of storing, the ship's delegate, plus the steward and patrolman, meet in the presence

of the port steward and ask that the ship's requisition be properly filled.

The slopchest on this ship is also sadly depleted. In addition, we feel we would like to have colored tablecloths for our messroom the same as other Waterman ships.

Our minutes of last trip show that we had quite a discussion on the sheets we are supplied with. Not just a few, but all of them are as much as 12 and 16 inches short on the bunks. It's about time something was done about this situation.

W. Leusehner
Ship's delegate

Ex-Member Hails Union's Progress

To the Editor:

After being retired from the SIU for a year, due to the fact that I have been working as a lifeboat instructor for the Maritime Training Station in Sheephead Bay, I dropped in to the new hall to see my old friends and how things were running.

I was certainly pleased with what I saw. The new hall is a wonderful place, and I am sure all the members who have seen it feel the same way. With the good work of Brother Paul Hall and his staff a very fine job has been done for a great organization. I sincerely believe that every seafarer will back up Brother Hall for the great work he has done in bringing members up from the old times of low wages to present day standards. I know everybody who goes to sea would like to be in this organization.

I want to say too that we have had a bunch of SIU boys down at the station for lifeboat training and they all did very well, being uniformly successful in passing the examination.

My best wishes to everybody for a Merry Christmas and a Happy New Year.

William Zarkas

Out of Touch GI Eager for Mail

To the Editor:

Having been out of contact with my old shipmates for some time, I would sincerely appreciate having this printed in the LOG. I would like to hear from any of the men whom I sailed with and those many I've met while waiting for shipment.

I have retired my book but would like if possible to receive the LOG. I had book No. 37420, which I was proud to hold and shall at the earliest possible time reactivate.

I was drafted into the Army in September, 1950, so you see it's been quite a time since I've heard anything of the Union's news. I'd particularly like to hear from my old pal Clyde Brown, though I don't know where he might be at the moment.

Cpl. Russ Grantham
US 53005110
A Co., 484 Eng. Const. Bn.
Pine Camp, N. Y.

(Ed. Note: The LOG will be sent to you from now on, Brother Grantham.)

Season Greeting Never Too Late

To the Editor:

I'm a little late extending my greetings to all hands at this gladful time of the year, due to the fact that the SS McKettrick Hills (Western Tankers) just got into port after a fire at sea and had to be towed in.

But, better late than never, so here's greetings to all members and friends of our great union.

George H. Seeberger

Ships Delegate Forever on Job

To the Editor:

Being ship's delegate on the Seatrains Georgia is part of a busy life. There is always some issue to settle or someone to help out on a heap of problems that crop up daily. By the way, only ten men of the original crew are aboard since our first run in August.

Motion adopted by the crew calling for more research on TB, one of the prime killers of seamen, in urging a deeper study into its cause and effect with hope of prolonging life of seamen and mankind generally.



Charles

A fellow Seafarer in Mobile who just paid off the SS Beaugard (Waterman) reported that while the ship was undergoing repairs in the yards after a European trip the engine room caught fire. Seems a spark from a welding tool started it.

The city of Mobile, itself, is quite a nice spot these days. Times have changed conditions there somewhat. The cops are more lenient with sailors, thanks to the SIU officials in the port who have worked hard to get our guys a break.

Crewmembers of the Seatrains Georgia are sending out Christmas cards and remembrances to brother Seafarers in the hospitals all over the country. To all others, wherever you are, best wishes during this holiday season from the entire membership aboard.

Sir Charles
Ship's delegate

SS Emerson Has Cleaning Query

To the Editor:

We're out here at Port Said on the Frank C. Emerson (South Atlantic), then off to India.

No big beefs, but we could use a clarification on who is supposed to keep the steward's department passageway on the main deck cleaned.

There seems to be different opinions on the last couple of Libertys I've sailed where there is no steward's utility carried. Good luck and season's greetings to all.

Harry H. Pierce
Ship's delegate

(Ed. Note: In the absence of steward utility, it's the BR's job to keep the passageway clean.)

Union Way Best For Texas Crew

To the Editor:

Had a good, hot and heavy meeting aboard the Seatrains Texas recently as members took the deck one after one in good and welfare and let off steam in good SIU style. Main topic was the steward and his stores with a point scored here and there on both sides.

Stew complained he was missing stores in New Orleans, but nobody else seemed to know anything about it. He stated the reason there seemed to be a linen shortage was that crew didn't turn the soiled linen in. (One point for Stew.)

Most beefs came from the galley where the steward spends most of his time, the cook chiming in that he was there too often. Another beef was the quality of meat served and it was agreed to have a food inspector check the meat and see if we are getting what we order.

Crew complained chow was better before this steward came aboard and he countered that he

would always listen to suggestions about the menu, but wouldn't tolerate waste.

All in all, a good, noisy but highly satisfactory session giving everyone a chance to blow his stack. Stew promised to take care of all beefs and crew pledged to let him know when one cropped up.

O. H. Maripoll

Lippincott Has A Hectic Trip

To the Editor:

The good ship Joshua B. Lippincott (Alcoa), after a hectic voyage from Norfolk to Antwerp during which she lost her gangway and suffered other damages, has finally arrived in Philadelphia.

The crew had been a good one and brought the ship back in SIU style (a clean ship with a paint job from stem to stern), in spite of all the rough weather we had.

Mate Otto C. Brush, is an old ISU and SIU member and he is tops in our book. He said our crew was the best he has had in all his years of sailing as master and mate.

Chow was the best and our thanks to the steward, chief cook and third cook, who were on the ball. What a Thanksgiving dinner! To top it all, the chief mate gave us a bottle of you know what.

Wesley Young, the steward, owns a lunch room at 1412 W. Baltimore St., under the name of Wes & Sid, a good chow deal when you're in town.

We don't know how long we'll be here and send regards to all.

James W. Corcoran
Ship's delegate

Grand Isle Camp Is a Good Deal

To the Editor:

Occasionally I have seen reference in the LOG to bars and clubs where seamen have found congenial company and decent treatment. By accident last summer I stumbled upon just such a place. In Grand Isle just below New Orleans, there is a bar and camp run by a former engineer that in my opinion completely fills the above qualifications.

Pat Hegwood and his wife opened up in their present location amidst sand and salt water in the hope that someday the island would be a thriving summer resort of the economical sort. To some extent their dreams have been realized but a helping hand is needed.

Anyone wanting to spend a quiet weekend or longer surrounded by wonderful fishing and friendly maidens has my assurance that at Pat's Place a cordial hand and reasonable bill will be extended to make the stay a pleasant and eventful one.

As this place is known and frequented by many of our seafaring friends from the Crescent City, I am sure that they would appreciate finding the LOG there. So until Pat receives the first copy of the LOG he has no inkling as to my writing this. The address is: Pat's Place, Box 22A, Grand Isle, La.

Jimmie C. Arnold

Wants Housing In Boro Area

To the Editor:

Perhaps the brothers living in Brooklyn can help me find living space for myself and family somewhere in the borough, preferably in the Bensonhurst section.

We would be willing to pay up to \$80 monthly for a four or five-room apartment. Accommodations in a one or two-family house would also be welcomed. Please contact me at ES 5-6163 if you know of any openings.

Allen J. Friend

'NMU Still Out To Measure Up'

To the Editor:

Well, what do you know? Is the NMU still trying to measure up to the SIU? Seems they've been at it now every time we get a new agreement that leaves their contract way behind in the dust.

I've been sailing for over 15 years. I know how the CIO bunch works, just haggling for headlines more than anything else, every time they're supposed to go after the operators and get something for the seaman.

It's no surprise the membership in the NMU is getting fed up with the way the leadership brings home the bacon (LOG issue, Dec. 14). The NMU boys I know are getting a mess of beefs instead of an open book agreement that gives them a chance to earn a decent living.

Every time their negotiators take a licking they're just setting back the standards of every other seagoing union which, like the SIU, already has top-notch conditions on the ships.

When our SIU negotiating committee goes out for something and gets it we show those NMU jokers who gets the last laugh, and it's not funny to the NMU man in the foc'sle.

Moe Beckler

Spit, Pins Saved Old Sea Beaver

To the Editor:

It sure was a relief to sight Aruba after our little junket on the Sea Beaver (Colonial).

I won't say this ship is old, but I hear it is one of the ships Leif Erickson scrapped when he was here. The boys in the Hoboken yards did a good job on her. We broke down every third day instead of every other day as we had expected.

It wasn't too bad once the engineers got below with their scotch tape, spit and hair pins. But everything was taken care of and to the surprise of the navigator the helmsman sighted Aruba and we limped in.

Bill Gannon

Ear-Bending Not Without Reason

To the Editor:

This letter is for the sole purpose of showing the brothers I haven't been bending their ears



Ida Florence Hand for no good reason every time I spoke of my daughter.

The picture shows her decked out as an early American belle for a home school program in Tampa. Believe it or not, though Ida Florence doesn't look it, she's only nine.

James Hand

On the Job

In a previous column we outlined some general procedures to follow in avoiding shipboard accidents and injuries. But despite all precautions, accidents do happen in maritime at a relatively high rate of frequency. When injured aboard ship or "in the service of the vessel" as the law puts it, a seaman has certain well defined rights and privileges which differ considerably from those enjoyed by workers on shore jobs.

Recent instances have arisen in which Seafarers hospitalized in foreign ports have had these rights chiseled down by company representatives or insurance companies. It is important therefore for all seafarers to become reasonably familiar with the rights and practices that prevail in handling such cases.

It has long been recognized in maritime that a seaman who is injured or falls ill in the service of the ship, is entitled to "wages, maintenance and cure" for the duration of the voyage or as long as he is unable to work, whichever is the shorter. This centuries-old provision does not apply to the recovery of damages for pain, suffering, and disability which might have accompanied the injury.

However, should the seaman be able to prove that proper maintenance was not provided, leading to unnecessary suffering on his part, then he would be entitled to damages. On modern ships equipped with two-way radios, and with air-sea rescue services available it is hard to imagine a case where there would be a legitimate excuse for failure to provide adequate medical care.

A seaman is also entitled to sue for damages if he can prove that his injury arose out of the "unseaworthiness" of the vessel. Most of the contention over his right to damages hinges on the definition of "unseaworthiness." In recent years, the tendency has been to interpret the term in a pretty broad fashion. Any defective equipment on the vessel which is responsible for a man suffering an injury, is pretty generally held to determine the "unseaworthiness" of the vessel. If an injured man uses an appliance which he knows is defective prior to the injury taking place, he is still entitled to damage but in a smaller amount.

Prior to 1920, a seaman was not entitled to collect damages if the cause of his injury was the negligence of a shipmate. This definition included the officers and the captain. All this was changed with the passage of the Jones Act in 1920. The act amended the previous law to provide that a seaman could recover damages for pain and suffering if his injury was due to negligence of the master or another seaman. The seaworthiness of the ship would not affect a claim based on negligence.

The Jones Act also enabled the beneficiaries of a seaman who dies as a result of his injuries to sue the shipowner for his suffering prior to his death and for the money loss to the beneficiary.

When a seaman brings a suit into court under the Jones Act, he can sue in a state court, or in a United States District Court, which sits as an admiralty court in maritime cases. At present suits in admiralty court exclude trial by jury which is permitted in state courts or on the civil side of the district court. Further, in the admiralty court, the suit can only be against the owner himself and not against the ship.

Seamen working aboard government-owned merchant ships are compelled to bring their suits before the admiralty court and thus lose out on the right to trial by jury. It has generally been found that juries will be more generous in their damage awards than the court.

The SIU and other maritime unions have long been trying to amend the law so as to permit jury trials in the admiralty court. A bill is now pending before Congress which would embody this change in the law.

Incidentally, one of the major differences in procedure in the admiralty court, as against civil courts, is that witnesses do not necessarily have to be present in court to offer their testimony. This takes into account the fact that important witnesses might be at sea when the court hears the suit. The admiralty court provides that the witness can appear when he is in port before the trial, be examined by his lawyer under oath, and then be read to the judge in the course of a trial.

Since this procedure cannot be followed in a civil court, it would be better for a maritime case to be heard in an admiralty court, provided seamen were given the right to have a jury hear their cases in damage suits.

We mentioned in our earlier column on safety that it was very important before entering a tank or other confined space to make sure that there were no noxious gases in it and that there was a sufficient supply of oxygen. Word recently came to us of a fatal accident aboard the Barbara Fritchie in which one man lost his life and two others were overcome by gas fumes in the bottom of a tank. It cannot be emphasized too strongly that every precaution be taken to air out confined spaces thoroughly, and to make sure a shipmate is on hand to pull you out in the event you are overcome.

THE LABOR ROUND-UP

Don't Break the Dishes—The Intl Union of Electrical Workers hit upon a novel scheme to support 6,000 strikers at the Westinghouse Plant in Buffalo. The union scheduled a \$100 a plate dinner to help finance Christmas meals for the strikers and their families. Other local unions bought the tickets, with the main course at the lush event being franks and beans. The dinner became a victory celebration when the strike was settled on the 17th of December after eight weeks on the picket line.

You're Worth Plenty—The greater value set today on a working man's life and limb is illustrated by the tale of Thomas J. McDermitt, railroad machinist of Chicago. In 1922, McDermitt lost his left foot in a shop accident and settled his case for \$1,875. This year he lost his right foot in a similar accident, but the settlement was worth 20 times as much, \$36,500. Present trends in accident cases particularly in accidental deaths, have been to take a worker's potential lifetime earning power into consideration in determining the size of the award.

Jealous, No Doubt—One, or a team, of burglars in Detroit is making a specialty of looting union offices in that city. Latest victim, the fourth in recent months, was Local 7 of the United Auto Workers which was robbed of \$4,000 in cash and checks. Other offices burgled included UAW locals 369 and 600 and headquarters of the Teamsters Union. Nobody saw them, but the burglars undoubtedly left the scene of the crime in a union-made car.

Injunction Quashed—In a pleasant reversal from practices of the last few years, the Court of Appeals in New York threw out an injunction against the Transport Workers Union (CIO) forbidding them to take a strike vote against the Third Ave. Corporation, operators of many of the city's bus lines. The injunction had been issued originally on the grounds that there was no labor dispute involved, only a question of contract interpretation, but the higher court reversed that decision.

White Collar Revolt—One of the most important white-collar strikes, on a par with the famous Battle of Wall Street, is now taking place at the Prudential Insurance Company. Some 15,000 members of the Insurance Agents International Union have gone out on strike against the company in 33 states.

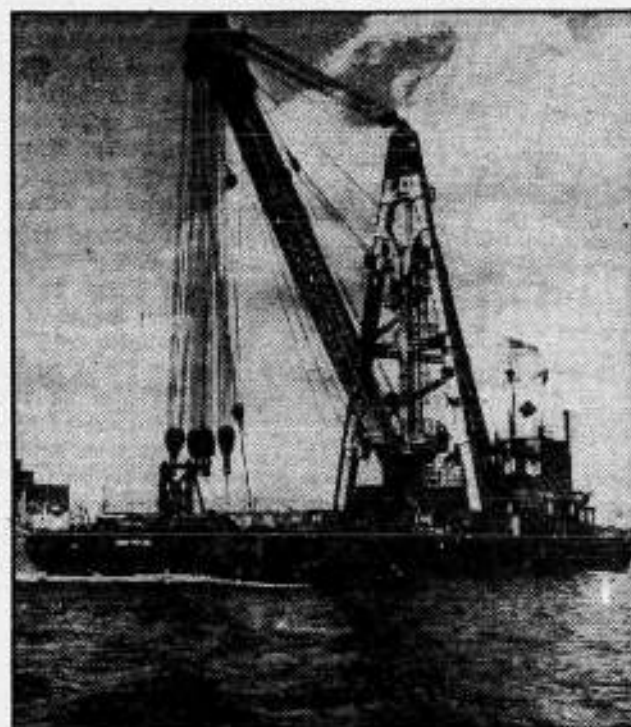
MARITIME

A floating radio station, the first of several ordered, whose mobility would enable the Voice of America to dodge Soviet jamming of broadcasts beamed behind the Iron Curtain, will be in service early next year. Refitting of the over-age Coast Guard cutter Courier will permit it to house a much more powerful transmitter than the average American broadcasting station and operate in all kinds of weather at points close to areas now blacked out.

Sandy Hook, the six-mile peninsula jutting into New York harbor, will one day be a bather's paradise if plans of New Jersey officials can get underway. The state has leased about 400 acres from the Department of Defense for development of park and beachfront facilities. The greater part of the land area will be retained by the Army, which has reactivated historic Fort Hancock as an anti-aircraft base for harbor protection. Sandy Hook is also the site of the oldest lighthouse in service in the Western Hemisphere.

The newest wrinkle in ship propulsion is a propeller with six blades instead of the conventional four, said to be the first of its kind for installation on Liberty ships. The manganese bronze drive screw, believed capable of reducing the frequency of tail-shaft failures, will be fitted on a Greek vessel . . . Shippers this month marked the laying of the keel for the largest bottom ever designed for use on the Great Lakes. The ship, to be 690 feet long, will have a gross tonnage of 19,500.

New York harbor's second most powerful floating derrick began service recently after extensive refitting to enable it to operate in the strongest currents along the Atlantic seaboard. The Constitution, with a lift capacity of 150 tons, is adaptable for marine use in construction, salvage and heavy hoisting work. The steel-hulled sea crane, 150 feet long and 54 broad, mounts a 100-foot frame fitted with a 105-foot boom. Built in 1945 for government use, she is exceeded in power only by the 250-ton lift capacity of the Monarch, owned by the same company.



Federal price controls on most new and re-rigged ships have been lifted again until mid-February, at which time the OPS hopes to have completed a study on how to adapt price ceilings to shipbuilding. The exemption applies to sales by the builder of any ship, barge, canal boat, lighter or tug more than 65 feet long and to the repair and refitting of vessels in the same category . . . Heavy ice has brought on the customary winter closing of the harbor at Montreal, Canada, as well as the Great Lakes ore season. Lake shippers recorded the biggest peacetime ore total in history during 1951.

The twin-stacked LaGuardia, a former troopship rebuilt for passenger service, has outlived her usefulness according to her present operators and will be returned to her original owners, the Federal Maritime Administration. The 18,000-ton vessel, operated under bareboat charter by American Export Lines, traveled the Mediterranean passenger run now monopolized by the newer and larger liners Constitution and Independence . . . Finnish shipbuilders have turned over 424 of the 491 ships due Russia under its war reparations liability to the USSR. All are due by next summer.

President Truman is reportedly ready to take another crack at getting Congressional approval of the St. Lawrence Seaway proposal at the session which convenes next week. The controversial power and waterway plan would provide a 2,300-mile water route for ocean shipping direct to Great Lakes ports as well as cheap hydroelectric power. Its backers point out that Canada has already indicated it will go ahead with the idea on its own hook if the US remains unwilling to make it a joint undertaking.

Burly

Follow Burly Every Issue In The Seafarers Log



Shipping Hits New High

(Continued from page 3)

to the upsurge by signing up additional companies, thus adding more ships to the total. As a consequence, the SIU is manning approximately 190 ships over and above the number manned in July, 1950.

Shipping has been running unusually high for the past several months, with the average being slightly under 1,000 men a week.

PERSONALS

J. Grant

Write W. E. Coutant, 976 Olympia Blvd., Staten Island, N. Y., about gear left aboard the Steel Executive.

J. Hernandez
J. Bellafiores

Contact agent Red Brady, North American Airlines, in San Francisco, to get refund on plane tickets you hold to New York.

Bruce Cole

Your snapshots taken aboard Seatrain Georgia are being held by ship's delegate Sir Charles.

William P. Gorman

Your discharge and a pay voucher was found aboard the SS Algonquin Victory, and can be claimed at the SIU Mailroom, 675 4th Ave., Brooklyn 32, N.Y.

Tony Cornman

It is urgent you contact Mrs. Mary Cornman, 3119 Baldwin St., Los Angeles.

Edison R. Bown

Get in touch with Alton J. Webb, L. Box 1425, Bristol, Conn.

Johnny A. Kink

Your mother is anxious to hear from you at 8301 Marks St., Tampa, Fla.

George F. Martin

Get in touch with your family at 541 W. Rich Ave., Deland, Fla.

Max Lipkin

Very urgent that you get in touch with your family immediately.

NOTICES

E. Faircloth
O. Maro

Gear left aboard the Montebello Hills can be picked up at Harris Brothers, 188 Commercial St., Portland, Me.

Ex-Camas Meadows

Gear belonging to George McHann, Glen Doherty, J. Dougherty, Robert East, David Paskoss, W. Bilger, William Irvin left aboard the Camas Meadows is being held at R. S. Stern, 424-26 W. Conway St., Baltimore, Md.

Eugenius A. Kroper

Your papers can be picked up at Cities Service. See Mr. Sadowski, 23 Pearl St., N. Y. C.

The following men have overtime checks waiting for them at the Cities Service office, 23 Pearl St., New York, N. Y.

ABUQUA: J. Jackson, H. Weaver, W. Susikari.

BENTS FORT: E. K. De Moss, Durell Rogers, Arthur J. Ahearn, Paul Sinski, Ray Boudereaux, H. E. O'Brien, William Pritchard, T. A. Dugan, B. E. Edwards, John Bauch, Patrick Burke, Max Pitrie, Al Abritten, Quinn Moore, M. Bugawan, E. P. Belkner, Harry M. Davis, Isham Beard, Al Carrasquillo, A. D. Hunt, Jr., George Lafleur, H. Thomas, W. Braven.

GOVERNMENT CAMP: T. E. Peti.

Prior to the current record breaking period, the highest figure since April, 1947, was 2,409 for the two weeks ending June 20. Again, in the end of August, the Union came close to the "magic number" of 2,500 when 2,321 men were shipped out.

The big buildup that has come since the summertime was given great impetus by the heavy shipments of coal out of east coast ports for Europe, and grain for India. Norfolk, formerly one of the smaller ports in the SIU picture, has mushroomed as a center for coal shipments. New Orleans is booming as the place where most

of the boneyard ships are being crewed up. The west coast ports, minor ones for the SIU, have also done remarkably well.

The port of New York in particular showed an amazing recovery from the effects of the wildcat longshore strike which tied up large sections of the port for a full month.

Shipping throughout the District is likely to continue around the new high figure with additional ships coming out of the boneyard, and those which came out a few months ago coming back to the States from their initial voyages.

Lax Aid Abroad To Sick Seamen Rapped By Union

(Continued from page 2)

as a workaway on a Waterman ship. When he went to see the skipper about getting a small advance on what was legally due him, the captain dressed him down and refused to give him a nickel, although he was a repatriated seaman and should not have been treated as a workaway. The result was that a quarrel ensued and this man got in trouble with the Coast Guard.

A second seaman, was removed from the Nikoklis in the Azores and spent 12 days in a hospital there, being operated on for appendicitis and hernia. The company agent advanced him \$35, but gave him no voucher and he has no record of money due him. An agent was supposed to meet him when he got to New York, but nobody showed up when he came in, leaving him stranded high and dry.

In another case, a veteran seafarer who was over 70 years old and had been torpedoed during the war was taken ill with pneumonia and spent four months in a hospital. The company agent advanced him only \$20 of \$200 due him. Nor did they want to pay him for the time he was ill because he had signed a waiver on heart disease. When the claim agent was contacted by headquarters, he excused this treatment on the grounds that he wanted to "save the government's money."

It often happens that an ill sea-

man will be sent home without a nickel being advanced on money due. Sometimes this is done over the weekend. The man then has to hang around for two days because there is nobody he can turn to for help.

Shipping companies have objected to the fact that seamen will run to lawyers in these cases to protect their legal rights. The Union finds that the men go to attorneys because they are hard-timed by claims agents and given a run-around. In many instances the claims agent will tell them to "go get a lawyer" if they want their beefs settled.

Headquarters plans to follow up the letter by meeting with these claim agents and other interested parties so as to straighten them out on the rights due to Seafarers.

Brazil Out to Boost Maritime Strength

Rio De Janeiro—Bolstering of Brazil's crumbling merchant fleet and all-out refurbishing of the nation's ports are the number one problem to be tackled in 1952.

Approximately \$80,000,000 will be expended for new merchant ships to replace many old-age vessels now in service. Brazil's 38 ports are congested to the point where ships spend up to two weeks outside port waiting to unload.

Seafarer Sam Says



COMPLETE THE VOYAGE!

WHEN YOUR SHIP HITS THE STATES, STAY ABOARD UNTIL THE FINAL PORT OF DISCHARGE AND PAYOFF.

SIU OFFICIALS IN THE PORT WHERE YOU LEFT YOUR SHIP CAN'T

HELP WITH YOUR SHIPBOARD BEEFS IF YOUR SHIP HAS GONE ON TO PAY OFF IN ANOTHER PORT.

WELFARE BENEFITS

REPORT NO. 18

By Robert Matthews, Asst. Secretary-Treasurer

Period Covered By This Report—Dec. 2-Dec. 15

Cash on hand	\$887,568.52
US Government Bonds	754,023.44
Estimated Accounts Receivable	140,000.00
Hospital Benefits Paid in Period	3,565.00
Total Hospital Benefits paid since July 1, 1950	92,636.00
Death Benefits Paid in Period	9,900.00
Death Benefits Paid since July 1, 1950	148,666.66

USPHS HOSPITAL, STATEN ISLAND, N. Y.	
Nicholas Bechivianis	30.00
M. Burnstine	45.00
Thomas J. Caffrey	30.00
Walter Chalk	15.00
Yanos Dallal	30.00
Samuel Eritz	15.00
Amado Feliciano	20.00
Arthur Fricks	30.00
I. B. Grierson	30.00
Joseph J. Humphreys	30.00
Sabino Integra	30.00
Sylvester Kettunen	15.00
Peter Krupinski	30.00
T. J. Kustas	15.00
Robert F. Larson	30.00
Harold Lunt	30.00
A. McGuigan	30.00
George Margarites	30.00
Vic. Milazzo	15.00
John Munno	15.00
Lawrence O'Connell	30.00
Tsimisiris Panayiotis	30.00
John Parra	30.00
Earl H. Poe	30.00
Otto P. Preussler	15.00
John Ramey	45.00
Juan S. Ruedo	30.00
James Stickney	15.00
Stanley Swienkoski	30.00
John Tarko	15.00
George B. Thurmer	30.00
Samuel Vandal	30.00
Henry Watson	15.00
Stephen Zavadson	15.00
	\$890.00

USPHS HOSPITAL, BALTIMORE, MD.	
Thomas Ankerson	15.00
John Barron	30.00
John Berkenkemper	15.00
Nelson W. Blades	45.00
Henry Cailen	45.00
Jessie Clarge	45.00
Billy Coleman	30.00
Leon R. Curry	15.00
Donald Duvall	15.00
Louis E. Ford	15.00
Leon E. Foskey	15.00
Stephen J. Frankewicz	15.00
Joseph Goude	45.00
Carroll Harthausen	15.00
John L. Hoffman	30.00
James J. Jones	15.00
George Kepich	45.00
Anthony Klavins	60.00
Earl Mc Kendree	30.00
Alexandro Lopez	15.00
Jack Morrison	15.00
John D. Norris	30.00
Ben Price	30.00
George H. Reier	45.00
Ruperto Rivera	45.00
Joseph Roll	15.00
Harold W. Sherwin	30.00
Ralph South	15.00
Ashby Southers	45.00
John M. Stone	15.00
A. G. Trezos	60.00
Chester B. Wilson	15.00
Norman Wrye	45.00
John Zohill	30.00
	\$975.00

HALLORAN VA HOSPITAL, STATEN ISLAND, N. Y.	
Joseph T. Bennett	35.00
ST. AGNES HOSPITAL, PHILADELPHIA, PA.	
Frank Beck	15.00

DEATH BENEFITS	
W. W. Anderson	\$2,500.00
John Prihoda	1,500.00
Thomas P. Crane	2,500.00
John Mikalajunas	2,500.00
	\$9,000.00

Puzzle Answer	
FLAT OIL POST	LANE ARE ANOA
AKIN HONOLULU	GEM HUN RESET
ARA ENID	PETIT DEE PAP
ADEPTS ENGINE	WED EAR TUNIS
ARGO ETA	SHELA SAD FOG
PORTSAID RODE	APSE LEE AREA
SEER ERN HERR	

(10) 1952

... DIGEST of SHIPS' MEETINGS ...

SEABEATER (Colonial), Nov. 3—Chairman, G. Bilak; Secretary, G. Lueth. Motion made and carried that the crew ice box be changed as it is constantly leaking. All hands were asked to have dirty linen ready on time when it is ready to be changed. Water cooler on lower deck is to be fixed, new spout necessary. Small misunderstandings and beefs will be settled right away. There will be no fights.

JOHN S. MOSSBY (Eastern), Oct. 28—Chairman, Baynes; Secretary, Quinone. Deck delegate made a motion to take up collection to purchase washing machine in first part of discharge. The engineers were requested to repair shower lines. Water coolers are to undergo repairs or be replaced. Vote of thanks to the Steward's department for good chow and service. Steward suggested that all stores be checked by patrolman so that nothing but graded foods be delivered.

CHARLES D. POSTON (South Atlantic), Dec. 7—Chairman, James McDonald; Secretary, C. O. Faircloth. Steward reported 18 pounds of coffee was missing during a thirty-hour period. Anyone making another trip would collect transportation regardless of how long he stayed on. Suggestion made that the engine delegate contact the 1st Assistant and ask him if canvas can be placed over the step leading to the engine room as the steel plates are dirty with oil and a man might slip and fall.

Nov. 23—Chairman, C. E. Masley; Secretary, C. O. Faircloth. All delegates reported their respective departments were in order. Washing machine is to be installed and put in working order. Library is to be brought aboard in Norfolk and hall to be contacted in this regard.

TAGALAM (Mar-Trade), Dec. 9—Chairman, R. B. Carey; Secretary, F. Holm. Delegates were elected. Motion made and carried that clock be installed in crew messhall. It was explained to the crew that the ship was just taken over from the NMU and she has to be cleaned up SIU style before returning north. Discussion on helping messman by keeping recreation and messhall clean at all times.

SEA MAGIC (Colonial), Chairman, W. Wentling; Secretary, C. R. Gepper; Steward, A. S. Baker. Motion made and carried that the ship's delegate see the captain about getting a list of all stops, draws, and overtime for the full year. Discussion was held on why menu remains the same each day.

MOBILIAN (Waterman), Nov. 11—Chairman, Brown; Secretary, A. W. Viera. Delegates reported no beefs. A suggestion was made by chairman Brown to have department delegates check repair list to see if repairs were made. Question raised concerning library books was clarified. Ship's officers attempted to keep books when brought aboard but finally gave up. Chief electrician asked for porthole screens. There is a shortage of coffee in foreign ports.

Nov. 28—Chairman, Brown; Secretary, Anthony W. Viera. Request made for better library books and library chest to hold books in order. Request also made to see about supplies in slop chest. Brother Brown suggested that literature be obtained from Union Hall so that new members may better educate themselves to the SIU method of good sailing.

ANGELINA (Bull), Dec. 30—Chairman, W. Walter; Secretary, J. Chow. Memorandum agreement read and discussed. Ice hose was broken; to be referred to the patrolman.

Nov. 28—Chairman, P. Bing; Secretary, J. Chow. Delegate is to see first assistant about sink scupper. Vote of thanks to the stewards department for a job well done.

YORKMAR (Ore), Nov. 16—Chairman, Edgar Luzier; W. Schoenborn. A letter from Paul Hall to membership on contract gains was read by ship's delegate and voted on. Discussion on shipboard harmony; all difficulties straightened in SIU style. Yorkmar had to cruise outside Yaquina Bay for three days, rolling up to 32 degrees before the ship was able to pass the bar into Newport, Oregon.

SOUTHWIND (South Atlantic), Nov. 18—Chairman, John Kalmak; Secretary, John W. Parker. Motion made to get repair list and send them in England. Request made for the steward to get the ice machine repaired. All garbage is to be carried aft and put in cans.

BENTS FORT (Cities Service), Dec. 9—Chairman, Allison I. Herbert; Secretary, Frank S. Paylor. Delegates reported no beefs. The chief engineer was asked to obtain new fans for the crew's quarters. Milk was increased from 120 quarts to 160 quarts in each port. Steward requested that all linen be sorted to keep crew from getting torn sheets.

DEL AIRES (Delta Line), Nov. 20—Chairman, J. Palmer; Secretary, V. Ro-mois. Everyone is to clean washing machine after they use it. The steward's department will clean recreation room and the other departments will clean the laundry room. Motion made and carried that the ship's delegate see the captain about station bill cards being made out so men can know where to go at drills.

ROYAL OAK (Cities Service), Dec. 12—Chairman, Albert Weaver; Secretary, T. J. Moss. Captain said payoff would be at old rate because he has not received notice of new scale. All hands were asked to turn in repairs. Milk was served in the saloon but not in the crew mess. Poor service was criticized and messman said he would try to do better. Pantryman said he would give him a hand when he needed it. Ship's funds stands at \$9.10.

SRATHUNDER (Colonial), Nov. 25—Chairman, G. E. Doty; Secretary, C. R. Jackson. Ship's delegate brought up that the ship sailed without delay, with all supplies ordered aboard. The few repairs that were not made were minor and were to be made at sea. The subject of getting a man out of jail and paying lesser fines was agreed upon by all members. A letter was sent to headquarters regarding permission and what these men should do to get their books.

WILLIAM TYLER PAGE (Waterman), Dec. 10—Chairman, Ray Lundquist; Secretary, D. K. Fisher. The deck delegate brought out the fact that since there is such a fine steward's department, that it was every man's duty as an SIU man to help keep the messhalls clean at all times. One of the crewmembers brought up the fact that the pantry sink was stopped up and recommended that it be brought to the attention of the chief engineer.

WINTER HILL (Cities Service), Dec. 8—Chairman, O. W. Rhodes; Secretary, J. H. Stromeyer. \$111.87 in the ship's fund. Motion made and carried to buy a new iron out of the ship's fund. Suggestion made to see the steward about bad tomatoes he has been serving and to see why the brand of milk hasn't been changed at Lake Charles. Chairman warned crew about missing ship and the penalty for such. He also pointed out the dangers of gassing up aboard ship.

JOHN LIND (Isthmian), Nov. 4—Chairman, A. Lutex; Secretary, R. Clark. Delegates reported no beefs, but some disputed overtime. Motion made to have the patrolman investigate reason for ship leaving port of Rouen, France, before securing ship's gear. Ship proceeded to sea in unsafe condition. Suggestion made to have some painting done and recreation hall kept clean.

ROBIN LOCKLEY (Seas Shipping), Nov. 12—Chairman, Bing Miller; Secretary, C. P. Achey. Delegates reported no beefs. Bosun asked that the Union officials contact the Robin Line about garbage disposal in port at least every three or four days. Deck delegate requested that the department fo'c'sles be souged and painted before signing on for next voyage.

DAVID S. TERRY (Eastern), Nov. 20—Chairman, Robert Murphy; Secretary, Robert Lee. Delegates reported no beefs and no disputed overtime. Letter from headquarters was discussed and posted. A letter was written to headquarters for clarification on coffee. Discussion on recreation room ended by having each department clean it for one week.

JONATHAN TRUMBULL (Mississippi), Nov. 22—Chairman, Paul Cathcart; Secretary, V. Szymanski. All disputed overtime to be taken up with patrolman on arrival. Repair list read by ship's delegate and additions added. Vote of thanks given to the steward and his department for service rendered.

Oct. 28—Chairman, Pat Fox; Secretary, Paul Cathcart. Ship's delegate reported a few repairs made in Norfolk. Got books for library. He spoke on poor service by crew messman and night cook and baker not carrying out the menu all the way. Ship's delegate is to see the captain about getting deck messman fo'c'sle repaired.

BINGHAMTON VICTORY (Bull), Nov. 11—Chairman, Thomas Rezevelles; Secretary, V. J. Stefanick. Delegates reported no beefs and no disputed overtime. All hands were informed about leaving cups and things around the messroom and the recreation room.

Dec. 1—Chairman, V. J. Stefanick; Secretary, C. D. Silva. Reading of memorandum on new contract gains by chairman to all members. It was suggested that each department clean recreation room in rotation. The steward was asked to put in for ship's iron.

NATHANIEL B. PALMER (Palmer), Nov. 17—Chairman, George Bayer; Secretary, C. B. Logins. Delegates reported no beefs. The new engine of the washing machine did not show up on board. Repair lists to be made and turned in to delegates.

MAIDEN CREEK (Waterman), Nov. 25—Chairman, Barney Kinter; Secretary, Paul Gladden. Ship's delegate mentioned correspondence from headquarters regarding new agreement. Discussion about disposal of washing machine which was purchased by the crewmembers, in the event that the company-owned machine is placed aboard. Suggestion accepted to defer action until patrolman is contacted. Discussion about repair lists. Fo'c'sles not painted.

STEEL SURVEYOR (Isthmian), Oct. 28—Chairman, Theodore M. Larson; Secretary, C. Zinn. Ship's delegate reported that the captain refused to show slopchest invoice. Motion made and carried to use ship's fund for replacing worn out parts of washing machine in Manila. Motion carried to send a letter to headquarters concerning slopchest prices. It was suggested to feed only the bosun, carpenter, oilers and electricians in the P O messhall, to relieve the pantryman of too much work.

DESOTO (Waterman), Nov. 17—Chairman, J. J. Wirm; Secretary, C. Wiess. Delegates reported no beefs. Motion carried that the engine and steward's departments alternate on cleaning laundry. Suggestion made that each man should not run washing machine over half an hour. Deck delegate reported that the mate has a large supply of penicillin for colds.

FRANK C. EMERSON (South Atlantic), Nov. 19—Chairman, H. M. Pierce; Secretary, B. H. Amsberry. Delegates reported no beefs. There was a discussion about keeping the messhall laundry and recreation rooms clean. It was agreed that each department would keep the recreation and the laundry clean, rotating each week.

HIGH POINT VICTORY (South Atlantic), Nov. 19—Chairman, Aubrey Smith; Secretary, M. Whale. Delegates reported everything running smoothly. Considerable discussion about those using the facilities of the laundry and not leaving it clean and tidy. In answer to a query about the washing machine the chairman said it would be up to the company to provide one in the future. The new scale of wages and working hours was freely discussed. A vote of thanks was extended to the delegates and the steward's department for a job well done.

PAOLI (Cities Service), Dec. 1—Chairman, Van Whitney; Secretary, Herb Goodfried. Delegates reported everything okay. Ship's delegate reported that a report of the wage increase had been received and would be read and voted. A vote of thanks to the negotiating committee. The new wage scale was read and accepted.

JOHN S. MOSSBY (Eastern), Nov. 25—Chairman, E. Rosa; Secretary, George Tuinows. Delegates reported no beefs. Motion was made and seconded to contact a patrolman in regard to whether or not a permitman can serve as a department delegate in view of the fact that the only book man happens to be a key man.

SOUTHERN DISTRICTS (Southern Trading), Nov. 25—Chairman, Thomas Carvich; Secretary, Cecil Parish. Delegates reported no beefs. Motion made and passed to discontinue ship's fund because of large crew turnover. Union literature was read and posted concerning new contract benefits. All members approved. Suggestion made that delegates get together and plan a system to keep laundry room clean.

BRADFORD ISLAND (Cities Service), Dec. 2—Chairman, Chester Just; Secretary, V. Ratcliffe. Attention called to literature received from office. \$46.90 reported in ship's fund. It was suggested that the watches at night leave mess hall in better shape than in the past. The steward requested that all extra linen, cups, etc., be returned to the steward's department. Letter read and accepted which is to be sent in for publication in the LOG.

JAMES B. DUKE (Mississippi), Nov. 25—Chairman, A. Ballard; Secretary, N. M. Berry. Delegates reported everything in top shape and no beefs and no disputed overtime. Men were given a talk about Union welfare. Suggestions made for all hands to be more quiet in passageways. One AB was shipped off the dock at the last minute, due to the fact that the hall could not get one.

EVELYN (Bull), Dec. 7—Chairman, A. Anderson; Secretary, E. C. Dacey. Delegates reported everything in good order. All repairs were made last trip. A vote of thanks was given to the negotiating committee for the new contract. All crewmembers asked to donate one dollar into the ship's fund. The crew was asked to keep the messhall clean, and a suggestion was made that each watch clean up before going off duty.

JOSHUA B. LIPPINCOTT (Alcoa), Dec. 2—Chairman, Wesley Young; Secretary, E. Bryan. Delegates reported no beefs. Ship's delegate read a letter which is to be turned over to the agent to be published up and down the coast concerning the way the night cook and baker performed his duties. Two workaways were brought back after missing ship in Rouen.

DEL NORTE (Mississippi), Nov. 25—Chairman, Philip S. Erck; Secretary, Jammie Sumpter. One of the crew asked that a donation be taken up to hospitalize his sick wife. He needs about \$200. Motion made by the ship's delegate to run two arrival pools, one in Curacao and one in New Orleans for the final payment on the crew's washing machine. It was suggested that in port new locks be made so messhalls can be locked.

CARROLL VICTORY (South Atlantic), Dec. 1—Chairman, R. G. Cowdry; Secretary, A. Lamb. Delegates reported no overtime. Motion made and carried to remain under articles until all penalty cargo and other monies due are fully paid by company. The case of a crewmember missing ship in Holland is to be reported to patrolman. There is a scarcity of fans and fan parts. There were complaints on the food and the cooks were asked to improve it.

WESTERN RANCHER (Western Navigation), Nov. 25—Chairman, Roy Alston; Secretary, H. Aubinghans. Delegates reported everything smooth up till this time. Overtime is in good shape. Motion made that all men be sober and in a fit condition at payoff so if called upon by patrolman will have clear view of the situation at hand. Throughout the trip all Union action and news which pertains only to the men below have by some means found its way topside. Steps have been taken to try and find the informer, but all has been in vain.

CASIMIR FULASKI (Eastern), Dec. 4—Chairman, Paul J. Morgart; Secretary, Joseph Garella. Ship's delegate reported small beef about overtime. A vote of thanks for the steward's department for the good feeding. Each watch is to clean up messhall. Library is to be changed.

ELLY (Dianex), Dec. 3—Chairman, William Geary; Secretary, J. Hughes. Delegates reported no major beefs. Overtime is satisfactory. Suggestion by steward to have the ship fumigated. No one is to leave the ship until a decision is reached by the patrolman concerning new overtime scale. Library books are to be exchanged.

BALTORE (Ore), no date—Chairman, A. Swensen; Secretary, J. Kevnsby. Delegates reported no beefs and no disputed overtime. All crewmembers were asked to keep feet off recreation room chairs. Wringer buckets for all departments will have to be ordered. Kerosene is to be supplied for laundry tubs.

WILLIAM CARRUTH (Trans Fuel), Nov. 24—C. A. Russell; Secretary, Carl Lindeman. Delegates reported no overtime disputed and no beefs, all members in good standing. Lockers are to be repaired and put in condition and new shelves installed. Motion made to have new pillows put on the ship. Motion made to have the ship's delegate contact patrolman on arrival in regard to payoff, transportation and the vacation agreement.

DEL NORTE (Mississippi), Oct. 28—Chairman, Frank Russo; Secretary, Bill Kaiser. Delegates reported everything okay. Athletic director reported that the Del Norte Stars won a silver cup from the Alcoa Cavalier in New Orleans. Anyone not running new washing machine properly should be fined \$15. Permission should be obtained from ship's delegate before treasurer uses any funds. The subscriptions from Gilmore's Book Store have not come aboard. No receipt was gotten for the \$90 from the ship's fund.

STEEL SCIENTIST (Isthmian), Dec. 2—Chairman, James Bencic; Secretary, J. Redican. A request was made to stagger the menu to prevent the same meals from being served on the same day of the week. Ship's delegate, assigned to try and purchase timing device for ship's washing machine. Messy condition near coffee urn and percolator, despite request made at last meeting, still persists.

ALCOA PEGASUS (Alcoa), Dec. 2—Chairman, W. D. Johns; Secretary, Nat Einsbruch. Delegates reported everything running smooth. Motion made and accepted that a repair list be drawn up as soon as possible so that there would be no delay in getting the necessary repairs upon arrival in the States. A suggestion was made that all delegates inform the members of their departments of the hours and Union regulations regarding their jobs. A motion was made to request the Union to mail the ship all available educational literature so that it may be distributed and clarified to all members.

STEEL SCIENTIST (Isthmian), Nov. 3—Chairman, K. Kristensen; Secretary, J. Redican. \$51.55 reported in ship's fund. The carpenter was assigned to lock library in port. Last standby in each watch was asked to clean coffee gear for coming watch. Suggestion made to purchase records for ship's phonograph.

PENNMAR (Calmar), Nov. 20—Chairman, T. Nalpo; Secretary, H. Butler. Motion made and seconded to accept the conditions of the new wage and overtime agreements. The steward was asked to straighten up the crew's mess, and add more of a variety to the night lunch. Suggestion to replace mattresses. Suggestion made to paint mess rooms, pantry, and steward's department fo'c'sles. Ship's delegate is to inquire about clock for crew's mess.

FRENCH CREEK (Cities Service), Dec. 15—Chairman, none; Secretary, none. Motion made that a patrolman be contacted in regard to fumigation of the ship. The crew will make a list of necessary repairs to be made aboard ship to give to the first mate and chief engineer. Medical supplies checked.

TIMOTHY DWIGHT (Eastern), Nov. 18—Chairman, A. W. Carter; Secretary, A. Carpenter. Each department will rotate in cleaning the recreation room. The washing machine needs new roller. All hands were asked to be more careful and not to slam doors. The laundry room should be cleaned after using.

MONROE (Bull), Nov. 13—Chairman, M. Chassereau; Secretary, A. Fricks. Ship's delegate reported penalty cargo under 1,000 tons. The ship was delayed in sailing from San Juan due to a fight. The steward has asked for a list of items that the crew would like to have for night lunch.

PHILIP BARBOUR (Waterman), Nov. 25—Chairman, Murray; Secretary, W. Yarbrough. Motion made to keep the LOG where everyone can read it. Suggestion to get Union education material aboard ship. Each member is to donate 25 cents for mail and radiogram purposes.

THE CABINS (Cabins), November 18—Chairman, R. McNeil; Secretary, J. O'Dea. No major beefs reported. Some disputed overtime in engine and steward departments. All crewmembers to donate \$5 to buy a washing machine in France. Discussion for benefit of new men on union policy and work rules.

CALMAR (Calmar), Dec. 1—Chairman, Ekins; Secretary, E. Jakus. Ship's delegate reported leak in the laundry drain which will be taken care of. Motion made that the cot will be given to the crew and will be signed for and if not returned the person will pay for them. Crewmembers complaining that there is not enough night lunch.

ROBIN TUXFORD (Seas Shipping), November 15—Chairman, David Barry; Secretary, Julian Dedicatiora. Each department agreed to clean washroom and washing machine in rotation. Beef that cold supper twice a week suggested by the crew has not been taken up. Department delegates asked to take names of men missing watches so that their misconduct can be treated properly. All new men agreed to donate \$3 to ship's fund. Motion carried that new washing machine be purchased for crew because the one on board is beyond repair. General discussion on food situation and arranging menus.

SEACOMET (Colonial), Dec. 14—Chairman, John S. Williams; Secretary, Homer Ringo. Ship's delegate reported that all departments were operating effectively. Memorandum of the new agreement was read and spoken very highly of. All hands are satisfied with the new LOG.

STEEL CHEMIST (Isthmian), Dec. 2—Chairman, William Heather; Secretary, Michal Dietz. The wiper injured his eye and he is to be taken off at the Azores for hospitalization. There was a talk on the care of the washing machine, library, sanitary work, natives to be kept out of mess hall and passageways. Tips given on customs and places to stay away from in India, Egypt, Ceylon, Arabia. New headquarters and contract was discussed, also welfare benefits.

TOPA TOPA (Waterman), Dec. 2—Chairman, A. M. Brancioni; Secretary, J. Melendez. Ship's fund \$87.50. No beefs reported. Delegates are to buy two small trees and trimmings. Each man to donate \$2 for ship's fund. A vote of thanks was extended to the stewards department for their continued good chow.

MAE (Bull), Nov. 27—Chairman, John Emerick; Secretary, Richard Gelling. Delegates reported no beefs. The upkeep of the washing machines was discussed, as they have been left in a very dirty condition lately. The wiper was offered reimbursement for the time and splendid work that he put in repairing one of the old machines. He declined the offer of money but accepted the crewmembers' warmest thanks for a job well done.

NIKOKLIS (Dolphin), Dec. 2—Chairman, Fred R. Hicks; Secretary, Fred Hicks. Delegates reported everything running smoothly. Motion made that a repair list be made up. Motion made that the beef concerning the fireman water tender on the 8 to 12 watch be dropped or a special meeting called at the payoff. Men were asked to be sober at payoff.

Nov. 4—Chairman, Fred R. Hicks; Secretary, A. Andersen. Motion carried that all members donate \$1 to the ship's fund at the end of the voyage. There was a brief talk by the ship's delegate on the good conditions that we are now enjoying aboard the Nikoklis, and he expressed his hopes that all members of the crew will try to uphold these conditions by performing their respective duties as best they can at all times. Recreation room to be kept clean by rotation plan.

LASALLE (Waterman), Dec. 9—Chairman, D. Stone; Secretary, E. Walker. Delegates reported no beefs; several members behind in dues. Motion made that ship's delegate see the patrolman regarding painting engine department quarters. Explanation offered regarding cleanliness of recreation room by sanitary workers. More care should be exercised in closing fo'c'sles doors to avoid slamming.

Nov. 25—Chairman, E. G. Searf; Secretary, D. Stone. Motion made that each crewmember donate \$1 to the ship's fund to be used to purchase iron, ironing board and any other items for the use of the crew. Laundry and washing machine is to be cleaned after using.

KYSKA (Waterman), Dec. 9—Chairman, Michal A. Reges; Secretary, James P. Kelley. An ample supply of tea and mail to be placed in the pantry. Motion made to keep the old washing machine until new machine is installed. Vote action was taken on the new contract gains. \$14.35 spent on agitator for washing machine.

E. A. BURNETT (Isthmian), Nov. 4—Chairman, Charles Martin; Secretary, J. D. Jackson. Ship's fund has \$10. Delegates reported no beefs. Complaints on slopchest for not having various sizes of clothes.

GREELEY VICTORY (South Atlantic), Dec. 1—Chairman, James Mitchell; Secretary, Thomas D. O'Brien. Charges brought up against an oiler for performing while in port and not cooperating in doing his work. Rooms should be left in shipshape condition before leaving and all cots are to be turned in to the steward. Deck maintenance missed ship in Yokohama. Case is to be referred to the patrolman.

RICE VICTORY (South Atlantic), Dec. 2—Chairman, J. H. Chassereau; Secretary, L. Kristen. Ship's delegate asked crew to state if they wanted cash of transportation. A few minor beefs were reported but they were cleared away. Crew was reminded to leave quarters in good condition for next crew and to be sober at payoff. Crew wants new library to be put on the ship. Repair list will be put on mess hall board so crew can put down any repairs.

MAE (Bull), Dec. 4—Chairman, Carl E. Gibbs; Secretary, Richard V. Galling. Delegates reported no beefs. One man missed ship which is to be taken up with the patrolman upon arrival in Baltimore. Request made for cushions for the messroom and the recreation room. Steward will take action upon arrival.



SIU Manpower Program Delivers In Pinch

Revolutionary Shipping Board Hall

\$500 Aid Voted PR Union

New LOG Bows In: More News, Photos

Removable Job In Keeping Our Ships Manned

Heavy demands made upon the Seafarers by its contracted operators...

17 Lost As Ship Breaks In Two

Six Seafarers, who were their rescue...

SIU WINS WELFARE RISE

\$2,500 Death Benefit
\$15 Weekly Hospital Benefit Effective November

WELFARE PLAN

500 Gs In Deferment On A...

BRIDGES BACKS DOWN

ISTHMIAN SHIPS

Seafarers Wins Discharge From Army For Drafted

Int'l Convention Opens March 2 In San Francisco

SEAFARERS WELFARE PLAN DOUBLES DEATH BENEFIT

Seafarers Welfare Plan announced that the death benefits payable to beneficiaries of deceased Seafarers had been doubled effective April 16. By unanimous agreement, the plan provides for...

Crews On 92 Vessels Vote To Reaffirm Union Policy

2 Perish, 1 Hurt Badly As Explosion Rocks Tanker Logans Fort

One crewmember is dead, another missing and a third in a critical condition as a result of an explosion which rocked the Cities Service tanker Logans Fort...

Facing Blindness, He Wins Hope As Union Brother Offers Him Eye

A dramatic story of hope and sacrifice involving two Seafarers—the vision of his right eye in the interest of his Union Brother—was unfolded at the...

Bering Sea Fishermen, Cannery Workers Win 33-Day Strike; Both Join Seafarers

AQ Committee Given Okay To Reopen Contract On Pay

NEW CONTRACT RAISES WAGES AND BENEFIT

130 Seafarers Cut Up \$150,000 CS Melon

SIU DISTRICT

SEAFARERS LOG

40-Hour Week At Sea

International Convention Accuses Maritime Agency Of Submitting Pressure Of Shipping Industry

SEAFARERS LOG

SIU SETS PACE AGAIN: WINS VACATION PLAN

SEAFARERS LOG

Nominations Are Opened For 29 A&G Elective Positions

SEAFARERS LOG

SIU Crews Played Epic Role In Korean Evacuation By Sea

From behind a curtain of military censorship, the story of almost unbelievable achievement in the withdrawal late in December by Seafarers...

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