

GOV'T OPENS TALKS ON SHIP SUBSIDIES

Story On Page 3

Agents Meet To Map Year Plans

Story On Page 2



Men At Work. Under the watchful eye of Seafarer-sidewalk superintendents, work gets underway on the remodeling of the exterior and interior of the new Baltimore branch hall. Contracts have been let out for complete revamping of the building to incorporate all the facilities available in the New York headquarters. Allowing for unforeseen delays, the target date for moving into the new hall is Christmas, 1953, although it could be earlier. (Story On Page 3.)



Seafarers are interested spectators as work gets under way on new Baltimore hall. Left to right are: Smoky Messinger, electrician; Al Stansbury, patrolman; Gil Semeff, bosun; Jim Morgan, OS; Pat Robertson, OS, and Bill Addison, oiler. Barring delays, work is slated for completion by Christmas.

Union Port Agents Map Future Plans, Review Year's Gains

The port agents from all the SIU's branches today were nearing the windup of a week-long agents' conference at headquarters to review the Union's great strides forward during the past year, and to map out programs for the coming year that will continue to keep the SIU tops in the industry.

In the meetings, the agents discussed the Union's organizing program, the recently negotiated contracts, the Welfare and Vacation Plans, the educational program, the Union's financial status, the building program, the SIU's relationship with other maritime and shoreside labor organizations, the general picture in the maritime industry and other activities of the SIU.

Report to Members

The result of the agents' meetings, their reports and suggestions on the Union's past progress and future programs are now being compiled and will be submitted to the Secretary-Treasurer today. The agents will then return to their branches, and report on the conferences to the membership at the regular membership meetings. The SEAFARERS LOG will also present the highlights of the meetings to the membership.

A great deal of emphasis was placed on the Union's organizing program in the meeting. The progress that has been made in the Union's present organizing drive in the Atlantic tanker fleet was reviewed, and the agents also discussed plans for organizing campaigns in the fleets of other unorganized oil companies.

Particular attention was paid in

the conference to the workings of the Union's new constitution, which has been in operation for about eight months. The consensus of opinion was that the Union was operating smoothly under the new document, and that it has proven its worth in actual practice.

The conference recommended in view of the importance of the constitution to every Seafarer, that it be published at six month inter-

Since the Union constitution governs the Union's day to day operations and the rights and obligations of the membership, the port agents' conference recommends that the SEAFARERS LOG reprint the constitution every six months and every Seafarer study the document thoroughly.

Constitutional questions should be the subject of both shipboard and shoreside meetings as well as special classes. Seafarers who have questions about any points in the constitution should not hesitate to raise them, and officials are obligated to acquaint the membership fully with all provisions.

The constitution is the Union's bible. As such the agents feel it deserves close and repeated study by the membership.

Baltimore Bldg. Program Arouses Labor's Interest

BALTIMORE—Trade union leaders in this city are showing keen interest in the work now going on to build a new Baltimore branch hall of the SIU. Several of them have indicated that the SIU's building program may do much to stimulate other unions to provide modern and up-to-date facilities for their memberships.

Earl Sheppard, Baltimore port agent of the SIU and a vice-president of the Baltimore Federation of Labor, has equaled the other AFL unions in the city with the SIU's plans for the new hall. As soon as reconstruction work has made sufficient progress, he intends to show other AFL union representatives around the building.

Some Baltimore trade unionists had their curiosity whetted when

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Gil Semeff, bosun, left, and Pat Robertson, OS, look on as foreman for company handling construction points out progress of work on new hall. Four-story building at 1216 East Baltimore Street, is expected to be showplace on Baltimore waterfront and equal of SIU's New York headquarters.

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vals in the SEAFARERS LOG. That way all Seafarers, new and old would have full opportunity to acquaint themselves with its terms.

The Union's educational program will be expanded considerably. Plans were discussed for set-

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Expect SIU Victory In Lakes Vote

Great Lakes Seafarers are looking forward with confidence to the outcome of a collective bargaining election on the Pioneer and Buckeye Lines. The SIU's freshwater district has petitioned the National Labor Relations Board to set the date for a simultaneous vote on the two lines, both of which are owned by the Hutchinson Company.

Company representatives are trying to get the NLRB to separate the two lines into separate bargaining units, a move which is being opposed by the Great Lakes District.

Also in the picture is the CIO Steelworkers Union, to whom the National Maritime Union has abdicated its Lakes' organizing jurisdiction. The Steelworkers are using the tie-in of many Lakes shipping outfits with big steel companies as their excuse to invade the shipping industry.

SIU organizers expressed confidence that the union would be able to carry the election despite the Steelworkers' presence on the ballot.

\$ Cuts Peril USPHS Hospital Program

New slashes in Government services to sick and injured seamen are in the works, with the USPHS planning the closing of three USPHS hospitals. Under the guise of cutting the fat out of the budget, Federal officials are planning to put the axe to the hospitals in Savannah, Georgia; Fort Stanton, New Mexico, and Cleveland, Ohio.

Announcement of the cuts was made by Mrs. Oveta Culp Hobby, secretary of the newly-created Health, Education and Welfare Department. The old Federal Security Agency was made a department recently by Congress with the announced objective of broadening and improving Government welfare services. However, among the first official acts of the new department were budget cuts in USPHS services, new hospital construction and work on the TB and venereal disease programs.

If these three hospitals are closed, it will mean a total of 13 hospitals shut down since the end of World War II. This is exactly half the 26 marine hospitals that were functioning at the peak of USPHS operations during World War II.

Among those shut down since the war are hospitals at Evansville, Louisville, Buffalo, Pittsburgh, Ellis Island, Vineyard Haven, Kirkwood, Portland, Mobile and San Juan. The Mobile hospital was the last to be shut down, a few months ago.

At present, counting the Savannah hospital, there are just ten USPHS hospitals operating on the Atlantic, Gulf and Pacific Coasts. Those still functioning include Boston, two in New York, Baltimore, Norfolk, New Orleans, Galveston, San Francisco and Seattle.

In deep sea ports alone, the USPHS hospital cuts, present and projected, have affected six of the 15 hospitals originally in operation. In most instances, out-patient clinics have replaced the hospitals.

Admits Need

Closing of the Savannah hospital is contemplated even though a department spokesman admitted to the Senate Appropriations Committee that the hospital was needed. It could operate efficiently even if veteran patients were transferred elsewhere. About 40 percent of the patients in the hospital are veterans.

The spokesman also conceded that loss of the Savannah hospital would be a blow to seamen because it is the only USPHS hospital between New Orleans and Norfolk, the Mobile hospital having been closed some months ago.

Now seamen in the area in need of in-patient treatment will have to go several hundred miles to one of the other USPHS hospitals.

Closing of the Fort Stanton hospital would be a severe blow to many long-term TB patients who have found the New Mexico plateau climate ideal for their recuperation. They will have to be transferred to other hospitals that are admittedly not as satisfactory as Fort Stanton in location and facilities. Fort Stanton is the only marine hospital that provides small cottages and homelike comforts for long-term chronic patients.

Other Services Axed

The USPHS hospitals are only one of the many essential services that are being sharply reduced or eliminated by Mrs. Hobby's administration in what she called trimming of "soft spots" in her budget. Funds for the construction of new hospitals in areas of fast-growing population

are being cut by \$15 million, which is a 20 percent reduction. In at least one area, Nassau County, New York, the fund cuts mean that five hospitals in this one county alone would have to drop expansion plans.

Existing hospital facilities in the county, which is next door to New York City are known to be far less than needed to assure decent hospital service to residents.

Even more serious are proposed budget cuts in the Federal venereal disease and tuberculosis programs, amounting to \$3,500,000. The USPHS official report for 1952 stated that there were 415,000 cases of syphilis and gonorrhea in that year, a high figure even though considerable progress has been made in fighting these two diseases.

Delay Disease Fight

All indications are that the medical profession, with the help of the Government, is on the verge of virtually wiping out these major venereal diseases through the use of new antibiotics. The drastic slash in the venereal disease program means a reduction in the diagnosis and treatment of cases. It's considered a real setback to the country's fight on venereal disease.

Similarly, the Department's cut in TB funds means that the very encouraging progress made against this disease through use of new treatment will be slowed if not halted.

At the time that Mrs. Hobby was sworn in as Secretary of Health, Education and Welfare she was quoted as saying that the work of the department was linked by "a common thread of family service. Cut one and you destroy the lifeline of the others." As one observer put it, the newest cuts don't seem to jibe very well with that announced policy.



From Hans Skaalegaard in California came this jumbo crate, weighing over 300 pounds, and containing ten oil paintings. Here, Art Perfall, LOG staff writer, takes the paintings out of the crate.

Today's The Big Day To Pick Art Winners

Today is the big day for the Seafarer-artists who are competing in the big 1953 Annual Seafarers Art Contest. At 2 PM today, the panel of distinguished judges will examine all the entries and will choose the winners of the biggest Seafarers Art Contest ever held.

Those Seafarers whose entries are chosen — there will be three winners in each of the four categories — will all be awarded handsome 14 carat gold SIU emblem rings, valued at \$35 each. Those winners who are in New York will be given their awards at the next regular membership meeting, Wednesday, May 20.

The more than 110 works which have been entered in the contest will go on display early today on the second floor of the New York hall. As usual, the exhibit will be open to the public. All of the works will remain on display in the hall during all of next week, so that the public and the Seafarers in port may look over the work that has been done by the many Seafarers who have submitted entries.

The complete panel of judges for

the contest has not yet been announced, but one of the members of the panel will be John Gordon, the curator of painting and sculpture.

(Continued on page 17)



All Art Contest winners will receive \$35, 14 carat gold SIU emblem rings like the one shown above as prizes.

Congress Hearings Open On Proposals For Shipping Aid

A bi-partisan proposal to extend Government merchant marine subsidies to tramp ship operators is one of several new plans before Congress to bolster the waning strength of the American merchant marine. Senators Warren Magnuson, Washington Democrat, and Charles Potter, Michigan Republican, are co-authors of bills that would grant operating subsidies to tramp owners and would also permit them to enter rate-making conferences.

At the same time, the House Merchant Marine Committee opened hearings on proposals to amend the 1936 Merchant Marine Act, including one which would provide limited wage subsidies for all American-flag ships, not just those on the so-called essential trade routes. This plan is backed by the Association of American Ship Owners which considers the 1936 Act one-sided and biased in favor of a limited number of subsidized companies.

In view of the critical need for Congressional action to preserve the US merchant fleet in the face of rising foreign competition, the Seafarers International Union has undertaken a full study of the proposals for their long range effect on the Union's membership and the industry as a whole.

Limit On MSTs

Several other bills and proposals are up for action before Congress. One bill, backed by all segments of the privately-owned fleet, would limit MSTs activity in a manner to eliminate competition with private companies. Another would require that all merchant seamen be able to understand orders in the English language.

As a result of these and other bills, the Senate Commerce Committee has appointed a sub-committee of three consisting of Senators Butler, Maryland; Smathers, Florida, and Cooper, Kentucky; to hold hearings on these measures.

The tramp ship subsidy program and the wage subsidy, both of

which would drastically alter the 1936 Merchant Marine Act, indicate that there is much concern for the future of the American merchant fleet. However, there is considerable difference of opinion both in the industry and in Congress as to what the best course of action is to preserve a strong US maritime industry.

At present the US tramp shipping fleet consists of approximate-

ly 160 vessels of 10,000 tons or more. The terms of the Magnuson-Potter bill are so drawn as to make a maximum of 200 vessels eligible for Government operating subsidies.

In introducing the bill, Senator Magnuson expressed the hope that the measure "will serve to focus . . . attention on the broad question of national policy" relating to

(Continued on page 17)

SIU Files Wage Claim As Ocean Tow Co. Folds

A claim for unpaid wages has been filed against the SIU-contracted Ocean Tow Company of Seattle as the firm entered a plea of bankruptcy in the local courts. The Union has placed a lien against the company's vessels to satisfy wage pay-

ments to crewmembers on their last voyages.

Similarly the SIU Vacation and Welfare Plans have entered claims for vacation and welfare payments due to the two funds.

Ocean Tow, operated two vessels on the Seattle to Alaska run, the Alaska Cedar, the Alaska Spruce. For a while it had a third vessel, the MV Gadsden, on charter. The operation involved placing huge trailer vans, fully loaded, in the hold as they were and discharging them at the docks where they were hooked up to tractor truck cabs and driven away.

Apparently the novel idea did not catch on successfully enough, and the company was forced into bankruptcy.

Isthmian Ready With Back Pay

The Isthmian Steamship Company has announced that it now has the retroactive wages due under the new SIU agreement ready for payment.

Seafarers who have retroactive wages due from this company may collect either by writing to the company and giving it their mailing address or by calling in person at Room 207, 71 Broadway, New York, NY.

Getting The Personal Touch - SIU Style



At left, David Sorrenson, who's been in USPHS hospital in San Francisco since Jan. 15, 1952, gets weekly \$15 hospital benefit from Marty Breithoff, West Coast representative. John Simon, bedded since April 14, also comes in for cash. Union recently increased services program on the Coast.

First Contract Amendments Ready

Work is virtually complete on the first set of clarifications of the SIU freight and tanker contract. The permanent Union-operator clarifications committee is ready to put into writing a strengthened clause on draws of American dollars in foreign ports.

The contract provides that wherever possible, draws issued in foreign ports shall be in American dollars. Some skippers have not lived up to this rule claiming that they couldn't get American dollars.

Actually what was happening in

a few instances was that some skippers were converting American dollars which they had into the local currency at the free market rate, and then issuing it to the crewmembers at the official rate. Since the local currency is usually cheaper at the free market rate than at the official rate, it meant a tidy profit for the skipper every time he issued a draw.

In other instances, the skippers simply didn't make the necessary effort to get the American dollars for the crewmembers.

Checked With Gov't

The Union's position all along was that since the men are employed on an American ship and draws are part of their wages, the draws should be in American dollars. Consequently the Union checked with the various Government agencies and banks and determined that in almost every country there are no restrictions on issuing American dollars to crewmembers, although they do have to be declared in many places.

Further the Union has obtained

a list of banks in various ports where the skippers can present letters of credit and obtain American dollars for issuance to the crewmembers. This information will be given to the companies so that there will be no excuse for any skipper refusing to issue dollars in the future.

As soon as this clarification is complete, the Union will go back to work on other matters in need of amendment. The money draw item however, was the biggest point in dispute, with other items being of minor nature.

Co. Rejects Red Union, Ships Idled

COOS BAY, Ore.—Irrked by the refusal of the Olson Steamship Company to sign a contract with the Communist-dominated National-Union of Marine Cooks and Stewards, West Coast longshoremen started a slowdown move against the company's ships. As a result the Olson company has tied up two of its ships, the Barbara Olson and Karen Olson and is facing difficulties in operating the other vessels.

Longshoremen here, apparently under orders from Harry Bridges, were handling only three loads an hour on the Olson vessels. Olson has rejected an NUMC&S demand for a contract, although he was told that the ships would be worked normally if a contract was signed.

Under present circumstances, no shipping operator on the West Coast can sign a contract for the stewards department until the NLRB certifies a union to represent the stewards department. At present the MCS-AFL, an SIU affiliate, is vying for control with the NUMC&S.

The longshoremen's action in slowing down in Olson ships again points up the direct link between the NUMC&S and Harry Bridges. For the time being Olson is trying to operate his ships out of other ports than Coos Bay.

As I See It . . .

Paul Hall



AFTER A PERIOD OF INACTIVITY WE ARE GLAD TO NOTE that there has been a sudden rise of interest in Washington on the future of our maritime industry. Several committees are looking into the shipping picture from all angles and the experts are being called in to give their points of view on what the industry needs.

It's a little unfortunate then that up until now there has been considerable disagreement between the spokesmen for the shipowners. Representatives of the tramp operators, the major subsidized lines, and the unsubsidized shipowners have all presented different points of view. In some instances they have contradicted each other pretty strongly.

This is understandable because each of these three sections of the industry has its own special problems and interests. However, it does the industry little good in Washington if there are so many different points of view expressed by those who should have a common interest and a unified purpose. The Representatives and Senators who want to draft a forward-looking shipping program, find that difficult job made twice as hard when the experts they call in disagree on just what's needed.

It's plain though that all the industry representatives are agreed that some kind of broad Government program is necessary to assure a solid future for the merchant marine. Under such circumstances, it would appear that they can meet on some common ground. It seems desirable then, for all sections of the industry to get together on some kind of a minimum program that would include all the points that they can agree on. Then they would be in a position to go to Congress and say that this, in their opinion, is what the maritime industry needs.

By using this approach, the chances of getting a solid, basic maritime program would be much better. There's no question that many in Congress are interested and concerned about the fate of American shipping. If they had a solid program to consider, the possibility of favorable Government action would be much brighter.

AFTER MUCH STUDY YOUR UNION IS NOW IN THE PROCESS of preparing a Seafarers handbook that will contain much information of value to the Seafarer about the Union and the industry.

In fact we intend to make this handbook a handy guide for the Seafarer that he can carry around with him wherever he goes for quick and easy reference on a number of matters.

Among the items that are going into this handbook are our Union contracts and constitution; shipping rules; how to conduct meetings; a history of the SIU; currency exchange rates; SIU hall directory; customs regulations and similar material.

This handbook is something we have had in mind for quite some time. Many Seafarers in the past have expressed a desire for this kind of information and made suggestions as to what such a handbook should include. Now that we are in the process of making it up, we would like to hear from the men on the ships what they think should go into the book. Let's knock the idea around a little so that we can make sure to turn out the finest and most useful handbook of its kind for the seafaring man.

THE SEAFARERS ON THE CLAIBORNE DID THEMSELVES proud in real SIU fashion recently when they rescued 28 crewmembers off the stern of a Liberian tanker that broke in half during a North Atlantic storm. It appears that these tankermen were in bad shape because they had no radio and no other way of calling for help other than a few flares.

However a sharp-eyed lookout on the Claiborne spotted the drifting half of the tanker. Although the seas and wind were still plenty fough, the Claiborne succeeded in taking all 28 men off the wreck without serious injury. Unfortunately 10 other seamen on the bow were lost before the Claiborne came on the scene.

This kind of rescue work by the Claiborne crew under difficult conditions deserves the highest praise. It's a good example of the efficient and capable seamen that are now manning American-flag ships.

TALK ABOUT EFFICIENT SEAMEN BRINGS TO MIND A LETTER your Union received from the crew of the John Paul Jones. These brothers had nothing but the highest praise for the skipper, W. J. Atkinson, for the manner in which he handled the ship and the crew.

The crew said that Captain Atkinson gave full cooperation to the men on mail problems and other matters, and lived up to the Union agreement all down the line. In turn he expected the men to perform their work in a proper fashion.

These are the kind of relations that work for the best interests of all concerned. At one time it was almost traditional among seamen that an enmity should exist between the officers and the unlicensed crew. And there are still skippers, mates and engineers who like to throw their weight around and hard-time the Seafarer. As Seafarers know, the Union will not hesitate to take up a beef against this kind of treatment. We ask no quarter and will give none where the rights of our people are concerned.

But we are always glad to hear of the other kind of shipboard relationship that's based on mutual respect of officers and crew for each other's abilities and duties. The situation on the John Paul Jones appears to be a very good example of all men on the ship pulling together for the safety and comfort of everybody concerned.

PO Loses Dough On Most Mail

A recent Gallup poll showed a majority of those questioned opposed to a first class mail increase of from three to four cents as proposed by the Post Office. Postal figures show, however, that first class is the only mail paying its way. All other mail loses money.

The annual loss for 1952 shows \$225 million on newspaper and magazine mailing, \$192 million on advertising mail; \$155 million on parcel post; \$50 million on foreign mail; \$33 million on airlines subsidies and \$55 million on special services. First class mail brought in a profit of \$52 million.

Port O'Call

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

NEW LOW PRICES

AT SIU HEADQUARTERS
4th Ave. & 20th St. - Brooklyn

OWNED AND OPERATED by the SEAFARERS INTERNATIONAL UNION ATLANTIC AND GULF DISTRICT A.F.L.



Sen. Wagner, Author Of Labor's 'Magna Carta'

One of labor's staunchest friends, former US Senator Robert F. Wagner, died in New York on May 4 after a lengthy illness. More than any single individual, he was responsible for the

Former CSU Official Now Owners Aide

MONTREAL—A former official of the Communist-dominated Canadian Seamen's Union, now defunct, has turned up as negotiating representative for Canadian shipowners. T. J. Houtman, once secretary-treasurer of the CSU, is now serving as secretary of the Canadian Lake Carriers Association, a newly-formed shipowner organization that is bargaining with the SIU Canadian District.

The quick transformation of the one time associate of leading Canadian Communists to the side of the shipowners was accompanied by a torrent of anti-union talk when the Canadian District met with the association to negotiate a new contract.

Leads Fight on Union

Since he and his associates were put out of business when the Canadian District wrested control of Canadian seamen from the CSU, it wasn't surprising that Houtman took the lead in attacking the SIU and blocking the progress of negotiations.

The Canadian District charges that Houtman is hoping to weaken the SIU in Canada and pave the way for a revival of those elements who led the CSU. It was pointed out that Houtman was the only one of the former CSU officials to work his way back into the industry on the management side. All the others are working shoreside in a variety of jobs not connected with the industry.

growth of organized labor as a result of the National Labor Relations Act which he sponsored.

Wagner served in the Senate for 23 years, from 1926 until ill health forced his retirement in 1949. During that time he led the fight for a whole raft of legislation which was the core of the New Deal program of the 30's.

Included among the acts he authored were the National Industrial Recovery Act (NRA); the Social Security Act, which set up the old age pension program; several Fed-



Robert F. Wagner

eral housing acts, and the Labor Relations Act, known popularly as the Wagner Act.

Gateway For Unions

The last-named legislation was what he was best known for, as it was under the Wagner Act that unions were able to organize many millions of American workers who had no representation before that time. The law was commonly called labor's 'magna carta.'

Before being elected to the Senate, Wagner served for ten years in the New York State legislature, 1908 to 1916. A native of Germany who came here during his childhood, Wagner worked his way through school, receiving his law degree in 1900.



Highlight of recent Philadelphia branch SIU meeting was presentation of membership books to men off several Atlantic ships, during session attended by more than 50 tankermen present in port at the time. Administering the oath of obligation to the Union was Port Agent Steve Cardullo (back to camera, center), flanked by Patrolman Johnny Hetzell (left) and Organizer Frank Rose.

Fed-Up Atlantic Men Cut Ties With Company Union

Enthusiastic over the prospects for an early SIU victory in the fleet, Atlantic tankermen are openly notifying the company that its "independent" Atlantic Maritime Employees Union no longer represents them.

Copies of AMEU withdrawal sent to company offices in Philadelphia from men on nearly 75 percent of the ships in the fleet have reached SIU headquarters in the last two weeks alone. SIU organizers point out that this number is in addition to withdrawals received earlier, including many from men on vacation and on shore relief.

Better to Save \$12

Statements accompanying the withdrawal notices stated that Atlantic seamen were completely fed-up with the "no-representation, do-nothing" AMEU, and that they could find a better use for the \$12 in dues taken out of their vacation pay each year.

"I'm no short-timer here, and I'm still waiting for them to live up to the promises that were made when I joined," said Joe LaCorte, pumpman on the Atlantic Trader. "We don't make the same kind of money that SIU men do, and it doesn't look like we ever will either, even though we do the same work."



LaCorte

LaCorte's beef was echoed by many, and is a fundamental one with the tankermen. They called attention to the fact that Atlantic even went to the trouble of making base pay and overtime rates a few dollars higher on the amount of overtime the unlicensed men could make.

On many of the ships, for example, butterworthing has become

mates' work almost exclusively. It's either that, or the work just isn't done.

Meanwhile, SIU organizers are asking those Atlantic men who have had their fill of the AMEU and have openly quit that outfit, to notify the SIU of their action. In addition, if they want to send their withdrawal statements to Atlantic via the SIU, the Union will guarantee their delivery to the company so that they will no longer be clipped for AMEU dues.

Urged To Stay On

At the very beginning of the SIU campaign, the SIU urged the men in Atlantic to join the AMEU and see how it works, so that they could get an accurate picture of the "union" which was supposedly "representing" them. Another reason for this was the feeling that it would be safer for the tankermen to stay "on the inside," in order to avoid being hard-timed or fingered by

company stooges and fired out of the fleet.

However, the beginnings of an AMEU withdrawal movement indicated that Atlantic men have had more than enough of AMEU's inaction in their behalf, as well as its tactics during the campaign.

Quitting Ship? Notify Union

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

Safeguarding Their Payoff



Theodore Michaleas (right), wiper, and Roy Guild, AB, play safe with payoff. In New York hall, Mike Cuchissl, hq. employee, makes out money order for Guild, while Michaleas waits to buy batch of travellers checks. Service is also available now on SIU ships.

YOU and the SIU CONSTITUTION

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

From Article XVII
"This Union may publish pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership."

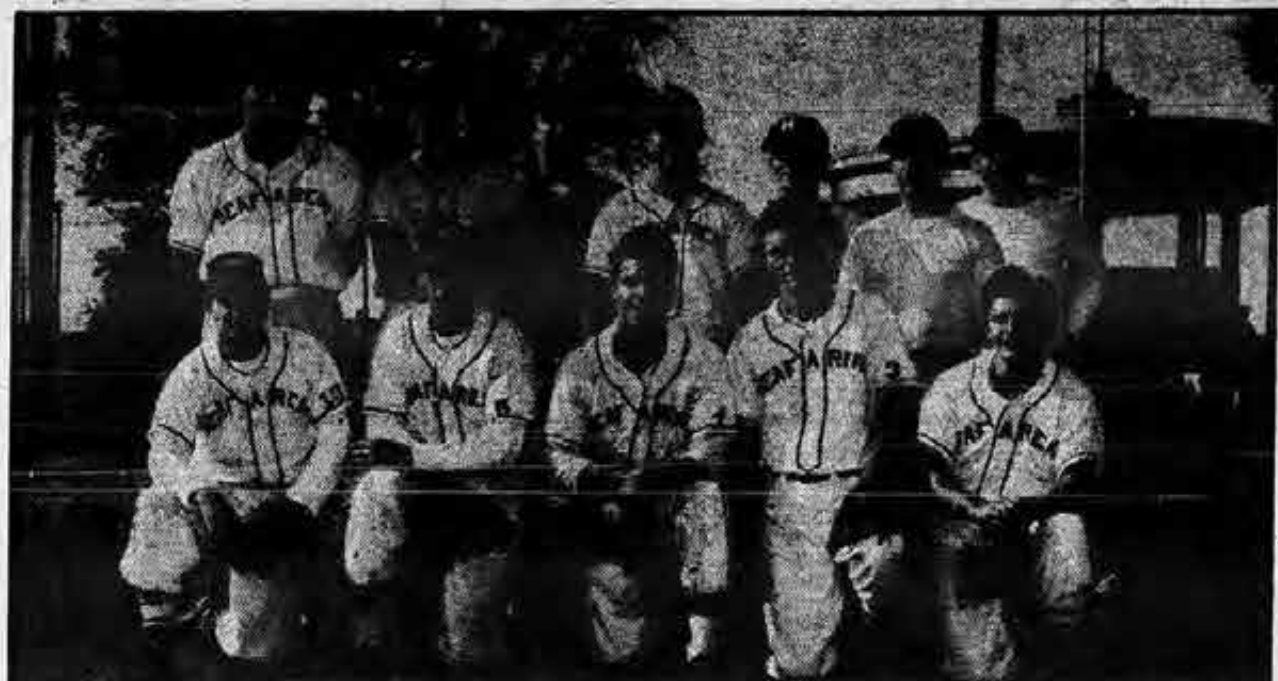


On the beach and on the ships the SIU membership is fully informed of the goings-on in the organization through its bi-weekly 28-page newspaper. Booklets on various educational subjects are also published from time to time.

Federal Sales Tax Seen Next

A Federal sales tax is next in line in the administration's tax plans, according to CIO President Walter Reuther. He predicted that Congress would kill the excess profits tax, saving corporations billions of dollars, while at the same time, hitting the little man with a sales tax.

Reuther also said that Congress would take no action to cut income taxes paid by workers, despite talk of an 11 percent across-the-board reduction plan.



Spiffed out in new uniforms New Orleans Beachcombers pose for photog. They are (kneeling, left-right) Russell Kirst, Norman Smith, outfield; Joe Peluso, short; John Maher, pitcher; Kenneth Kirst, outfield. Standing (left-right) Joe Brandt, mgr. and first; Carl Ohlsson, third; Frank Maher, catcher; Joe Bodenheimer, second; Ray Sontag, John Griffau, pitchers; Ed Kopp, utility. Not present, John Mitchell, pitcher; Henry Hirsch, first; Allen Moreau, third; and William Weinberg, utility.



Brandt takes throw in attempt to catch baserunner.

Union Nine Starts NO Title Play

NEW ORLEANS—With the coming of Spring, the Seafarers' Beachcombers have resumed play in the New Orleans Recreation Department jungle ball league.

At their season's debut, the SIU aggregation lined up for pre-game photos by the LOG photographer. This event apparently left the doughty Seafarers stagestruck. They promptly went out and dropped an 8-2 decision to the French Market Cleaners nine.

Last week, however, the Beachcombers returned to the form that carried them to the finals of last season's city tournament and won the championship for them in the previous season. They downed the tough Schiro's Shoes club in a well-played 1-0 game.

Win, lose or draw, however, the Beachcombers attach great importance to displaying the finest attributes of good sportsmanship and clean play.

Strong Following

During the several seasons they have played in the NORD circuit, the New Orleans SIU branch-sponsored team has won many friends for Seafarers in the Crescent City. It is unwritten law with the Beachcombers never to dispute an umpire's decision or engage in unsportsmanlike arguments with their opponents.

The Beachcombers have issued a challenge, through New Orleans Port Agent Lindsey J. Williams, to Mobile for a series of jungle ball games on a home-and-home basis. Cal Tanner, Mobile agent, sent word a team is being groomed in that port for the coming Summer play.

Jungle ball is played with a regulation soft ball on a field that is intermediate in dimensions between the diamonds used for baseball and softball.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: May 20, June 3, June 17, July 1.

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

SIU COMMITTEES

AT WORK

The main function of an SIU ship's delegate is to act on behalf of the crew in its dealings with officers while at sea.

Recently on one ship a department delegate got the notion somehow that he was entitled to special privilege by virtue of that office. As a result he declined to turn on occasion, feeling he didn't have to work because he was a delegate. Besides not carrying his own end he covered up for others who didn't do their work properly.

No Representation

Naturally, his attitude and actions hurt the entire crew as he couldn't give his department proper representation or present their beefs to the officers if he wasn't doing his own job. And he made it doubly tough for those who had to pick up his slack.

As a result, charges were filed against him in Philadelphia, and were heard by a committee consisting of Clarence De Chenne, Donald Moore, William Davies, L. Gillis and H. K. Pierce. After the man appeared before the

group and all evidence was in, the committee put him on probation for a year and levied a fine against him.



Another case heard by this same committee dealt with a Seafarer's neglect of obligations to the detriment of his shipmates. In this instance, the man involved was part of a new crew that had signed on a ship. The vessel happened to be in bad condition, with considerable cleaning up necessary in galley, messroom and fo'c'sles before it would be in sanitary shape.

When asked to help clean up the ship for the benefit of all, he refused to pitch in declaring he didn't care what shape the ship was in as long as he got his money. Subsequently, he decided he didn't like the ship and walked off without notice, leaving the crew short-handed.

Here again, it was a case of one man's action being harmful to his shipmates who would have had to work short-handed and live under unsanitary conditions if it was up to him. Consequently the committee decided to fine him and put him on probation during which time he would have an opportunity to show his willingness to live up to SIU standards.

SIU NEWSLETTER from WASHINGTON

The strongest merchant marine in the world today still is the fleet under the US flag but it is steadily losing strength. At the end of World War II our ships were carrying as much as 67.5 percent of our foreign commerce, while today we are carrying far less. Thus, the problem before the Congress, if the industry can present the problem in a unified manner, is how to stop this deterioration and maintain a merchant marine adequate for our national interests, primarily, and capable of carrying our commerce.

There can be no doubt but that the present position of our fleet is the result of influences of the two World Wars. Nothing less than war could have made our merchant marine achieve its relative high position, but if the overall situation is not carefully reviewed soon, the American merchant marine once again will be at an extremely low ebb.



President Eisenhower, Congress, the Department of State and the Maritime Administration once again are being confronted with the unsound argument that foreign nations are justified in discriminatory practices because of the 50-50 shipping provisions in the Mutual Security Agency law. Under the statute, 50 percent of all US-financed cargoes moving abroad must move in US ships.

Establishment of a special commission is being pushed by the President to make a thorough review of our foreign economic policy. This can mean one thing for US shipping interests—namely, that the commission will review, and recommend repeal, of the existing 50-50 shipping provisions in the law.

Secretary of State Dulles, a powerful figure in the Eisenhower Cabinet, wants the shipping law repealed. Harold Stassen, head of Mutual Security Agency, on the other hand, believes the law should be reviewed by the President's proposed commission, which, in effect, means that Stassen would just as soon see the law removed completely.

The shipping industry has a fight on its hands once again in this respect.



During the first week of this month, the House Merchant Marine Committee began public hearings on proposals submitted by the maritime industry to strengthen all segments of the American merchant marine—both liner and tramp operators.

These recommendations of the industry, if approved by Congress, indeed would be very helpful to US operators and seamen—but it is doubtful if Congress is in the proper frame of mind to okay them.

Here's the line-up as to what the different segments of industry want:

(1) For the first time in many years, US tramp owners are pushing for legislation to make them eligible to receive Government operating subsidy. However, this bill has very little chance of being passed by Congress at this time.

Congress should seriously consider the tramp proposal because the US tramp fleet consists of some 160 vessels, certainly an important part of our merchant fleet. The proposal of the tramps will tend to focus attention by Congress on the following important basic questions: How big of a merchant marine does this country need? What types of tonnage should it include? How much assistance, in terms of taxpayers dollars, will an adequate fleet require? Does the national interest justify such an expenditure?

(2) Unsubsidized lines, through the Association of American Ship Owners, are putting on a Congressional campaign to eliminate the present operating subsidy principle and substitute a limited wage subsidy for the account of licensed and unlicensed personnel. Such subsidy would be measured by the difference between foreign wage costs and the lower of (a) actual American wage costs or (b) constructive American wage costs based on the full-time monthly earnings in basic American industries of employees in occupations determined to be most comparable with those on shipboard.

This proposal is being bitterly contested, and has little chance of being passed by Congress.

(3) The National Federation of American Shipping, representing primarily the subsidized lines, a few nonsubsidized companies, and some tankers, has proposed the following ideas to Congress: (a) Restricting operations of the Military Sea Transportation Service (a joint Army-Navy transportation service) on the ground that there has been competition with private US companies; (b) Removing the Comptroller General of the US as the judge over the amount of war risk insurance or just compensation to be received by ship lines in event of loss of vessels during emergency; (c) Uniform period of depreciation and accelerated amortization on ocean-going ships under the US flag, so as to allow shipowners, during profitable periods, to amortize the initial cost of ships, thereby having an opportunity to recoup original investments—this principle is recognized by many foreign nations, but, even so, will be opposed by the US Treasury Department; and (d) a measure relating to mortgage insurance so as to help US shipowners finance new construction.

(3) The 15 American subsidized lines have proposed the following program: (a) Scrap low-speed and inefficient ships in Government's laid up fleet and strengthen the reserve fleet with transfers of ships retired from active service; (b) continue the system of tax deferrals for shipping which encourage accumulation of funds for ship replacement; (c) strengthen America's domestic fleet and expand number of ocean-going tankers and ore carriers; (d) cooperation between Government and industry to assure that a maximum amount of US foreign trade is carried in American ships; (e) eliminate discriminatory practices of other nations harmful to US shipping in foreign ports; and (f) make savings in use of taxpayers funds by withdrawing Government ships from trade routes where private shipping can provide service.

Although many of the above proposals are of major importance to the American merchant marine, Washington maritime observers do not feel they have any chance of passage by Congress.

Your SIU Washington Reporter

Top of the News

TIDELANDS OIL BILL PASSES—After a month long debate the Senate voted to approve the controversial tidelands oil bill by 50 to 35. The bill gives title to offshore oil reserves to the states adjoining them instead of the Federal government. Three states without reserves, Rhode Island, West Virginia and Arkansas, declared they would test the bill in the courts, on the grounds that profits from tidelands oil exploitation should be distributed nationally.

AID PROGRAM REQUESTS TRIMMED TO 5.8 BILLION—The Eisenhower administration will ask Congress to vote \$5.8 billions in aid to Europe and Asia under the mutual security program. This is considerably less than the budget request originally drafted by the Truman administration, but actually is just a little under the money that Congress voted last year. An increasing percentage of the aid will go to Asiatic countries.

US COMMUNIST \$\$ MANIPULATIONS TOLD—Part of the story of how the US Communist Party financed its operations here was told by well-known screen producer Robert Rossen at a House Un-American Activities Committee hearing. Rossen said that he was taxed four to five percent of his salary by the Party, plus innumerable contributions to Party fronts. He estimated that the Party milked him for \$40,000 over a ten-year period, and other high-priced Hollywood figures were similarly taxed.



Movie producer Robert Rossen explains Communist financial methods to Congressional committee.

WEST GERMANY ACKNOWLEDGES NAZI PLOT—The West German government has conceded that seven Germans originally arrested by British authorities were leaders of a serious Nazi conspiracy. At the time of the arrests the German government had called them unjustified. Subsequent information has convinced them that the plot was genuine and widespread, and had the support of Fascist groups in France, Belgium and England.

SUEZ CANAL TALKS FALTER—Negotiations between England and Egypt over the fate of British military bases in the Suez Canal zone have broken down after ten days of discussions. The Egyptians want all British troops to get out of Egypt immediately while the British are pressing for some kind of temporary arrangement until Egypt is prepared to take over defense of the area.

TRUCE TALKS ON ROLLER COASTER—Renewed truce talks in Korea made slow progress as Communist and UN negotiators found themselves at disagreement over war prisoner issue. Communist negotiators were trying to set up an arrangement whereby the prisoners who didn't want to return would be under pressure to do so after the truce. They also disagreed with the UN on selection of a neutral nation. Meanwhile, increased Communist military activity in Indo-China casts further doubt on the Communists' peaceful intentions.

Study Deceased Pay Sea Laws

Changes in regulations dealing with wages and effects of deceased and deserted seamen are now under consideration in the House Judiciary Committee. The changes cover a broad and comprehensive list of laws on the subject.

Under the new proposals, drafted by Representative Reed of Illinois, the following would take place:

If a seaman dies on a ship going to a US port, the master shall turn over any money due and unsold effects to the shipping commissioner in the port. If the vessel touches a foreign port first, the skipper has to report the case to the consulate who may take over the effects and wages and give the captain a receipt. The captain then turns the receipt over to the shipping commissioner.

If the consulate does not take over the effects, they are turned in to the shipping commissioner at the first US port.

Must Supply Account
The captain is also required to supply the shipping commissioner with a full account and deductions, if any, which must be entered in the ship's-log. A captain who fails to follow the above procedure can be held accountable for the money and effects plus a penalty of triple the value. Money which is not properly turned over is recoverable in the courts.

Should a seaman die in a foreign port leaving some of his property ashore, the consulate can take charge and sell the effects, sending the proceeds from the sale to the Coast Guard Commandant.

When a seaman dies ashore in the US and has unpaid wages or effects due him, the company is obligated to turn them over to the shipping commissioner of the port.

CG Hears Claim
Claims dealing with the money and effects of a seaman that are turned over to the Coast Guard shall be heard by a Coast Guard examiner. The legal beneficiaries of a seaman may collect the effects and money if the examiner directs the Coast Guard to turn them over accordingly.

The Coast Guard is entitled, at its discretion, to sell the effects and hold the proceeds as wages are held. If no claims are filed for them, the proceeds and wages are to be turned into the US Treasury

for benefit of sick and disabled seamen.

If a seaman is accused of deserting, an entry must be made in the log and witnessed by the mate or one of the crewmembers. If the man is present, he has to be served

with a copy of the entry.

Property and money forfeited because of desertion shall be applied first to the expenses of the ship occasion by the desertion, and the rest to be paid to the shipping commissioner.

'Hard Luck' Lakes Ship Sinks, Ten Known Dead

A total of 10 men were known dead and seven others missing after the Henry Steinbrenner, a Great Lakes ore ship, crashed into "The Rock of Ages" in Lake Superior and sank. Some 14 members of her 31-man crew were picked up by rescue vessels, including the ship's captain.

The freighter, which was a "hard luck ship" for the past 52 years, sank within half an hour after she rammed the rocks, which

ing out the high winds and heavy seas in the area at the time of the wreck. They all stood by, ready to lend assistance if necessary, but other rescue craft got to the scene first. So far, despite the many ship losses on the Lakes, not one SIU-manned ore ship or grain ship has been lost.

Former Disaster Scene

Another Great Lakes ore ship went down off the same rocks in June of 1947. At that time, 12 lives were lost.

The Henry Steinbrenner was prematurely launched in 1901 to escape a fire in the shipyard at Port Huron, Mich. The vessel was sunk in 1909 in a collision, but she was raised and put back into service.

The survivors said that the winds had ripped off half of the ship's huge hatch covers before the crash, and Captain Albert Stiglin had sent an SOS and said he was abandoning ship after he found the seas were pounding into the open hatches. Then the ship crashed into the rock, a 30-foot jagged point on the southwest tip of Isle Royale.

The freighter Joseph Thompson picked up five of the survivors and took them into Detroit. Other vessels picked up the other nine survivors, while other ships in the search reported finding 10 bodies.



The course of the Henry Steinbrenner, from Duluth to Cleveland, is shown by the solid and broken lines. The cross shows where she met her end.

are marked by a lighthouse on top. The position of the crash was midway between the Michigan and Canadian shore on Lake Superior. A number of SIU-manned Great Lakes ships, in the area, were rid-

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Can Synthetics Help Seafarers?

The new synthetic materials (Orlon, Dacron and Dynel) have a special interest for Seafarers. If wisely chosen these new garments can make washing and pressing clothes easier and make possible carrying a smaller wardrobe on trips. But you need to know what you're buying and avoid going overboard on these garments. They're expensive.

You'll also often find these new fibers mixed with the old familiar ones. For example, nylon, Orlon or Dacron are often blended with rayon to achieve some of the wear resistance and "stability" of the new fibers, but at rayon's lower cost.

So from now on when you buy clothes it will be important to look at the garment label to make sure just how much of each fiber is in the fabric. As a shopping rule of thumb, a blend should contain at least 12-15 per cent of a particular fiber to have some of its characteristics, and closer to 35 to 50 per cent to really resemble the costlier fibers. Thus, cotton work pants with 12-15 per cent nylon do take on some of nylon's ability to resist abrasion, although they are still basically cotton. A suit of rayon and Orlon (or Dacron) should have close to 35-50 per cent of the Orlon or Dacron to resemble these costlier materials.

Now Expensive

It's unwise to invest much money in these new costly garments, even when they have undeniable advantages for you. New materials are always extra expensive when first introduced because of their novelty and because production is still limited. Remember how expensive nylon shirts were at first? Orlon and Dacron are expected to be cheaper in a year or two as production facilities expand and as they face more competition from other new fibers like dynel and acrilan.

Here are the good and bad points of the new fabrics, and where they may be useful to you:

Both Orlon and Dacron have excellent wear resistance, wrinkle recovery and shape retention, are easy to wash, dry quickly and need little ironing. Or a blend of one of these synthetics with wool helps the wool hold its crease in humid weather. A blend of cotton and Orlon, as in work clothes, makes a garment quicker-drying.

Dacron is more resilient, has a high degree of "wetness stability" and is the strongest fiber developed so far. But Orlon fabrics or blends cost less than Dacron and thus are sometimes a better value for similar uses.

These new materials have disadvantages too. Dacron tends to "rough up"—form little pills of fiber. By themselves, synthetic materials have a glossiness which some men don't like. Too, a cigarette ash melts a hole in these fabrics which is difficult to repair. Nor do the new synthetic materials (including nylon and dynel) absorb perspiration readily, which for some uses like socks and underwear detracts from their desirability. Also, a guarantee of color-fastness is vital when you buy a colored garment of these new fibers that you intend to wash. This of course is no problem with white shirts.

Summer Suit Improvements

Blends of the newer and older fiber combine some of the best features of each. A blend of Orlon or Dacron with rayon in satisfactory proportions provides a suit with some of the wear resistance and shape retention of the costlier fibers and the money-saving virtue of rayon. For example, a man's lightweight suit of rayon and Orlon or Dacron costs less than \$40, but an all-Dacron suit costs close to \$75.

Nylon, Orlon and Dacron dress shirts have both virtues and disadvantages. You may be able to get along on a trip with just one or two such shirts for dress wear. But they

are expensive. You can buy two or three high-count broadcloth shirts for the price of one of the synthetic-fiber types. And the broadcloth will look neater. The synthetics are transparent, have a high gloss and in the case of nylon, at least, must be fitted more loosely than a cotton shirt because nylon lacks resiliency.

Of the synthetic shirts, nylon costs least (about \$5), Orlon (about \$6-\$7) and Dacron (about \$11). In this price relationship, Orlon is comparatively better value because of its crease-resistance, stability and absorbency at not much more than the cost of nylon. Dacron has most stability and durability, and would require least ironing, even none, but its price in the early years of production is well-nigh prohibitive.

For sports shirts, acetate rayon has some nylon characteristics in that it dries almost as quickly, but is not as strong. A blend of acetate and nylon is a good choice where greater durability than acetate provides, is wanted, but at less cost than an all-synthetic.

Underwear shorts of nylon or Orlon are costly. Even if more durable than the usual cotton, they seem to have little other value to justify their price except their usefulness in traveling because they dry quickly (so does acetate rayon for much less money).

If you find your work clothes rub out quickly at certain points as at knees or crutch, a blend of nylon in the cotton material (12-15 per cent nylon) aids abrasion-resistance.

For socks, the synthetic fibers have advantages in their great degree of durability. Men who prefer wool socks should also consider the merits of the new dynel socks. Dynel is another new synthetic fiber resembling wool in warmth and wear-resistance, but has the further advantage of being easily washable without shrinking, and of drying quickly. However, dynel socks, like the other synthetic materials, don't absorb perspiration easily.

Seafarer Sees Brother, First Time Since 1930

People change a lot over the years, and when you haven't seen a brother for over 23 years, it's a big event when you meet. That's the way John Coyle, night cook and baker on the Northwestern Victory (Victory Carriers) felt when he got together with his brother in Liverpool.

"It was back in 1930," says Coyle, "when I last saw my brother. That was the time that I left Ireland and headed for the United States. My brother was a mere 11 years old at that time, and I was a lot younger too."



Coyle

Since then, John sailed SIU during the last war, hitting different ports throughout the world, but never getting to go home. When the war ended, John decided to settle down ashore, and opened a delicatessen of his own in New York. The business went all right, but soon John was wanting to go back to sea again, so in 1951, he took his SIU book out of retirement and caught a freighter off board in the New York hall.

His last trip, on the Northwestern Victory, took him to Liverpool. "As soon as we arrived," says he,

"I sent a wire home, telling them I couldn't leave Liverpool but asking if any of the family could come to see me.

"As it turned out, my kid brother is now in the RAF and is stationed in London. The family called him, and he got right down to Liverpool. I never recognized him when he came aboard the ship. After all, he was only 11 the last time I saw him.

"We didn't have too much time, just that night and the next day, but we sure made an occasion of the meeting. We went into town, and celebrated and talked of the old times. It was good seeing him. I guess I'll be getting another ship back to there shortly, and the next time, I'm going to get home."

Canada SIU Nixes Phony Ship Union

Fifteen ships of the Hall Corporation formerly under contract to an "independent" union have now been signed by the SIU Canadian District. Approximately 400 seamen are involved in the change-over which put an end to the independent outfit that was currently operating as a branch of District 50, United Mineworkers.

Previously the independent union had a charter from the Canadian Congress of Labor, but the charter was withdrawn shortly after it was issued when the CCL found that the independent union was little more than a dues collecting agency.

Elimination of the independent union is a second major victory for the Canadian District, which previously had put the Communist-dominated Canadian Seamen's Union out of business.



MEET YOUR OLD SHIP-MATES AT THE SIU'S OWN

Port O'Call

AT THE UNION HALL 4TH AVE AND 20TH ST. IN BROOKLYN. SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AEG-AFL

Mobile Will Clear Bay Of Sewage

MOBILE—Spurred by the protests of AFL maritime unions strongly supported by the SIU in this port, the City of Mobile finally has settled upon a program aimed at clearing the waters of Mobile Bay of pollution that threatened this area's big oyster industry.

An \$8,500,000 program providing for construction of sewage disposal plants to eliminate the dumping of raw sewage in the bay was approved by city officials. The project was included in a \$20,000,000 public works program expected to require five years for completion.

The big project was approved after a year-long campaign conducted by Urban Bosarge, president, and a committee of his SIU-affiliated Mobile Bay Seafood Union.

Other public works listed in the improvement program include improvement of existing water and sewer mains, extensive street paving and a storm drainage system.

Mobile's oyster industry is a multi-million-dollar-a-year business. Production was curtailed during the last two seasons because of bay pollution.

Have Your Rating Listed In Book

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

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

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 4/27/53 To 5/8/53

No. Seafarers Receiving Benefits this Period	1119
Average Benefits Paid Each Seafarer	63.25
Total Benefits Paid this Period	70,771.56

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5520.00
Death Benefits	18,444.19
Disability Benefits	825.00
Maternity Benefits	4,800.00
Vacation Benefits	41,182.37
Total	70,771.56

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	319,545.00
Death Benefits Paid Since July 1, 1950*	529,784.86
Disability Benefits Paid Since May 1, 1952*	9,750.00
Maternity Benefits Paid Since April 1, 1952*	115,600.00
Vacation Benefits Paid Since Feb. 11, 1952*	2,086,193.68
Total	3,120,873.54

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	401,430.65
	Welfare	538,393.85
Estimated Accounts Receivable	Vacation	477,113.80
	Welfare	442,830.60
US Government Bonds (Welfare)		1,580,707.82
Real Estate (Welfare)		278,958.20
Other Assets - Training Ship (Welfare)		31,920.98
TOTAL ASSETS		3,751,355.90

COMMENTS:

During the first year that the maternity benefit has been in existence a total of \$104,600.00 was paid out to the parents of the five hundred and twenty-three (23) babies. Since the anniversary date of the maternity benefit, \$11,000 has been paid in benefits to the parents of fifty-five (55) babies.

A large number of men when filling out beneficiary cards or other benefit papers are failing to list their social security numbers correctly. This slows down the processing of any benefits or claims, so all men are cautioned to be sure to list the correct social security number on all papers.

Submitted 5/12/53 Al Kerr, Assistant Administrator

... and, remember this ...

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



UNION TALK

By KEITH TERPE

All through its history, the SIU has achieved a growing string of accomplishments as part of its enviable record on the waterfront. Always happy to toot its own horn on the occasion of some noteworthy accomplishment, the Union has likewise always stood ready to pass out bouquets for a "good job, well done" by others.

That's why SIU organizers in the Atlantic campaign have a few kind words these days for the supporters of Atlantic Refining's so-called "independent union" set-up, the "Atlantic Maritime Employees Union." The AMEU people have gotten themselves into a position where they couldn't have done a better hatchet job on themselves if they tried. We think credit ought to go where credit is due.

Dates Back To Job Dispute

The story behind all this maneuvering goes back a couple of months, to the time when the original book-job hassle started up, after the AMEU claimed the SIU could not provide jobs for all of its active bookmembers. The SIU put up \$10,000, called on the AMEU to do the same, and then urged an impartial outfit to come in, look at its records and then certify the actual book to job ratio in the SIU for 1952, the period during which our job figures were questioned. AMEU made a lot of noise about this idea, but that's about all.

It was never game enough to back up its own words, but the SIU has gone ahead anyway with plans to secure an impartial accounting organization to conduct the audit. In its turn, AMEU promised a full answer in its latest publications, but never did anything more than cloud things with a whole lot of other phony issues, including a harangue about where the SIU's money comes from.

Used SIU Cash Receipt

As part of this essay on SIU income, it published copies of SIU dues receipts, one of them for a man named George Reese. Now George, as a staunch AMEU supporter, was probably only too happy to turn over his SIU records to the AMEU braintrust to do with as they pleased, since he, as an AMEU member, has just been officially seated in a cushiony job as an AMEU ship's delegate.

Under the Atlantic set-up, each ship elects a delegate to represent it at the annual gathering of the AMEU clan in Philadelphia. All these delegates, along with top AMEU officials, make up the Fleet Council which, somewhere along the line during their two-months stay ashore, "negotiate" with management for contract improvements. Plenty has been said before about this type of "negotiating" and on the type of results it produces.

In any event, George Reese was received as an accredited delegate, and in fact, a list of all the delegates, including Reese, was printed in the same issue of the AMEU publication which contained a copy of George's SIU cash receipt. The only trouble is, as usually happens when these "independent" outfits go democratic, the AMEU has a "constitution," not a very good one, but a constitution all the same. One of the points it makes pretty plainly is that all delegates must have had a year's continuous employment in Atlantic's marine department during the year immediately preceding the date of their election.

Provision In 'Constitution' No Obstacle

But these kinky constitutions are pretty easy to push aside when your membership has no voice in what its "union" does, so that's just what happened here. You see, George Reese's SIU cash receipt was dated July, 1952, just as big as life. He'd probably sailed SIU a while just to see what a real Union ship and conditions were like, all less than a year ago. His election is no more than a few weeks old now though, even in the face of the AMEU constitution clause which would certainly seem to rule him out of the job and the AMEU out of line for keeping him there.

But AMEU doesn't work that way. It has already turned out the rank-and-file delegates on three other ships, although they represented the majority of men on those ships, on various grounds, and then went through some of the motions of new elections until it got three delegates it liked. None of this fuss and bother about constitutions and the rights of the majority for the AMEU. That's how it stayed in business up until now.

Put Number On Meeting Excuses

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

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

Scholarship Plan Looks To Future

By GEORGE F. BONEY

(Boney, an SIU member, worked his way through the U. of Georgia, largely with his savings from going to sea, getting his degree in 1951. He is a member of Phi Beta Kappa, the honorary scholarship society. At present, Brother Boney is in his last semester at Harvard Law School.)

The United States has grown rapidly into the largest industrial power on the face of the earth, largely because of our scientific and technical know-how. If, however, we are to continue to grow, and the average working man is to be able to own a modern home, a television set, a car, and better things in the future, we must continue to have a large body of well-trained men and women to keep our complex modern society running.

To this end, our Seafarers Scholarship Program is our investment in the future of America.

It is also a part of our total Union program, which is making the life of all Seafarers and their families happier and secure.

Need Great

There are still many areas in the country where there are not enough doctors, where schools are short of competent teachers.

Here is where our Scholarship Program looks to the future. It is hoped that many of our scholarship winners will go on to professional schools. The Plan provides for extra grants for some scholars who enter professional schools like medicine, dentistry and law. This is a long-term plan which looks into the future.

Ex-SIU Stewardess Has Book Published

A former Del Mar stewardess, Rosalie Rodrigue, has written a book about her more than four years at sea with the SIU-contracted Delta Line. The book, called "Oh For the Life of A Stewardess," is being published by Comet Press of New York City, with June 3 as the issuing date.

Mrs. Rodrigue went to sea with the SIU late in 1946 and made the maiden voyage on the Del Mar. Her husband and son, who were both Seafarers, were lost together on a merchant ship during World War II. She stayed on the Del Mar regularly until September, 1951, when she retired her book and went to work ashore.

Explaining the title of her book Mrs. Rodrigue wrote, "most think

contributed frequently to the Del Mar shipboard paper, the "Mar-Log." Right now she is working on a second book.

Aside from the life on shipboard, the book is an account of the South American way of life in the ports that the Delta Line ships regularly touch. Copies of the book are priced at \$3.00.

Mich. Denies Idle Pay To Lake Crews

DETROIT—The Michigan House Labor Committee has pigeonholed a bill that would have granted unemployment insurance on a year-round basis to Great Lakes Seafarers. The bill, supported by the SIU Great Lakes District and the Michigan Federation of Labor would have eliminated the definition of Lakes seamen as seasonal employees. As such they are only entitled to unemployment benefits during the Great Lakes shipping season, beginning the 3rd Sunday in March and continuing for the next 39 weeks.

Passed By Senate

The State Senate had already passed the bill and it had gone to the House committee for action. Five Republican members of the committee voted against reporting the measure to the floor of the State House.

The effect of their action is to deny Great Lakes seamen unemployment benefits during the Winter months when the Lakes are closed to shipping because of ice conditions.

The same bill was passed by both Houses last year but was vetoed by the Governor because of some other amendments not bearing on seamen. It was believed that the bill would have succeeded this time if the House Labor Committee had permitted it to go out for a vote.



Mrs. Rosalie Rodrigue

it is a glamorous life, but few know the really hard work a stewardess has on her hands most of the time. She must love the sea, water and people, and be as flexible as a rubber band to all types of personalities."

While on board the ship, she

Prison Guards Organize In NY

The union idea has passed through the gates of New York's famous Sing Sing Prison. Guards at the state institution have joined the AFL State, County and Municipal Employees to eliminate what a union representative called "deplorable job conditions."

Among the union's objectives are a 40-hour week for guards and correction of pay inequities.

Prison officials were assured that the guards' charter contains a no-strike clause.

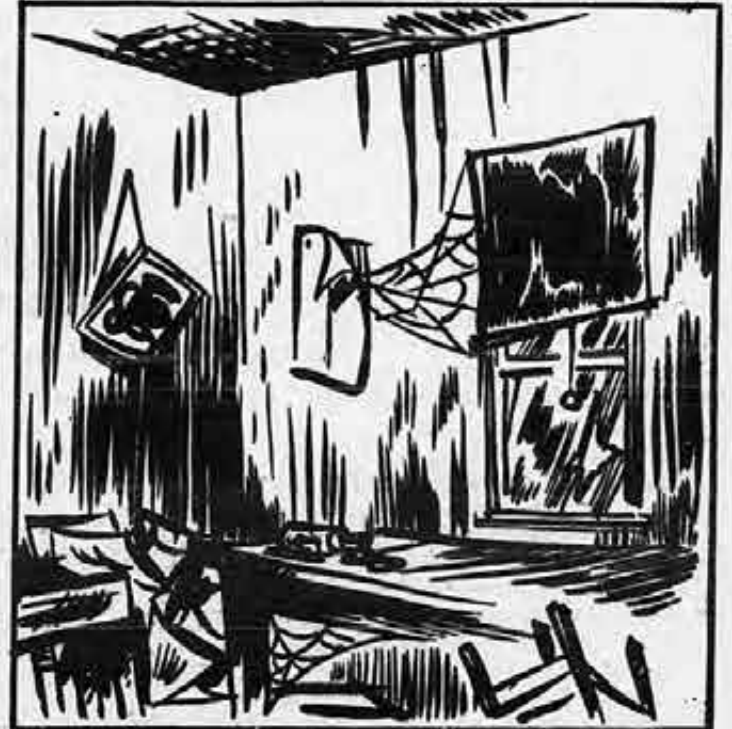
Cartoon History Of The SIU



The CMU began cracking during the 1946 General Strike when the Marine Firemen openly condemned it for the unauthorized use of its name. Also speeding the end was Harry Bridges' sellout in ordering a phony settlement of the Marine Engineers' beef.



The Communists handed Bridges his orders and he passed them on through CMU, as was proved when the CMU started actions clearly designed to strip member organizations of their rights and place the entire waterfront under Communist control.



Joseph Curran, NMU president, quit as CMU's co-chairman on December 24, 1946, saying that it had destroyed any unity among seamen's organizations. This marked the start of Curran's break with the Commies and also sounded CMU's death knell.

PORT REPORTS

Savannah:

Atlantic Tankermen Watch SIU Meeting

Shipping has been fair in this port, and everything else is running smoothly. We've had some visitors from the Atlantic fleet, and several Atlantic men were able to make our last membership meeting and see how a real democratic Union operates. The Atlantic drive is coming along very well, and Atlantic should be under the SIU banner before very long.



Henze

We paid off the Southport (South Atlantic), and she signed on again. The Southstar (South Atlantic), the Azalea City (Waterman), the Steel Navigator (Isthmian), the Abiqua (Cities Service), the Seatrains Savannah and Seatrains New York (Seatrains), and the Rosario (Bull), called here in-transit.

On the beach here we have J. D. Lewis, J. Kalmick, R. Burnsed and H. Henze.

The labor front in this area is quiet, and everything is moving along smoothly. There were a few minor beefs on some of the ships, but they were soon straightened out without any trouble.

E. B. Tilley
Savannah Port Agent
☽ ☽ ☽

San Francisco:

Foreign Flag Ships Too Plentiful Here

Shipping has been fair during the past two weeks, but it looks as if things will pick up some during the coming period.

We signed on the Seapender (Seatrains) and the Schuyler Otis Bland (Waterman), and had the following ships calling here in-transit: the Mobilian, Yaka, Young America and John B. Waterman (Waterman), and the Portmar (Calmar).

On the Young America, we had a food beef where the port steward had refused the steward some of the things on the stewards requisition. After a few hours of debating, this subject was settled satisfactorily. On the Seapender, we had a few overtime beefs and a beef about the replacement of mattresses and pillows. This was settled to the satisfaction of the crew.

Need Men

The only beef that we've really got out here, is that we're very short on men to take the jobs that are coming up. We are in need of all types of ratings, including messmen, wipers and ordinary seamen.

It seems that there are more and more foreign flag ships coming into this port and discharging and loading cargo. They are even pulling into the Army and Navy embarkation points, and taking on Army and Navy cargo. This sort of thing is growing more and more, and there should be some sort of action taken about the whole situation.

Leon R. Curry is one of the men on the beach here. He joined the SIU back in 1944, and has been sailing SIU ever since. During the war, he sailed in both the Atlantic and Pacific theatres. A deck de-

partment man, he manned the picketlines in Jacksonville, Fla. during the 1946 strike. He was bosun on the Raphael Semmes, and was recently hurt in Portland, Ore.

Some of the other men on the beach here include: G. Manning, P. Pennington, T. E. Foster and M. Pappadaki. In the local marine hospital we have: M. Belan, J. Col-trell, J. Dobson, D. Edwards, J. Roberts, J. Simon, J. Small, P. Smith and D. Sorrenson.

T. E. Banning
San Francisco Port Agent
☽ ☽ ☽

Boston:

Shipping Good Here, Future Looks Bright

Shipping is very good in this port. The picture for the future indicates that the shipping will hold up about the same for the next few weeks.

We paid off the Cantigny, Council Grove, Chiwawa, Salem Mar-time, Bents Fort and Paoli (Cities Service), the Ann Marie (Bull), and the Michael (Car-ras). The Can-tigny, Council Grove, Chiwawa, Salem Maritime, Paoli, Ann Marie and Michael all signed on again.

The in-transits visiting here included: the Steel Recorder and the Steel Rover (Isthmian) plus the Antinous and Chickasaw (Waterman).

On the Paoli, we collected overtime for the engine department men for stowing engine stores. The captain had disputed this OT. On the Paoli, however, the deck department men lost out on some OT because they did not put in for it within the 72 hours. The bosun was working on the company symbol on the stack, and this should have been deck department OT, but the men did not put in for the OT within the 72 hours after the work was done. They said they wanted to get a ruling on this type of work first, but that next time they would know better.

Model Scuttled

John Scully, who was working on a model of the Ann Marie, had to get off his ship for an operation. Unfortunately, the model was launched through a porthole before being made seaworthy, so that's the end of that chapter in the shipbuilding operations of the Ann Marie.

James Sheehan
Boston Port Agent

Baltimore:

Work On New Building Proceeding Full Ahead

Shipping has continued at the same good rate during this past period, and there is no big slump at this time. Most of the payoffs we've had have been very clean, and we would like to congratulate the crews of the Raphael Semmes and the Steel Recorder for the exceptionally clean payoffs. The Raphael Semmes came in without one hour of disputed overtime, and the Steel Recorder had only one hour of disputed OT that was collected as soon as the work was clarified.

Renovations on the new building are still proceeding full speed, and although the builders say four months, we still figure we will be moving in around Christmas. Within the next 10 days, all the preparatory work on the interior will be finished and ready for the plumbers, electricians and others.

We paid off the following ships during this period: the Feltore, Cubore, Oremar, Steelore, Chilore, Bethore, Santore and Marore (Ore), the Alamar (Calmar), the Steel Ranger (Isthmian), the Raphael Semmes and Morning Light (Waterman), and the Edith and Mae (Bull).

Signed On

The ships that signed on were: the Feltore, Cubore, Oremar, Steelore, Chilore, Bethore and Santore (Ore), the Alamar (Calmar), the Cabins (Cabins), the Raphael Semmes and Morning Light (Waterman), and the Edith and Mae (Bull).

In-Transits

The in-transits were: the Steel Director, Steel Rover and Steel Recorder (Isthmian), the Caroline, Angelina, Hilton, Carolyn, Inez and Suzanne (Bull), the DeSoto, Afoundria, Andrew Jackson, Iber-ville, and Azalea City (Waterman), the Robin Kirk and Robin Tuxford (Robin), the Government Camp (Cities Service), the Alcoa Pointer and Alcoa Roamer (Alcoa), and the Strathbay (Strathmore).

Your Baltimore port agent was elected second vice-president of the Maryland—District of Columbia State Federation of Labor at its last meeting, after the SIU membership voted at our last regular membership meeting and gave him permission to accept the post. This is another recognition of the SIU in the family of trade

unions.

A few of the men on the beach here are: F. Miller, C. Terry, C. Kellog, A. Lavagno, R. Kelly, T. Foster, and C. Carlson.

Earl Sheppard
Baltimore Port Agent
☽ ☽ ☽

Miami:

More Waterman Ships To Stop At This Port

Shipping has been very good in this port, and looks as if it will continue good in the future. We still have no deck department men on the beach here.

We paid off the Florida (P&O), which is on continuous articles, and also paid off the Ponce (Puerto Rico Marine) and the Alcoa Pioneer (Alcoa). The Pioneer signed on again, while the DeSoto and Iberville (Waterman) both called here in-transit.

We had a couple of beefs on the Florida about maintenance and cure for men who were injured, and also had a couple of overtime beefs, all straightened out. The other payoffs were smooth.

The Central Trades meeting here has been discussing the various bills that are coming up before the Florida State Senate, and how they will affect the labor picture here in the sunny state. There has also been some agitation around here since the Cuban Government raised its landing tax from 50 cents to \$2.50. The steamship companies, airlines and tourist agencies have all been screaming ever since.

Among the men who shipped out of here during this period were G. C. Roberts and D. Sacher.

Coastwise Switch

Waterman will be changing its coastwise run around a little starting June 15, and the Azalea City, Afoundria and Wacosta will be calling here. We will also be getting a ship from Hawaii every few months.

The Florida will be going into the shipyard shortly, and that might put some men on the beach for a while, but from the way things look, any man who wants to get out in a hurry, especially a rated deck department man, will have no trouble shipping from this port. Right now, we don't have one deck department man on the beach, and there will probably be calls for these men.

Eddie Parr
Miami Port Agent

New Orleans:

Labor Strife, Weather Big News In This Port

Labor strife and unusual weather have been big items in the news here recently.

On the weather front, New Orleans experienced a near-record rain storm and a severe hail storm. The rain storm produced nearly six inches of rainfall in a period of slightly less than three hours. The storm was accompanied by high winds of near hurricane force, and streets were flooded, automobiles stranded, telephone and electric services disrupted, and it was nearly noon before normal bus service was restored.

Several days later, the city was hit by a severe hailstorm. Hailstones two to three inches in diameter were noted in some sections of the city.

On the labor front, sheriffs in two Central Louisiana parishes called on Governor Robert F. Kennon to break a lengthy and violent strike in two papermills by calling out the National Guard and declaring martial law.

No Contract

The strike began at the jointly-owned mills of the Calcasieu Paper Company and Southern Industries, Inc., last September when contract negotiations between the company and the International Brotherhood of Pulp, Sulphite and Paper Workers (AFL) and the International Brotherhood of Paper Makers (AFL) broke down.

Among those on the beach here is Mike Rossi, who last sailed as bosun aboard the Heywood Broun (Victory Carriers).

Also in town was Jimmy Tucker, renewing old acquaintances around the hall. His last trip was as bosun on the Del Rio. Donald "Trader" Horn, better known as the "millionaire AB," is taking time off to count his money after sailing DM on the Seatrains New York. Enoch Gaylor, "Gaylor the Sailor," is swapping sea stories about his last trip on the Del Santos.

We have word from the USPHS hospital that Bill Gardner and Cliff Rushing are among newly-admitted patients. Fortunately neither is expected to be long confined. Joe Castellon has recovered from his recent operation and visited the hall.

Al Rakocy, out of Tampa, has asked that his regards be extended to friends in that port and elsewhere.

Proud fathers who filed for maternity benefits here recently were Lloyd Wetzel, Eugene Carhart, Jim Landry and Charles Terry.

We had seven payoffs, three sign-ons and 15 in-transits.

Payoffs were on the Del Viento and Del Mar (Mississippi), the DeSoto and Iberville (Waterman), the Catahoula and Carabelle (National Navigation) and the Heywood Broun (Victory Carriers).

The Del Mar (Mississippi), and City of Alma and Dennison Victory (Waterman) signed on.

The Clipper, Patriot, Pioneer, Corsair, Polarus (Alcoa); Steel Scientist and Steel Director (Isthmian); Seatrain Savannah and New Jersey (Seatrains Lines); Lafayette, Citrus Packer, Claiborne and Monarch of the Seas (Waterman); Marie Hamill (Bloomfield) and Amberstar (Traders) called in transit.

Lindsey J. Williams
New Orleans Port Agent

A & G SHIPPING RECORD

Shipping Figures April 22 to May 6

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	27	20	11	58	15	18	11	44
New York	220	130	134	484	159	132	122	413
Philadelphia	35	20	20	75	37	34	36	107
Baltimore	164	99	101	364	119	101	64	284
Norfolk	43	26	29	98	32	22	31	85
Savannah	17	10	11	38	11	2	11	24
Tampa	6	6	12	24	3	5	3	11
Mobile	33	25	38	96	37	42	41	120
New Orleans	73	78	66	217	75	81	68	224
Galveston	59	42	56	177	49	48	49	146
Seattle	33	25	38	96	53	44	40	137
San Francisco	8	14	17	39	12	14	17	39
Wilmington	8	12	2	22	6	6	1	13
Totals	728	516	528	1793	608	549	491	1647

IN THE WAKE

Amerigo Vespucci was the Florentine navigator from whom the Western continents received their name, although many scholars now doubt all accounts of his four alleged voyages to the New World. The name appeared first in a translation of Vespucci's narration of his supposed voyage in 1497, which featured a map of an area called the New World, with a portion of the land labeled "America." This area roughly corresponded to what is now South America, and later on when map-makers sketched in North America, the original name hung on. But the Spanish, jealously proud of the discoveries of Christopher Columbus, refused to use the name until the 18th century.

It used to be commonly believed that lightning never strikes water, but there is considerable evidence that it does, and accordingly, people are advised to keep out of the water during electrical storms. It is interesting to note that one of the laws of Genghis Khan forbade the Mongols to bathe or wash garments in running water during a thunderstorm. They were very much afraid of thunder and the law may have been designed to dissuade them from throwing themselves into lakes and rivers during a storm. Whether lightning ever strikes the surface of the open ocean is a disputed question. The US Weather Bureau believes it does, but never has been able to prove it.

The no-latitude, no longitude point on the earth is the point where the prime meridian of Greenwich crosses the equator. This happens to be in the Gulf of Guinea off the western coast of Africa and many miles from any land. The closest land to this point, sometimes called "the land nearest nowhere," is in the British Gold Coast Colony. The capital of the Gold Coast Colony, Accra, at 5 31' North and 0 12' West, is the nearest town. Since the no-latitude, no-longitude point is at sea level, it is aptly described as

the only point on the earth without latitude, longitude or altitude.

When certain sea shells are held close to the ear a noise resembling the distant roar or rumble of the sea can be heard, and many people believe this rumbling sound is really the echo of ocean waves. Actually the noise is merely a composite of the echoes of a great number of ordinary sounds occurring in the vicinity of the shell. Due to the peculiar shape of the shell and smoothness of its interior, the least vibration produces an echo and the blending of many such echoes makes what seems to a roar. The effect is heightened by the fact that the shell magnifies sound as well.

The tides in the Bay of Fundy are the highest known in the world, and under normal conditions, the difference between high and low water is 54.5 feet. The highest tides in waters adjoining the US proper occur near Calais, Maine. There the mean range in the height of the tide is 20 feet. . . Oars are muffled by wrapping something around them where they come in contact with the oarlocks, in order to deaden the noise. When Paul Revere started on his famous midnight ride to Lexington in 1775, a petticoat was used to muffle the oars of the boat in which he crossed the Charles River.

Most of the ocean waves described as being "mountain-high" are really only 30 or 40 feet in height, as ocean waves are very deceptive in regard to both height and width. Waves estimated to have heights of 110 and 112 feet were observed from the USS Ramapo in the North Pacific in February, 1933, and some waves estimated to be 80 feet high were reported in the North Atlantic in 1922. The width of a wave, the distance from the bottom of one trough to the bottom of the next, is estimated roughly to be 15 times its height. Thus a wave 50 feet high would have a base 750 feet wide.

THE INQUIRING SEAFARER

Question: What's your pet beef about ship's officers?

Luigi Iovino, messman: They are always beefing to the crew about things that the men do, but they do the same things themselves. For example, the worst gashounds among the officers are the ones who complain about the men gassing up. They should do the same as they expect the crew to do.

Howard Bennett, AB: Most officers aren't union conscious, even though they are union members. They don't know anything about the SIU and our contracts. They always seem surprised when they find out about our benefits. It would help out a lot if they knew more about the SIU set-up.

Charles Wysocki, AB: The worst guy is the mate who smokes in the wheel-house and blows smoke in your face, but doesn't allow you to have a cigarette while you're at the wheel. Then there's some who are always disputing overtime even though it's clearly provided in the Union contract.

Steve Carr, bosun: My complaint is about mates who will give in to you when you have a legitimate beef on OT or something else, but then they will hold it against you and try to get back at you because you put up a beef. This is particularly true about the Kings Point guys.

Stanley Scott, AB: The newer ones from Kings Point are the worst kind of officers to deal with. They fill their heads full of theory there, but they don't know the problems of the unlicensed man. A lot of them have that Navy attitude towards seamen, because they are reserve officers.

Ed Anderson, electrician: They are egotistical, self-centered and have no appreciation of the other fellow trying to do his job. The older ones who have been through the mill are okay, but I find that the ones who have just three to five years of seafaring are very unpleasant.

MEET THE SEAFARER



DOMINICK CHIRICHELLA, OS.

If Dominick "Nick" Chirichella, OS, has a smile on his face these days, it's probably because on the horizon he can see a check for \$200 plus a \$25 US defense bond.

The check and bond represent the SIU maternity benefit which Nick and his wife will receive when their first little Seafarer comes into the world sometime in November.

"Believe me," Nick says, "it's generally rough sailing for a while when a man finds out he's going to become a poppa for the first time, and it sure takes a big load off his mind when he knows he's going to have some extra money for doctor and hospital bills, and other expenses."

Nick, who is 28, is married to the former Jean Di Pietro. They live at 526 Pennsylvania Avenue, in Brooklyn.

Making Short Trips

Since his marriage, and because he wants to keep pretty close to home with the baby coming, Nick has been signing on for short trips only, but the 25-odd trips he has made since becoming a Union member in 1947 have included one four month run on the Steel Traveler (Isthmian) to Singapore, Java, Sumatra and other Far East points, and one six month run on the Liberty ship James Turner, shuttling up and down the Persian Gulf with pipe line and track for the oil fields being developed in that area.

It was on the return home from the Far East, in '48, Nick reports, that he spent the most memorable Christmas Eve of his life. The ship had stopped at Manila to load. Then, after it left the Philippines, it encountered a typhoon. The steering gear broke and all that night the vessel was tossed in heavy seas until the gear was repaired and it could proceed on its way.

But that event was not the roughest time Nick ever had in his life, because before joining the

Union, he served as a corporal for three years with the Marines, during the war, and saw considerable action at Okinawa and in other combat zones in the Pacific theatre.

Hurt in Jeep

"The funny part about my war experiences, if you want to call it funny," Nick says, "is that although I saw quite a bit of fighting in the Pacific, I never got a scratch until after the fighting was all over and I was sent to North China for a while. Then I got hurt in a jeep accident and got laid up for more than a month."

That stay in the hospital, however, proved to be the cloud with a silver lining, because it gave Nick the chance to do some thinking about his future, and it was then, he says, that he decided to go to sea after his discharge from the service.

Prior to joining the Marines, Nick had worked some as a longshoreman on the New York waterfront, but mostly, he says, he had just drifted along with no clear idea of what he wanted to do.

"But working around the docks, and later being on the transports," Nick says, "had gotten me interested in ships, and also I'd heard some good reports about the conditions the men enjoyed on the ships because of Union negotiations, and I decided I'd like to get into that kind of work when I got back into civilian life."

As a result of that decision, Nick joined the Union in 1947, after he had received his discharge from the service, and made his first trip aboard the army transport Admiral Rodman to Bremerhaven, Germany.

Nick's last trip, aboard the Co-Victory (Victory Carriers) was also to Germany, and France.

He does not, Nick says, care too much for Europe. He would, however, like very much to visit the Far East again—particularly China and Japan which, he says, are his favorite countries—but that trip will have to wait until family conditions permit him to make longer trips.

The Seafarers Puzzle

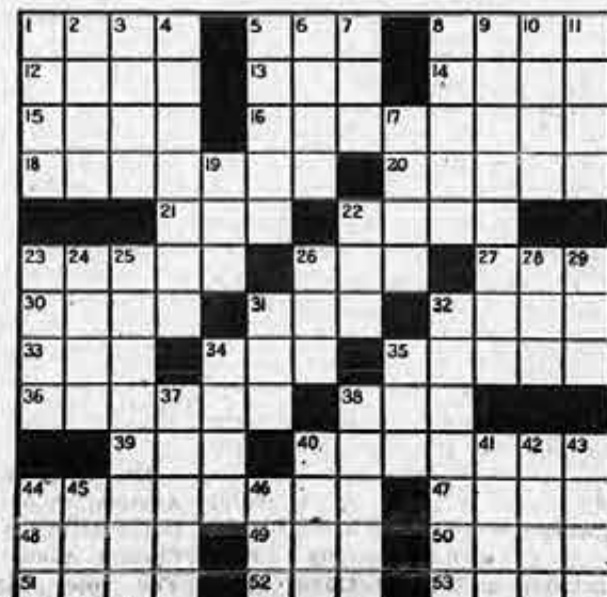
ACROSS

- The Victory
- Jap - in
- Part of a square-rigger
- Learning
- Aunt; Span.
- Pot sweetener
- Upolu port
- Bay in Newl.
- Channel to open water
- Heifer in 2nd year
- Western Indian
- Pair of horses
- Large spoon
- Declare
- Three strikes
- Wrong
- Moran ship
- Trick
- Distress call
- Deck cleaner
- Buffalo ball-player
- Port NW of Hong Kong
- Man out of army; slang
- Thing to avoid
- Paint and brush men
- Mississippi ship
- Settlement N. of Thule
- Support for mast
- Baseball's former "boy wonder"
- Hindu queen
- Soft drink
- Scheduled
- Inland group of Ireland

DOWN

- Cry of despair
- Gloomy Gus
- Silkworm
- Water bird
- Aver
- Where Cobb is
- Old horse
- Devilfish
- Waterman ship
- Agitate
- Valuable tropical wood
- Glimpse
- Chowd
- LI Harbor.
- Fewer
- Swear
- Seafarers who get \$25 weekly for welfare
- Pacific union
- Serviceman's theater group
- A number
- What tugs do
- Region from Cannes to La Spezia
- Filipino native
- Small amount
- West Florida port
- Island SE of Greece
- Island W. of Kiska
- Symbol of a noted line
- Source of Blue Nile
- Part of leg
- Doctors of Science; Abbr.
- WW II area
- Say "yes" with head

(Answers on Page 25)



TEN YEARS AGO

A daylight raid by four Allied planes was made on Babo, Dutch New Guinea, 1,200 miles from the Allied base at Port Moresby. Washington announced US occupation unopposed, in February, of the Russell (Pavuvu) Islands, 18-37 miles northwest of Guadalcanal. . . The German-controlled Paris radio reported that the US, with the consent of Chile, had occupied Easter Island in the South Pacific. . . The Union published extensive lists of crewmembers who were due money from various shipping companies on bonus and overtime payments. . . In England a court ruling that any money a wife may save from housekeeping expenses belongs to her husband caused protests from the Married Women's Association of Great Britain.

Lieut. Gen. Jacob L. Devers, chief of the US armored force, was appointed commander of the European Theater of Operations to succeed Lieut. Gen. Frank M. Andrews, who was killed in an airplane crash in Iceland. . . The SIU denounced the shipowners' system of charging to the Government on a cost plus system all donations to the seamen's welfare fund under the guise of a charity

contribution. . . The US Supreme Court ruled that the FCC has the power to regulate the major broadcasting chains in the public interest. . . A Japanese transport crowded with troops was sunk and a cargo ship was left sinking in an Allied raid on Madang, chief Japanese supply port of New Guinea.

The US Supreme Court decided that the government may prosecute violators of OPA price ceilings without fear of injunction by Federal District courts. . . In Lima, Peru, more than 100,000 rare volumes and 40,000 manuscripts were destroyed when fire swept the National Library. . . A conference of all agents of the A&G District of the SIU, to further the interest of union members-needs, would open in New York City on May 26, it was announced by the Union. . . In the Bizerte area six German commanders surrendered unconditionally along with 25,000 of their troops to the Second US Corps and its commander, Maj. Gen. Omar N. Bradley. . . Just north of Tunis, the remnants of the German 15th Armored Division surrendered to the British Seventh Armored Division which fought it all the way across Africa.

SEAFARERS LOG

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The USPHS Budget Cuts

When Mrs. Oveta Culp Hobby was appointed Secretary of the newly-organized Department of Health, Education and Welfare, Time magazine, unofficial press-agent for the Eisenhower administration, ran a long and laudatory article praising the new Cabinet member. In conclusion, the magazine quoted the usual anonymous observer as saying that, "she'll come out with some spectacular, original and very important development in federal welfare."

So far, Mrs. Hobby has lived up to the quote in a manner quite different from the way it was intended. Her "spectacular, original and very important development" consists of ill-considered and crippling cuts in some of the most important features of the US Public Health Service program.

Victims of the Hobby meat-ax include the tuberculosis patients at Fort Stanton who will be shifted willy-nilly out of their most-beneficial set-up; all seamen sailing off the Southeast coast and Florida ports who will be deprived of the vital USPHS hospital facility at Savannah, and Lakes seamen who will lose the Cleveland hospital.

But that's not all. The Government's highly-successful campaign against venereal disease will be cut back sharply just when it is nearing the great objective of wiping out for all time the twin scourges of syphilis and gonorrhoea. Encouraging progress in bringing the "white plague," tuberculosis, under control will also be set back by the penny-wise pound-foolish policy. Badly-needed hospitals in congested sections of the country may never be built because Federal aid will be reduced.

In this connection it might be noted that USPHS medical experts have told Congress that the widely-hailed tuberculosis "miracle drugs" have been helpful but not miraculous. The problem of tuberculosis still remains with us. Yet the TB program is going to suffer a sizeable cut in its appropriations, despite the obvious need for more research on the subject.

Seafarers naturally are most directly concerned with the fate of the USPHS hospitals. The Hobby proposals seem to be part of a trend over the past several years of constant reduction in the number of marine hospitals. During World War II there were 26 such hospitals in operation. If these projected closings go through, the hospital facilities will be cut in half.

In practically every case, the excuse given for the hospital closings is that the facilities are no longer needed for veterans of the armed forces. With the veterans' case load declining through the years, it raises the possibility that some day the entire USPHS hospital program will be cut down to bare bones in two or three major ports, or eliminated completely. Such a procedure distorts the original purpose of the hospitals, which was to provide facilities for merchant seamen. They never were intended to be a tail on the Veteran Administration's kite.

Actually the veteran's issue is just a handy excuse to chop funds out of the budget and show the voters that the new administration can "economize." A spokesman for Secretary Hobby admitted as much when he told the House Appropriations Committee that the Savannah hospital could operate efficiently without the veteran patients. The spokesman also admitted that the hospital was needed by seamen who otherwise would have to travel all the way to Norfolk or New Orleans to get hospital care. But apparently the needs of seamen are secondary to making an "economy" showing.

The relatively small sums that will be saved in terms of the entire Federal budget, through this kind of "economy" will cost the country ten times over in the long run. Reductions in hospital facilities, and disease prevention and cure programs eventually saddle the community with a larger number of cripples and dependents who otherwise would be leading useful lives.

During the last election campaign, there were many reassuring statements by both parties to the effect that the welfare benefits of the last 20 years would be preserved and even expanded. When Mrs. Hobby was appointed she hewed to this line and confided that the theme of her department was a "common thread of family service. Cut one and you destroy the lifeline of the others." In Mrs. Hobby's own words then, by making the USPHS program a prime victim of budget cuts, the administration could be undermining the entire social welfare program to which this country is committed.

LETTER of the WEEK

Seamen In Japan Getting A Break

To the Editor:

At present I am aboard the Arizpa, a Waterman scow running around Japan, Okinawa and such. I'm writing this to let the membership know about the situation in Japan.

There was a time, not so long ago, when a seaman on the beach in Japan was in trouble, and had no place to turn to for aid of any kind. The Consul, the Navy and the US Coast Guard would all pounce on him and give him a bad time in general.



Lipkin

Right now the SUP has a representative in Yokohama named Kim, who has his office over the Port Hole Club. All the Seafarers aboard this vessel, including myself, are impressed by the tremendous job being done by Kim in getting stranded and sick seamen the fair shake that they weren't getting before. There's a regular shipping board in his office, and slowly but surely the practice of shipping finks and non-Union men from bars and agents' offices is being eliminated.

Glad to Help

I visited Kim's office just two days ago and spoke with him. He's always happy to talk to the boys off the SIU and SUP ships. He travels up and down the Islands of Japan and if he gets any busier he's going to have to buy himself a helicopter and land right on the scows.

For that matter, Japan itself has changed quite a bit as far as seamen are concerned. The whole attitude of the people is different, and makes for very enjoyable times ashore in that country.

That's the reason that so many guys are homesteading these Yokohama shuttles, and really enjoying the run. The amusements have become bigger and better now, and there is plenty to do in the place. In addition, the people are a lot more friendly, and make a seaman feel that he is a welcome guest instead of an intruder. Now, it is not so unusual for an American seaman to be invited into the home of a Japanese, and treated as if he was royalty.

All in all, Japan has become a very good port of call, and is a place that most Seafarers would enjoy visiting. Things are modern (here, the seaman is welcome, the people are friendly, and as I've said before, Kim is doing a fine job for those men who find themselves in port in Japan).

Battling with the agents and the Coast Guard is every day stuff for Kim, and doesn't bother him a bit. The job he's doing is a big one and he deserves the thanks of all seamen—SIU and SUP alike. It's good to know that even though you're 8,000 miles from the USA, there's someone here to see to it that everything is going on an even keel. Thanks.

Max Lipkin

'Mission Accomplished'



LABOR ROUND-UP

Gains in leisure time made through union contracts have contributed greatly to raising the cultural standards of American workers and the entire nation, Matthew Woll, AFL vice-president, said during the recent union art exhibition at the New York Public Library. "The trade unions over the past years," Woll said, "have made themselves felt in every sphere of activity responsible for human advancement and human refinement. Labor has made its influence felt not only in the workshop and in industrial relations, but as a most important segment of our cultural life." Woll said he hoped the exhibition, the second held in New York, would set a pattern for promoting leisure-time cultural developments throughout the US and the world. The SIU participated in the exhibit.

In an effort to aid its Spanish-speaking members, the Amalgamated Clothing Workers has added Efrain Merced, a native of Puerto Rico, to its staff. Merced, whose experience includes five years of organizing and educational work in the labor movement, will work first to develop an educational program for Spanish-speaking members of the Shirt and Leisurewear Joint Board... Forth Worth, Tex., unions have promised to contribute 200 pigs in "operation piglift" as a Good Neighbor gesture to Honduras. The pigs will be flown to Honduras by June 1 and distributed to Honduran 3-C clubs, the counterparts of American 4-H clubs.

The three poster children of the United Cerebral Palsy campaign were the guests recently of the National Association of Letter Carriers in its new building in Washington. The children thanked the union for the cooperation given by letter carriers in walking their routes again after hours to receive contributions for palsied children and adults.

Setting a precedent for the state, the midwest and most of the nation, AFL Retail Clerks in Kenosha, Wis., won a work week which averages less than 40 hours for the year in men's clothing stores. Included in the agreement are a union shop and an increase of \$2.50 a week. The new rate puts the pay

at \$72.50 for those employed three years or more with the starting rate at \$50.

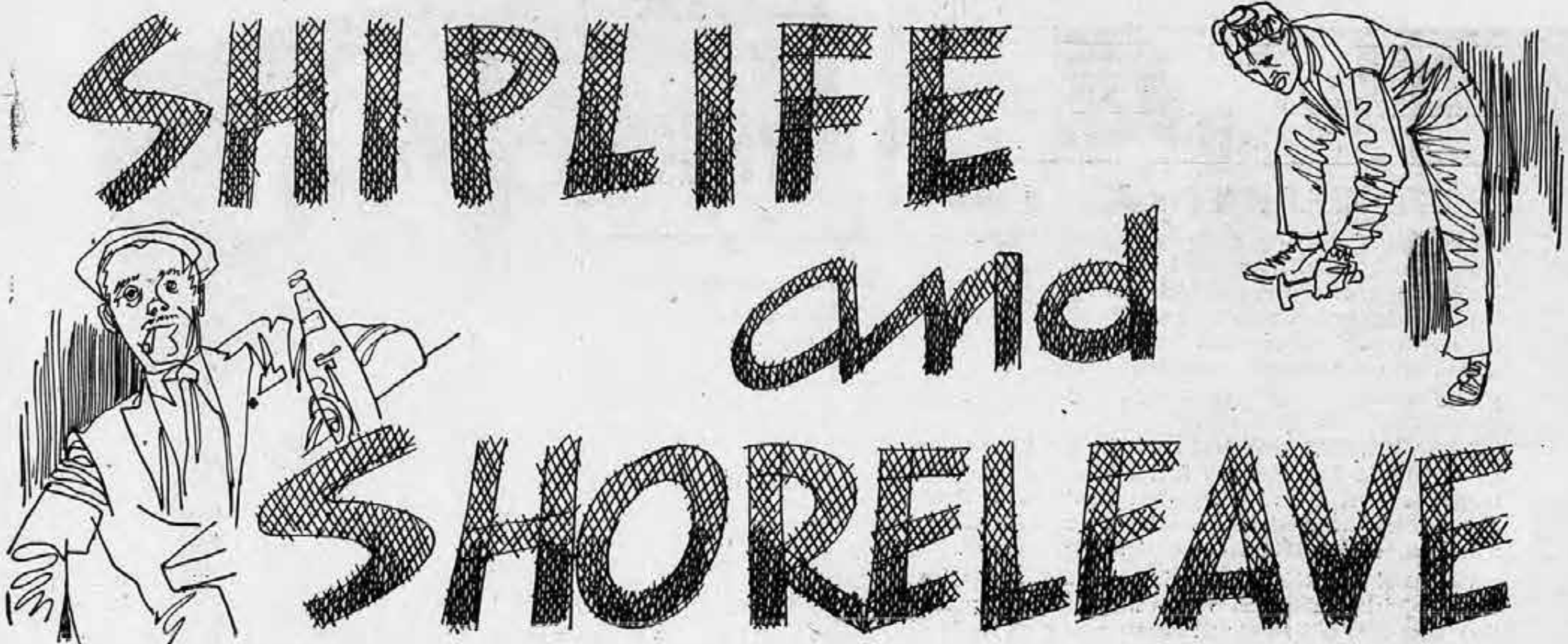
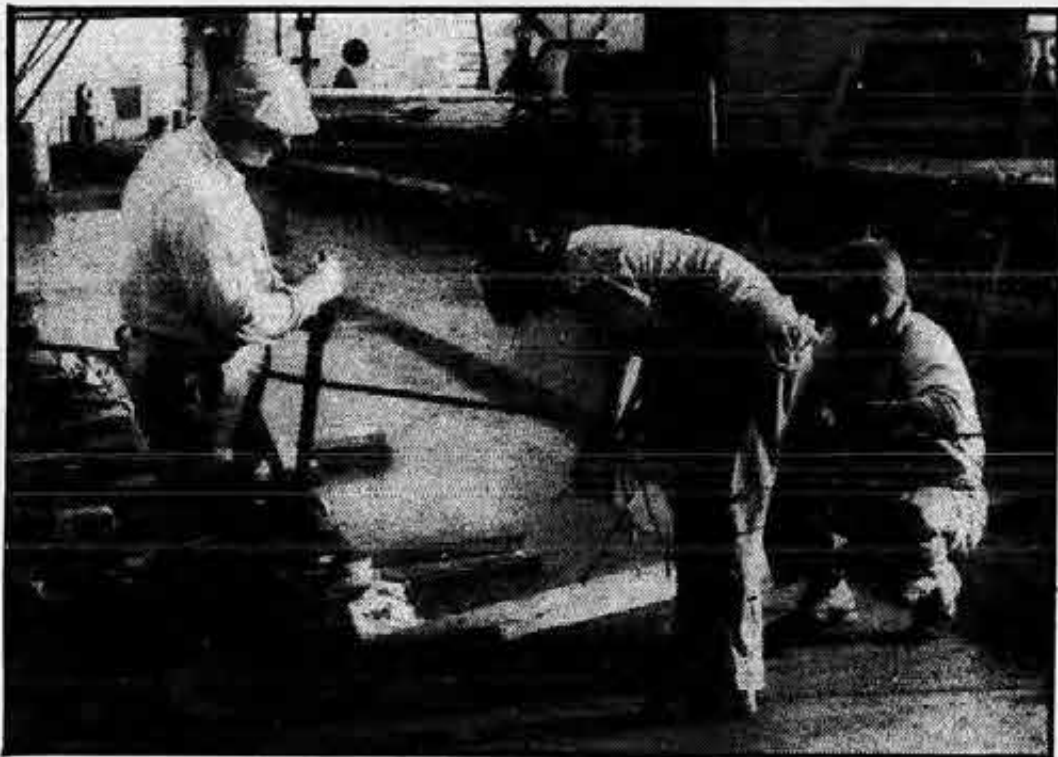
Fifty years of successful employe-employer relationship was observed recently with the signing of a new contract between the International Association of Machinists and Goss Printing Press Co. providing for journeyman's pay of \$2.35 an hour. The first contract called for a rate of 37 cents. For a half century, the skilled machinists who build giant magazine and newspaper presses for the world's largest rotary press manufacturer have never—even for a single day—been without an IAM contract.

A fireman injured in investigating a fight between a husband and wife is entitled to compensation, a referee has ruled. Thomas Welsh, a member of the International Fire Fighters, was on duty one night at headquarters when there were screams outside. Welsh, ordered to investigate, found a man and wife fighting. The man attacked Welsh and the fireman lost several teeth. The insurance company refused to pay, arguing Welsh was not hurt in the course of his employment. The union took the case to Compensation Court; the referee ruled for Welsh, declaring firemen often are called on to do more than fight fires.

A general pay increase of eight cents an hour for a total wage boost of 38 cents since February, 1951, was won by 15,000 members of the International Association of Machinists at Republic Aircraft, largest aircraft manufacturer in the east. Other gains included automatic pay progressions within grades of five cents an hour every three months, 12 percent night shift bonus, vacation severance pay, an extra day's pay for workers averaging 44 hours a week for 10 consecutive periods immediately before vacation periods, and a three-week vacation after 15 years service.

The AFL Glass Bottle Blowers Association has won a representation election at the Owens Corning fiberlas plant in Newark, Ohio. The vote: Glass Bottle Blowers 1,394, CIO Textile Workers 411, no union 58.

SHIPLIFE and SHORELEAVE

Splicing a line on the Antinous are, left to right, DM Bob Kline, Bosun, Bill Franquiz and Blalach, DM.



Off Marie Hamill, in Casablanca USS Club, are, left to right, Jack Reynolds, Elmer Hancoch and Jahnnny Pedrazay.



Passengers and crew enjoy culinary delights aboard Fairisle enroute to Japan. Pic by George Dunn.



Oiler Evaristo Rosa, right, aboard Ocean Lotte in Pusan, snaps shot of visiting Army brother, Angel.

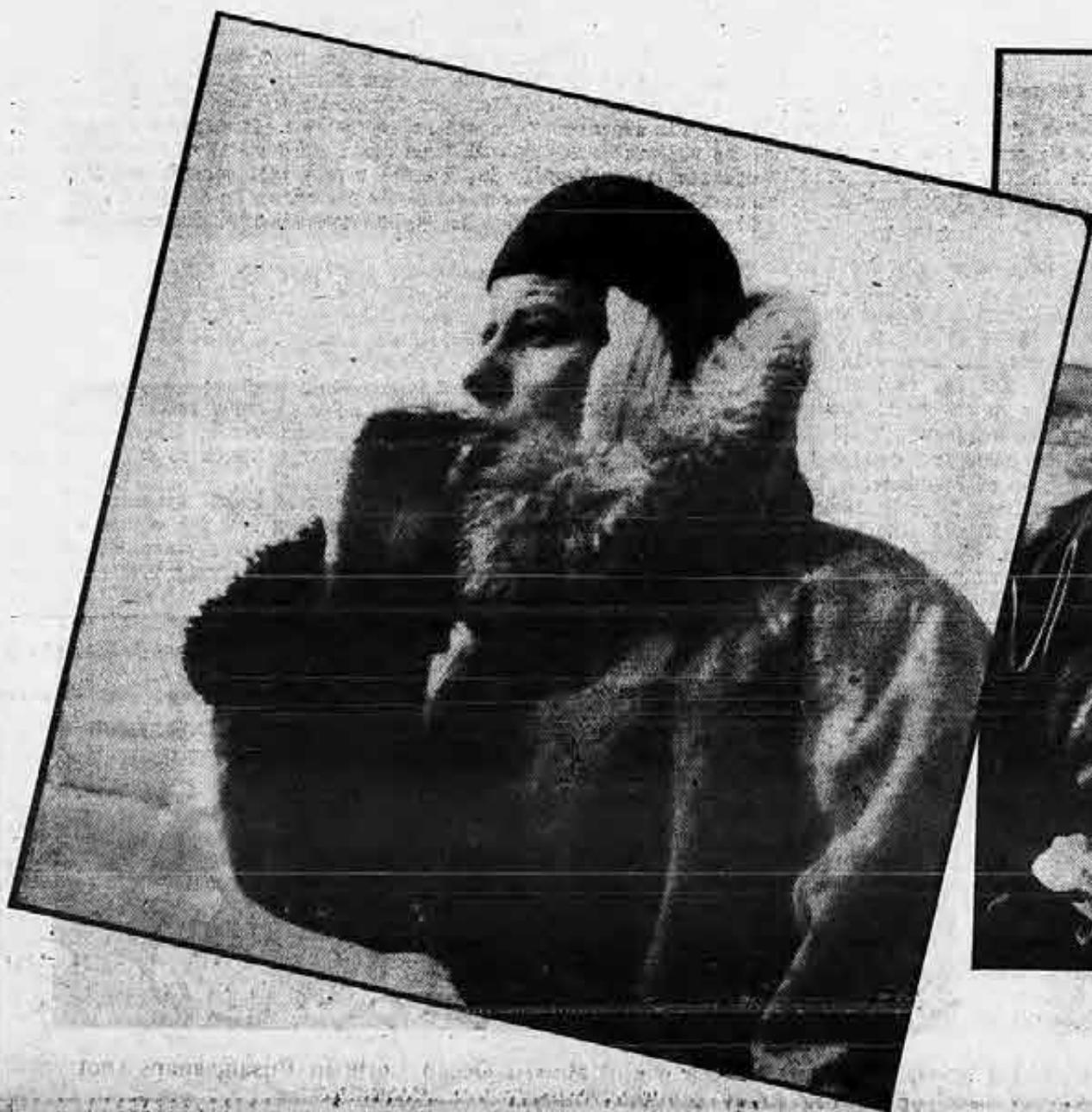


Bob Sipsey and unidentified Seafarer are seen chipping paint on deck of Lewis Emery Jr., above.

Off the W. A. Carruth, Seafarer Jakob Dietrich is seen relaxing in Yokohama Seamen's Club, above.

AB Dutch Jasper is bundled up against the cold aboard the Ocean Lotte on Korea-Japan shuttle, below.

Seafarer Evaristo Rosa, left, poses with native longshoreman during run to North Korea, just behind UN lines, below.



MARITIME

Although the volume of shipbuilding throughout the world declined slightly during the first three months of this year, 1,202 ships of 6,004,757 tons were in various stages of completion on March 31, Lloyds' Register of Shipping has reported. The report also shows 278 keels laid during this period and 250 ships completed and delivered to their owners. Great Britain and Northern Ireland, with 2,132,903 tons, continued to hold first place in building volume, while the US, with 586,511 tons, retained second place. Germany, with 559,562 tons, took third place, replacing Japan, which dropped to fifth place. The Netherlands was in fourth place and Italy in sixth.

The Suez Canal, linking the Mediterranean and Red Seas, set a new traffic record last year when 86,137,000 net register tons of shipping passed through it. The volume represented an increase of 4,300,000 tons over that of the previous peak year of 1950. US shipping through the canal, however, showed a decrease of almost 21 percent during the year, and this country dropped from fourth to fifth place in the canal's flag ratings. Britain was in first place; Norway, second; France, third, and Panama, fourth.

The Pan-Atlantic Steamship Corporation, a subsidiary of the Waterman Steamship Corporation, will begin weekly cargo-passenger service between Houston, Tex., and North Atlantic ports early in June with four vessels. On January 15 the Interstate Commerce Commission permitted the corporation to extend its general cargo service from New York, Philadelphia and Baltimore to Georgetown, Jacksonville, Miami, Tampa, New Orleans and Houston. It has scheduled its first sailing from here on June 3 and its first northbound sailing from Houston on June 11. All vessels have accommodations for 12 passengers and will transport cargoes in carload lots or less than carload lots of over 1,000 pounds.

The Alabama State Docks Board is working with civic and industrial officials in Mobile to increase the port's trade with Latin America. Last year Mobile handled more than three million tons of imports from that area, its best customer. The board feels, however, that there is a need for increased exports from Mobile and has combined its efforts with those of Mayor Charles A. Baumhauer and the Chamber of Commerce World Trade Committee. A survey of the trade to the port, according to the board, shows the need for more service to Cuba, Mexico and Central America, and a campaign to increase trade is being carried out by bringing additional consular officials to Mobile, entertaining visitors and advertising.

Japan is continuing her efforts to increase her merchant fleet to four million gross tons by 1957 so her vessels can carry 50 percent more of the nation's imports. The present construction program of the Japanese Ministry of Shipping calls for the building of 200,000 to 300,000 gross tons of shipping, including tankers, and the present emphasis will be laid upon cargo ships. . . The US Government is trying to sell the 34-year-old training ship American Sailor for scrap. The ship, which had been converted for training service in 1941, served the cadet corps of the Maine Maritime Academy until ruled unfit for duty.

In recognition of the Port of Boston's economic importance to all New England, Gov. Hugh Gregg of New Hampshire has designated this month "Port of Boston Month" and urged all businessmen in his state to "ship via Boston." In his proclamation, Gov. Gregg called Boston New England's major seaport and the foundation stone of its economy, and declared that "every resident of New Hampshire and New England is affected to some degree by this great port."

The freighter J. J. H. Brown was towed to safety after having ridden out a storm with a gaping hole in her bow. The ship, which rammed the Superior, Wis., breakwater after her steering gear failed, was held steady with anchors as 45-mile-an-hour winds buffeted her. After the storm subsided, tugs got lines aboard and pulled her to safety. . . The 7,177-ton Greek freighter Anstansios Pateras, listing badly, reached Tokyo after a near-disastrous fire in her hold. The fire ran through the ship for 12 hours before being extinguished. . . The Manchester Ship Canal in England was blocked by a 10-ton floating crane that sank after being rammed by an oil tanker. The crane's four crewmembers were rescued unhurt after they had been thrown into the water by the crash.

After many years, the Government finally decided not to charter any more Government ships to the two primary Alaska steamship lines—Coastwise Line and Alaska Steamship Company. The reason is that the Government does not want to be put in the position of competing with private enterprise, and takes the position that the two Alaskan lines should charter from private owners rather than from the Government.

SEAFARERS

in ACTION

New Seafarers aboard the Alamar (Calmar) got a thorough explanation of how the SIU of North America works from veteran Seafarer Thurston Lewis recently.

Lewis explained the structure of the International and how it provides for each district to be autonomous and have control over its own finances and own policies, while the various districts can still help each other out when the need arises.

On another occasion he discussed the organizing drive of the MCS-AFL and explained how this SIU affiliate is trying to oust the Communist-controlled National Union of Marine Cooks and Stewards off West Coast ships.

Lewis has been sailing with the SIU for over nine years now, having become a Union member in the port of New Orleans on January 31, 1944. He's 35 years old and a native of the inland state of Oklahoma. He sails on deck.

The crew of the Del Viento (Mississippi) has been bubbling over with good spirits and waistlines, thanks to the superior feeding they have been receiving. A good deal of the credit, the crew feels, should go to chief cook Humella Fluence who has been providing a variety of welcome dishes from day to day.

Fluence has been serving 'em up for Seafarers since August, 1942, when he joined the SIU in the port of Baltimore. He's a native of Louisiana, 39 years of age. He and his wife make their home in the port city of New Orleans.

Whenever there's a movie to be shown on the Seatrain New Jersey crewmembers can count on Seafarer Robert Lester to run the show for them. Lester keeps the reels spinning so that all hands can enjoy some entertainment in their leisure hours.

Lester recently completed his tenth year of membership in the SIU. He was born in Massachusetts in 1917 and still makes his home there. He joined the Union in the port of Boston on February 18, 1943.



Lewis



Fluence

• On the Job •

Steering Clear Of Electric Shocks

It is commonly believed that the higher the voltage in an electric circuit, the greater the danger of shock and injury. While partially true, it is not the complete answer to the problem of dealing safely with electric current. Injury from contact with live circuits results from a combination of both voltage and amperage. A low voltage circuit can do as much or more damage than one of higher voltage provided the amperage (rate of flow of current) is higher in the first instance.

Resistance Counts Too

In turn, the amperage depends upon the amount of resistance (ohmage) in the circuit. The greater the resistance, the smaller the flow of current, even though the voltage may be very high. Conversely a low voltage can be very dangerous in instances where there is little or no resistance to the flow of current.

The resistance of the human body to electricity is centered in the skin. It will vary from individual to individual, depending in part on the thickness and dryness of the skin. If the current has enough amperage to break through the outer skin barrier it meets with very little resistance internally.

It's estimated that the internal resistance of the body from arm to arm or arm to leg is about 500 ohms, while the resistance of dry outer skin will run up as high as 600,000 ohms. Heavy perspiration or salt water, both of which are excellent conductors of electricity, will drive the outer resistance down as low as 1,000 ohms. That's why we hear so often of people being killed because they threw a light switch or turned on a radio while standing in a bath. Ordinarily, the very small flow of current through the switch or radio knob is easily blocked off. But the combination of wet hands and feet in water creates a perfectly smooth circuit for the flow of current and a bad, or sometimes fatal shock can result.

So it is that on a ship a man with a thick, dry skin might brush against a 3,600-volt circuit, pull himself clear after feeling a jolt, but suffer no burn or other injury. Another man might be perspiring freely and be standing with his feet in water. He will touch a hot wire in a 100-volt lighting circuit and be electrocuted.

It's the Amps That Count

In the first case, the 3,600-volts met a resistance of 600,000 ohms. Since amperage is determined by dividing voltage by ohmage, the man with the dry skin had to contend with only .006 amperes (6 milliamperes). In the second example, 100 volts divided by 100 ohms gives us .100 amperes or 100 milliamperes, 15 times the amperage of the first example. The point made is that while an increase in voltage inevitably increases the amount of current, low voltage can be equally or more dangerous if low resistance is encountered. However, an additional danger encountered with high voltage is the possibility of arcing, where a spark will jump the air gap (which in itself has a certain resistance) and likewise burn through the skin and eliminate the surface resistance.

Tests have shown that it only takes about 9 milliamperes of 60 cycle AC and 62 milliamperes of DC to freeze a man to a hot lead. At this level, where the victim can't let go, there are no after-effects if he is released immediately. If the man is not released, severe injury and death can follow because with each second of exposure the body resistance decreases and the flow of current therefore increases. Persons surviving severe electric shocks usually recover fully, although they may be badly burned.

Breathing Nerves Paralyzed

Death from electric shock may come from three causes. Where more than 25 milliamperes of current have passed across the chest the victim finds it difficult or impossible to breathe and unless released in short order, he will be asphyxiated. If released immediately, the victim's breathing will begin again automatically. Where the amperage is considerably higher, the nerves that control breathing are paralyzed. They may remain so for periods up to several hours. Unless artificial respiration is applied immediately, the patient cannot survive.

Currents of 100 milliamperes of short duration passing through the chest upset the heartbeat and cause the heart to quiver spasmodically. Here too, artificial respiration may help get the heart back to normal. But where a strong shock like this is continued, heart failure inevitably results.

There is no way of telling immediately whether a victim of shock can be revived. The only thing to do is to apply respiration until a doctor can reach the patient or rigor mortis sets in. There have been cases where men have been revived after as much as eight hours of artificial respiration.

Since it takes only a small flow of current to kill a man under suitable conditions, any piece of equipment that will give a man a tingle to the touch is potentially dangerous. It's only when the voltage is as low as 12 volts AC, or 60 volts DC, that the danger of electrocution can be disregarded.

Burly

It's All Greek To Them

By Bernard Seaman





Seafarer Auge Jorgens, and his son, Darrow, are shown here with two of Jorgens' entries in the handicrafts section of the Second Annual SIU Art Contest, which will be judged today. Boy got dad's personally conducted tour of SIU facilities when the pair visited headquarters here recently.

SIU Art Exhibit Opens At Hq

(Continued from page 3)
 ture for the Brooklyn Museum.
 Another member of the panel of judges will be radio star Staats Cotsworth. An artist in his own right, Cotsworth was the star of radio's "Casey, Crime Photographer," and is now the star of radio's "Front Page Farrell." He has also appeared on the legitimate stage, and is well-known as a Shakespearean actor. Cotsworth recently had a one-man exhibit of his watercolors in the Hammer

Galleries in New York, has sold many of his paintings, and also is noted as an artistic photographer. Many of the Seafarers who had their works displayed in the last Seafarers Art Contest have again submitted some of their works, but the 1953 contest has been marked by the entry of many Seafarers who have not before displayed their works. The number of entries submitted this year is far larger than the number that was displayed at the last contest.

The contest, as in the past, is divided into four categories: oils, watercolors, drawings and handicraft. Unlike last year, however, when oils topped the list, the interest this year has been in the handicrafts division, with a total of 64 entries submitted. There will be three winners picked in each of the divisions, and all the winners will receive the handsome SIU rings as their awards.

In addition, many of the Seafarer-artists have indicated that they are willing to sell their entries and have included the prices they want.

Congress Hearings Open On Proposals For Shipping Aid

(Continued from page 3)
 the desirable size of a US merchant fleet and the amount of assistance needed.
 The Senator pointed out that the present privately-owned and reserve fleet was built during World War II and will be completely obsolete in another ten years.
 Industry representatives are at odds on the tramp shipping and wage subsidy proposals. The National Federation of American Shipping, representing mostly sub-

sidized operators, has opposed all plans which would do away with the essential trade route concept in assigning subsidies.

Gov't Wage Powers
 The current wage subsidy plan would give the Government power to fix a wage subsidy that would take into consideration shoreside earnings in comparable jobs. These subsidies would apply to domestic as well as off-shore ship operations.

The plan came under fire from the subsidized operators as doing away with regular and necessary operations over prescribed trade routes on a year round basis and as scrapping the whole basis of the 1936 Act. They argued that the proposal would permit operators to shift from trade route to trade route without a guarantee of a specified number of sailings on essential routes.

SIU headquarters are now studying the various proposals before Congress to determine how they will affect the rank and file crew-member, and what action, if any should be taken on them.

Agents Meet To Map SIU '53 Program

(Continued from page 2)
 ting up a central educational program for Seafarers at SIU headquarters to handle the expanded program.

Welfare Progress
 The Union's Welfare Plan was also studied and the agents reviewed the great progress made by the plan during the past year, including the addition of the \$200 maternity benefit, the \$25-per-week disability benefit, and the four \$1,500 college scholarships offered each year. These resulted from programs that were drafted by last year's agents' conference. Future programs for the Welfare Plan and the Vacation Plan were among the other topics on the agenda.

Shipping problems and the need for stability in the maritime industry were also studied.

Paul Hall, SIU secretary-treasurer, said, "Since our last agents' conference, the SIU has made a considerable amount of progress, particularly in improving conditions and increasing benefits for the membership. The agents' meeting is concerned with further extension of these gains as well as the broader problems of the industry in general as they affect our people."

Attending the conference were all headquarters officials, plus the agents of the following ports: James Sheehan, Boston; A. S. Cardullo, Philadelphia; Earl Sheppard, Baltimore; Ben Rees, Norfolk; E. B. Tilley, Savannah; Ray White, Tampa; Cal Tanner, Mobile; Lindsey Williams, New Orleans; Keith Alsop, Galveston; and Marty Brethhoff, West Coast Representative.

CIO, Shipyards Open Pay Talks

CIO shipyard workers are negotiating with 11 East Coast shipyards for wage increases. Approximately 40,000 workers are covered by the East Coast agreement which runs out on June 23, 1953.

Shipyards involved in the wage talks are eight owned by Bethlehem Steel in New York, Boston and Baltimore, two Todd Shipyards plants in New York and the Maryland Dry Docks Company of Baltimore.

Mortgage Rate Up On Houses

Rising interest rates on borrowed money hit home buyers last week as Federal agencies that guarantee home loans announced one-half percent increases on mortgages.

Both the Veterans Administration and the Federal Housing Administration boosted the rate on GI and FHA-type loans from a minimum of four to four and one-half percent. Home building mortgages of other types are now calling for five percent or better. The move is part of a general increase in interest rates and credit-tightening procedures sponsored by the Government.

Baltimore Bldg. Called Pacesetter For Unions

(Continued from page 2)
 they visited SIU headquarters during the course of the American Federation of Labor convention last fall. They were among several hundred delegates who were guests of the SIU at the time, and who were taken on a tour of the

building. All of them were agreed that the SIU's shoreside facilities were a big forward step in housing union offices.

Interest is running equally high, if not higher, among Seafarers in the port. In between the hourly job calls on Gay Street the men can be found clustered on the sidewalk outside the new building a few blocks away as unofficial construction supervisors.

Fall Target Date

Work on the new Baltimore building got under way just a few weeks ago with selection and approval of various contractors for the job. The contractors are hopeful of finishing all alterations within six months of the starting date. At the outside, the building should be ready at year's-end.

Plans for the four-story building, formerly a Jewish community center, call for installation of a cafeteria, large cafe, Sea Chest branch, barber shop, shoeshine parlor, baggage and laundry drop, a modern shipping hall and auditorium, billiard room, TV room, library and rooftop recreation deck, as well as the necessary Union offices. The building will be fully air-conditioned throughout and will provide off-the-street parking facilities for Seafarers and visitors.

Sign Name On LOG Letters

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

In A Sea Of Tulips



Standing in the midst of a sea of tulips, trademark of the Netherlands, left to right are: Aycock, stwd; J. Parker, AB; J. Creppon, bosun, and M. Morines, AB, off the Simmons Victory.

AFL Insurance Agents Convene

The first convention of the two-year old Insurance Agents International Union (AFL) will open in Atlantic City on Monday. The IAIU, newest AFL international, conducted the longest white-collar strike in history. 81 days, against the Prudential Insurance Company during the winter of 1951-52.

During the strike the SIU twice voted cash donations to the agents, and assisted them in the conduct of the walkout.

The IAIU presently represents 20,000 insurance agents, most of whom are employed at Prudential.

SEAFARERS BUY THEIR GEAR AT THEIR OWN SEA CHEST AT THE SIU HALL - NEW YORK

Claiborne's Rescue Of 28 Seamen Was 'A Night To Be Remembered'

Heads-up action by the crew and officers of the Claiborne during her last trip to France, and an all-night vigil in a stormy sea, resulted in the rescue of 28 men who had been adrift on the sinking stern section of a Liberian tanker that had been ripped in half by an explosion.

Both Augie Lazzaro, AB, and Charles Cothran, ship's delegate, reported the rescue to the LOG, and both agreed that it was "something always to be remembered," and that, "a great deal of credit is due to Captain Myrdahl for the great way he handled the ship all through the trip."

The news story of the Claiborne's rescue in mid-Atlantic appeared in the March 20, 1953, issue of the SEAFARERS LOG. However, the Claiborne has just returned to the US, and the crew has now been able to supply the details of the rescue.

The whole story started on March 10, when the Claiborne was three days out of New York, bound for Cherbourg, and in the middle of a bad storm. The ship was doing about four knots, just riding out the blow, when a red distress flare was sighted in the snow-filled sky. Lazzaro, on lookout, and Paul McDaniel, OS on the wheel, both spotted the flare.

Half A Tanker

As the Claiborne got closer, they saw that it was the stern half of a tanker. The bow section was nowhere in sight. The seas were too heavy to launch a boat, so the Claiborne radioed about her find, moved in to shield the wreck from the storm, and then stood by all through the night. "Both ships," say Lazzaro and Cothran, "were taking a beating from the seas and from a 75-mile-an-hour gale, but we kept our lights on her and stood by."

By the next morning, the sea had quieted down, and a Coast Guard seaplane arrived at the site. It was still too rough for the plane to land, so it circled and then left again. The Claiborne got ready to launch a boat, but before the boat could be swung out, one of the boats from the wreck appeared from behind the far side and started for the Claiborne.

The crew on the Claiborne quickly rigged ladders and got a line to the boat, and then helped the 10 men aboard. They made the boat fast, leaving the survivors' gear in it, and then moved in to meet a second boat that was being launched from the wreck. "Two of the men on the wreck stayed aboard and lowered the boat with their shipmates," according to Lazzaro, "and then jumped over the side and were picked up by the boat."

Second Boat

As soon as the second boatload of 18 men was aboard the Claiborne, the two boats had to be cut



This shot, from the bridge of the Claiborne, shows the first boatload of survivors from the Angy grabbing the lines as they come alongside the Claiborne. Augie Lazzaro submitted it.

loose, since the wind and the drag they created was forcing the Claiborne into the wreck. "Once they were aboard," say the Seafarers, "they told us a tale of horror about being afloat on that wreck for 41 hours before we picked them up."

The tanker was the Liberian-Flag SS Angy, built in Germany in 1937. She had loaded crude oil in the Persian Gulf and was on her way to Philadelphia when she hit the storm. She kept pushing toward Philly, and at 3:20 PM on March 9, an explosion rocked the ship. It happened just aft of the midshiphouse, and cracked the ship almost in half. The port side plates held just long enough for the bow section to swing around next to the stern section, and then it broke loose. The storm was still beating the ship.

The captain and his wife, three deck officers, the radio operator, and three seamen were on the bow section when it started to drift away. A second explosion then ripped the midship house apart,

and set fire to spilled oil on the sea. The fire engulfed the stern section, but the storm put out the flames.

Boat Smashed

The men tried to launch a boat, but the sea smashed the boat and washed one man over the side. Then they held a conference, and decided to use whatever wood was aboard to start one of the boilers going and use the pumps, since the watertight doors were leaking and they were taking water. They got the pumps going, and rigged a red light on the flagstaff.

By this time, they were far out of the regular shipping lanes. The radio shack had gone with the bow section, and the storm was still tossing them around and pounding the wreck. They waited aboard the wreck for 26 hours while the storm howled around them, and then they spotted the lights of the Claiborne. That's when they fired the flares. But even after they saw the Claiborne come nearby, they still had to wait on that wreck for another 15 hours before they were able to launch a boat and get to safety.

Special Meeting

"We held a special meeting on the Claiborne," say Cothran and Lazzaro, "and every man aboard, from the captain right on down, chipped in and bought the survivors plenty of cigarettes and clean clothes. Luckily, we were not carrying any passengers, so those quarters were available, and some of the other survivors bunked in with the crew."

"During the trip to Cherbourg, the crew made many friends among the survivors of the Angy. Most of them were Greek, and they were fine fellows."

But, one of the strangest things about the whole thing was, that as the survivors got aboard the Claiborne, Lazzaro recognized two of the German survivors as seamen he had met in Germany on previous trips, and who were old friends.



Some of the survivors of the Angy look happy for the cameraman upon their arrival in Cherbourg in this picture submitted by Charles Cothran, ship's delegate of the Claiborne.

Did You Know . . .

That the Danish flag is the oldest unchanged national flag in existence? The flag of Denmark, consisting of a large cross on a red field, has been the same since the 13th century.

That one of the guarantees written right into the SIU constitution to protect those brought up on charges states that "no trial shall be conducted unless all the accusers are present?" This protection laid down in the Union constitution safeguards the right of the accused to cross-examine his accuser(s) and any witnesses against him.

That illegal peddlers of whiskey get the name "bootlegger" from actually carrying the booze in their boots? In order to escape Federal prosecution after the Government clamped down on the whiskey trade with the Indians, the peddlers got by inspection by hiding the booze in their boots.

That on SIU ships draws have to be granted every five days upon request while a vessel is in port? SIU contracts also specify that the advances have to be made available to the crew not later than 4 PM in

order not to interfere with possible shore leave. Saturdays, Sundays and holidays are not counted in the five days.

That the brightest star that we see in the sky is the dog star, Sirius? This star shines as an ornament in the collar of Canis Major, the constellation known as the Big Dog. It is 27 times as bright as the sun and has a temperature of almost 20,000 degrees Fahrenheit.

That you can be sure you'll hold onto that big SIU payoff a lot easier by obtaining travelers' checks right at the payoff? This is the latest new service of the Union-owned and operated Sea Chest, enabling Seafarers to obtain travelers' checks while still on the ship from the SIU patrolman or Sea Chest representative.

That the ancient Chinese used two different measures for a mile, one for going uphill and one for downhill. Eventually, since all these measures varied with each person and were far from exact, standard measurements were invented.

Transfer At Sea And Crew's Prayers Were All In Vain

The hardest part about having a shipmate get seriously sick while at sea is the time you spend waiting for help to arrive, and it's even worse when all the efforts are in vain.

That's the way it hit crew of the Seavigil while she was enroute from the Panama Canal to San Pedro, according to William "Wild Bill" Milner: While off the Mexican coast, Seafarer Donald P. Gellinas was suddenly taken ill.

"While the captain and chief mate stayed at his bedside in the ship's hospital," says Bill, "the radio operator sent out an emergency call for help and the crew stayed up, just hoping and praying. We watched all through the dark night, and then breathed a sigh of relief as the sun came up and we spotted a small dot on the horizon. The dot grew into a large seaplane as it came closer, and then swooped down and glided in off our port bow."

"All hands moved quickly and

carefully as the stricken man was brought up from the ship's hospital and gently placed into one of our boats. Then the crew carefully lowered the boat, and the boat crew got him over to the plane in record time. Within a few minutes, the plane took off and he was on his way to the hospital. The entire crew was watching and wishing him well as the plane left.

All Aid Possible

"We had done everything that was possible for him, and the men went back to their jobs, still thinking about their stricken shipmate aboard the plane. We heard the next day that our shipmate had died shortly after he had arrived at the hospital.

"As his former shipmates, we all extend our sympathies to his family. We would like them to know that Donald Gellinas was a good shipmate, and we would also like them to know that everything possible was done to try to save his life."



Gellinas

LOG-A-RHYTHM:

Shipmates With Conscience

By Thurston J. Lewis

Must Conscience bind his host in bonds of fear
Denying each drive to build, to plan, to buy?
Is he the Master or only the Mate to try
To hold the course I set from year to year?

The cargo is in my hands; it's my career.
If Conscience sets the pace what do I
But take the bridge and log each loss and sigh
At lost command in every homeward pier?

His duty is clear-cut and concise—
To steer me free of rock and reef and ice,
Though I sign for every ton of freight
Let him not forget that he signed on as Mate.

We'll shoot the sun
And measure the stars that shine,
But Conscience will stand his watch
And I'll stand mine!

The FOC'SLE PHOTOGRAPHER

By SEAFARERS LOG Photo Editor

With more and more daylight in this part of the world, we'll be having more "photography weather." Possibly you are considering the purchase of a camera but are flabbergasted by the dozens of sizes, shapes, and prices. Here, in brief, is a description of the various types of cameras available, their pros and cons.

35mm—The 35mm job is fitted with a fast lens, is small in size and has low film cost—the mighty midget of the camera kingdom. Normal film load is 36 exposures, but there are 20 exposure cartridges also. Short focal length lens (normally 50mm) gives great depth of field. Some of the cameras are compact enough to slip into a pocket, but most are carried in everready cases, handy for fast shooting. Working at eye-level, they see what the eye sees. Their wide-lens apertures make them tops for available-light photography. Disadvantages are: enlargements are usually necessary; retouching of film impractical; meticulous darkroom care is needed, and they are inconvenient for few-at-a-time shooting.

Single-Lens Reflex—These are the only cameras that let you see the exact picture you will get before you snap the shutter. This is because they avoid even the slightest parallax (discrepancy of field between view-finder and taking lens). The image you see in the ground glass is projected by the taking lens itself upon a mirror which flips out of the way an instant before the exposure. Interchangeability of lenses in most models makes them adaptable to varied photographic problems. Cameras of this type are preferred by many newsmen for telephoto sports work. Their size and weight vary widely, according to film size. Their disadvantages are: no distortion corrections possible; difficult focusing in weak light; you do not have a view of the scene at the instant of exposure.

Twin-Lens Reflex — Combining direct groundglass focusing with ability to see the subject at the instant of exposure, make these cameras very popular. Contact prints from the 2 1/4 square negatives are large enough for inspection. These cameras are extremely versatile, but lack refinements like interchangeable lenses (with one exception) and distortion correction. There is a parallax problem, most pronounced at close distances. Film is of the commonest size, available everywhere in a wide variety of emulsions. For some models there are 35mm adaptor backs available. Waist level viewing makes low-level shots easier. Some users feel that groundglass viewing gives a truer idea of the finished print. The minus for this type are: parallax at close distances; no interchangeability of lenses; focusing difficulty in weak light and the depth of field cannot be observed directly.

Folding Roll-Film—In the tourist's luggage, in the coat pocket, in the picnic basket or the seaman's bag, there's likely to be a camera of this popular type. The typical folding camera is light and compact, and designed for ease and speed of operation. Most popular are the 2 1/2 x 3 1/4 size, many of which offer a choice of 8, 12 or 16 pictures to a roll. Contact prints are large enough for viewing and for use in the SEAFARERS LOG. In general, lenses are not interchangeable, and slip-on lenses are required for close-ups. The better models are equipped with excellent lenses.

Press and View—Workhorses of the professional photographer, both in and out of the studio, these cameras have maximum versatility and adaptability to the whole range of photographic work. They are the only camera with full distortion correction, and all have interchangeable lenses. Negatives are large, easily handled in the darkroom and easy to retouch. Film cost may be discouraging to the non-professional; a single sheet of 4x5 costs about 10c and color about \$1. The size and bulk of these cameras make them a burden to carry, and larger ones can be used only on a tripod. The press type is the preferred camera of most news photographers. Before you rush out to get one consider: that the film is costly; they are bulky and are heavy; operation is rather slow and that film holders are necessary. Film packs are handier but cost more.

Seafarers who have any questions about cameras, lenses, other equipment or problems of picture taking and photo-finishing are invited to send their queries into the SEAFARERS LOG. Address your questions to the Photo Editor, c/o the LOG at Union Headquarters, 675 4th Avenue, Brooklyn 32, NY. He can give you reliable information on the subject including advice about desirable prices to pay for various types of foreign-made cameras and equipment in the home countries involved.

Sailor Rags Outsmarts Himself

By E. Reyes



Should Measure Food By Waistlines

Big waistlines and small food allowances don't go together, according to Duke "Red" Hall, chief steward aboard the Del Viento (Mississippi), and at the same time, hungry ships don't have happy crews.

The crew of the Del Viento is happy, Red says, and it also has a whole crop of bulging waistlines. "In fact," says Red, "the only beef is that the company has some sort of silly idea that a ship should only use seven and a half pounds of food per day per man. I'm too busy feeding the men, and feeding them well, to weigh all the food before I serve it, and the crew is happy but the company raises hell when we go over the weight allowance."



Hall

"When you see the huge waistlines aboard here, and the great big stomachs that they contain, you know that I couldn't feed them with only seven and a half pounds a day. Most of the men on this tub have stomachs so big that it takes plenty of food to fill them at every meal."

For instance, Red says, "Ed

Delaney has put on so much weight that it's hard to tell whether he's walking or rolling. Weldon "Smitty" Smith, the bosun, put his whole gang to work painting this tub up like a yacht. He figured the work would knock down the waistlines, but the waistlines had too much of a headstart and the work just gave these guys bigger appetites."

"No Hungry Crew"

"I can't feed these guys on seven and a half pounds a day," says Red, "and I figure that I'll just have to order 120 days' supplies for a 70-day trip, and work things out that way. I'm not going to have a hungry crew and I'm sure the Union will back me up on that."

Red contributes some of this "operation big waist" to the fact that he's got "some of the best cooks in the business." Among them are Humella Fluence, chief cook, and Freddie Baptiste, night cook and baker.

In fact, Red says, most of the well-fed boys on the Del Viento are talking about signing on for the next trip.

"It might be a good idea," Red adds, "for the Union to make its own survey and compare its figures (pounds, not waistlines) with the company's. You have to consider the appetites of the men on the ship. Every man doesn't eat the same amount."

Quiz Corner

- (1) Lake Superior is the largest of the Great Lakes. Which lake is next largest: (a) Lake Michigan, (b) Lake Huron, (c) Lake Ontario.
- (2) A farmer came to a blacksmith with five sections of chain, each made of three links, and asked to have them made into one continuous chain. The blacksmith told him he charged one cent to cut a link and one cent to weld a link, so that the charge would be eight cents. "No," said the farmer, "I figure the charge will be only six cents." The farmer was right. How did he figure it out?
- (3) What is the only national holiday in the US recognized by Congressional action? Is it July 4, Washington's Birthday, Thanksgiving Day or Labor Day?
- (4) Which is the longest bone in the body: (a) arm, (b) leg, (c) thigh?
- (5) How many movements of Schubert's Unfinished Symphony were completed: (a) one, (b) two, (c) three?
- (6) A vehicle drawn by two pairs of horses, and a necktie, have the same name. What is it?
- (7) Cultivated flowers fall into three groups. Two of these are annuals and perennials. What is the third?
- (8) Which US President served two terms without succeeding himself?
- (9) The name of what sport if translated literally means the "gentle art"?
- (10) Seven times a number plus one-third the number equals six times the number plus eight. What is the number?

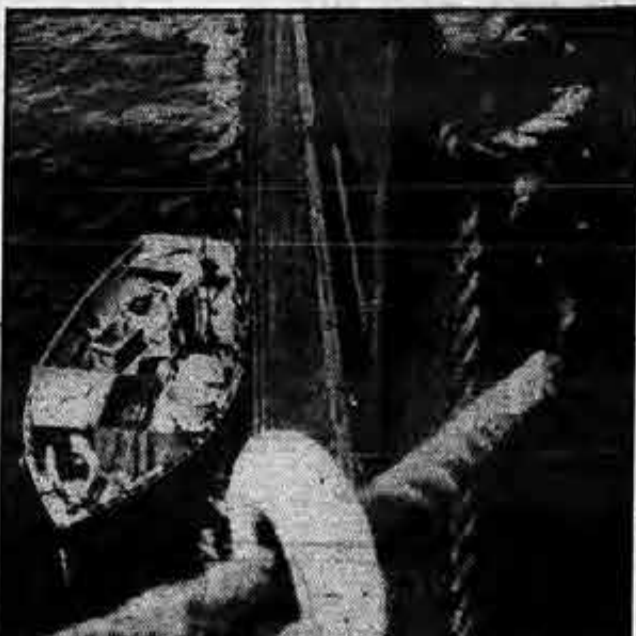
(Quiz Answers on Page 25)

The Cecil N. Bean Has A New Mascot



At left, J. Lefko, bosun, holds Moji, the new mascot of the crew of the Cecil N. Bean (Dry-Trans). At right, W. W. Filipponi, deck engineer, gets into the picture with Moji. In the center, young little Moji just looks at the camera with a curious expression and all alone.

Azalea City's Crew Takes Time To Pick Up 2 Stranded Fishermen



At left, two fishermen, adrift for eight hours in waters off Jacksonville, Fla., wait for help. The engine of their small craft conked out, leaving them stranded, without emergency equipment. At right, boat is brought alongside the Azalea City, which came to the rescue, and the men prepare to be hauled aboard.

There's always something, it seems, to keep a Seafarer's life from getting dull, and if it isn't some mate giving somebody a bad time, then maybe it's a couple of landlubbers venturing out to where they've got no business to be and making it rough for themselves and everybody else.

Take the crewmen of the SIU-manned Azalea City (Waterman) for instance. There they were, with everybody going about his business as the ship made its way along, off the Florida coast, when suddenly, several miles south of Jacksonville, they spotted two fishermen adrift in a small boat.

As a result, the men had to pause in their usual duties, pull their ship off its course, and spend time hauling in the two hapless drifters.

No Emergency Equipment

What happened, it developed later, was that the two men, unfamiliar with boats and with the ways of the sea, had started off for a day's fishing in a small motorboat that carried neither sails, oars, or other emergency equipment.

But what started out as a pleasant day's excursion soon turned into a harrowing experience, and also a tolling lesson in safety. Several miles off Jacksonville, the motor of the little boat conked out, and the two men, knowing nothing

about motors, were unable to repair it.

Also, having no means for propelling themselves to safety, or of communicating with the shore or other ships, the two soon found themselves drifting helplessly, and for more than eight hours after that they continued to drift.

Then, just as things were beginning to look mighty black, and the two were giving up hope of getting back to the wives and kids, the Azalea City hove in sight.

Red Flag Run Up

Somehow, the men on the little boat managed to get a red flag run up, and then, with the help of frantic waving and shouting, got the at-

tention of the Azalea City's men, and they promptly started rescue operations. The Azalea City was pulled closer to the drifting boat, and after several fruitless attempts, and what crewmembers describe as "quite a bit of excitement," they got a line to the men and drew their boat alongside.

When they were finally hoisted aboard the Azalea City, the two men were unhurt, but shaken by their experience and obviously sadder but wiser for it. "Never again," said one of them. "From now on I think I'll stick to fishing in my back yard pond, and leave the ocean to those who know how to get along on it."

Customs In Foreign Lands Bring On Amusing Events

Different countries, says Seafarer M. C. Kleiber, have different customs, and while some of them are interesting and others are romantic, there are a few that can be pretty embarrassing at times.

Kleiber reports that when the General Patton (National Waterways) pulled into Yokohama, there were many things that the crew had to learn about Japan.

"But," says he, "the biggest laugh of the whole trip came up when Pat Pierce found out the disadvantages of the Japanese custom of leaving your shoes outside the door when you



Kleiber

go into a house." Pat, reports Kleiber, was going his merry way and following the local custom when he had his trouble. "He left his big 12 and a half brogans outside the door when he went into this Japanese home. The only trouble was, that when he came out again, his shoes were gone. Everybody got a big laugh out of the deal, and Pat is still trying to figure out where he can find a Japanese with big feet."

Another laugh came, says Kleiber, when Ed Yates ran into a couple of those little girl-sans. On top of the language trouble, says Kleiber, the two girl-sans were deaf-mutes—but Ed didn't know this for a while. "Watching Ed make conversation with those two girl-sans," says Kleiber, "was like watching a Balinese dance team."

The SPORTS LINE

By Spike Marlin

Recent reports have it that horse-racing, the sport of kings, oil millionaires and bank tellers, has surpassed baseball as the number one gate attraction. The fans are pouring out to see both the sulkie haulers and the strong, young horses who carry riders around on their backs. Rain or shine, the stands are filled and long lines crowd the betting windows with gobs of finance company money.

Of course, horses being dumb as they are, run in all kinds of weather. They don't have the sense to stay in out of the rain. On the other hand, baseball players scurry for shelter at the first sprinkle. The dewy, unpleasant spring has put quite a crimp in attendance.

This isn't the only cause of baseball's trouble. A lot of other explanations have been offered, including the usual whipping boy, television. Actually the major cause of disinterest appears to be pure and simple lack of exciting talent.

All Gentlemen Now

Thanks to two wars, the draft, and vastly-improved economic conditions down on the farm, there are just a handful of really-outstanding ballplayers around. What's more, with ballplayers all becoming polished gentlemen of the world who wear ties and jackets, there aren't many colorful characters around for comic relief.

The gentlemanly polish has practically eliminated the feudin' and fussin' between teams that was once an old baseball standby. Outside of the Dodger-Giant rivalry, few of the traditional enmities survive.

In pre-World War II days there were plenty of highly-talented, highly-colorful performers who drew crowds in droves. The fans came out to see Ott, Hubbell, Dean, Medwick, Feller, the Waner Brothers, Gehrig, DiMaggio, Williams, Foxx, Greenberg, Appling, Grove and the like. Even the poorer teams had at least one outstanding performer.

More Walks

Baseball men themselves are the first to admit that they can't match the kind of talent that abounded in the majors 15 years ago. The statistics bear them out what with far fewer 300 hitters, more bases on balls and longer, sloppier, games. The pitcher who finishes most of the games he starts has become a pretty rare animal.

It was expected in 1946 and 1947 that the lack of talent was a temporary situation that would be remedied in time. Right now though, it looks like a chronic complaint. That's why the "help wanted" ads are out for good ballplayers. The fans won't come to see any other kind, even though it's lots cheaper than watching the horses run.

Chummy With A Cobra



Seafarers Powers (left), wiper, and Peplone (right), AB, off the Steel Scientist, get in close to a snake charmer with a large cobra around his neck while in Calcutta. Blackie Bankston took the shot.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief steward Louis Guellnitz' recipe for a fine meal of Wienerschnitzel a la Holstein, with asparagus or broccoli with Hollandaise Sauce.

Chief steward Louis Guellnitz, who just got off the Puerto Rico, has been sailing for the past 40 years. He's been sailing SIU since 1941, and has built up a storehouse of fine recipes and wonderful dishes. For this meal, says Louis, the cook has to time everything carefully, so all the ingredients are finished at the same time.

For a crew of about 40, take 40 pounds of veal cutlets or veal steaks. Make a dip wash from ten eggs, a quart of milk, a touch of nutmeg, and salt and pepper to taste. Put two scoops of flour or cornmeal. Dip each of the cutlets in the wash and then into the flour. Put vegetable oil in a pan, enough to just cover the cutlets, and heat until sizzling. Then add the cutlets. Fry until well done. Drain off some of the oil by putting cutlets on dry paper before serving.

You also need a tomato sauce. Cover the bottom of a pan with vegetable oil. Add four onions, one pimento and one green pepper, all chopped fine. Add one can of whole tomatoes, one can of tomato puree, a sprinkle of saffron, one tablespoon of sugar, two tablespoons of pepper, two tablespoons of salt and a dash of Worcestershire sauce. Mix well, cook over a low flame for an hour and a half and then strain.

You also need fried eggs. Fry one egg, sunny side up, for each cutlet you have. One fried egg goes on top of each finished cutlet. A tablespoon of the strained tomato sauce goes over the egg.

For the asparagus or broccoli, make Hollandaise sauce. Put one pint of mayonnaise into the top of a hot double boiler. Add a pint of milk, juice of two lemons, salt and pepper to taste. Cook over slow flame for 10 minutes, stirring constantly. Add over the vegetable.

Then meal is then ready to serve. For best effect, serve the Wienerschnitzel a la Holstein on one plate. The asparagus or broccoli with the Hollandaise Sauce is served in a side dish.

Seafarer Sam Says

IMMIGRATION PROBLEM?



FOR INFORMATION AND ASSISTANCE WITH YOUR IMMIGRATION PROBLEM GET IN TOUCH WITH THE SIU WELFARE SERVICES REPRESENTATIVE IN YOUR PORT OR WRITE TO SIU HEADQUARTERS.

Free Press Vital In A Democracy

To the Editor:
As a retired SIU bookmember I never fail to look forward to the next fine issue of the LOG. Each issue seems to be a better one than the last.

The outstanding thing about the paper, in my opinion, is the way it reflects the thoughts and activities of the Union and its members. It shows democracy at its best. If every organization had a paper that created such a spirit of brotherhood and regular labor family relationships, there would be no threat of infiltration of anti-Americanism in our labor organizations. Fearless journalism stands as our first defense against danger to our country. It has since before the American colonies united to fight tyranny. Without papers such as the LOG, the labor movement could easily be crushed as it has been in many countries behind the iron curtain. But with our members well informed and interested in their Union, this can never happen here.

The SEAFARERS LOG is a paper we can be proud of and should support.

John Skavlem

Rooms Crowded In Crew Quarters

To the Editor:
I would like to suggest—and I think the membership will agree with me—that there be only two messmen to a fo'c'sle, with a larger room provided for three messmen; the chief cook should have quarters to himself.



Villabol

I believe the negotiating committee should start to work on this as soon as possible, and should plan for the eventual attainment of more space for the entire crew, with no more than two crewmembers to a fo'c'sle.

Do you have my name on the mailing list? Pedro Villabol
(Ed. note: We will be glad to add your name to our mailing list, if you send us your permanent address.)

SIU Blood Donors Thanked For Aid

To the Editor:
This is just a note of appreciation and thanks to the brother Seafarers who donated blood for my wife. Also, I want to thank Walter Siekmann, and the Union's Welfare Services Department, without whom, I feel sure I would not have been able to meet the obligations thrust upon me.

This is just another example of the outstanding cooperation existing between Union and members by the greatest maritime Union in the world—the SIU.

Edward W. Ketschke

Entertainer Glad Of Aid To AGVA

To the Editor:
I want to thank the members of your Union for their splendid cooperation and support which they gave to the American Guild of Variety Artists, AFL, and the American Federation of Musicians, AFL, during our recent labor trouble here in Philadelphia with the cafe owners.

I attended a special meeting here Thursday, April 2, at the Seafarers hall at 337 Market Street. Blackie Cardullo, your agent here, made a wonderful speech and pledged full support.

It has always been my contention that one is always paid back a hundred times for the little

LETTERS

He Enjoyed Bar On Beirut Stop

To the Editor:
Just a few lines to let you know that everything is fine aboard the Steel Surveyor. We just spent some time in Beirut, Lebanon, and had a very good time ashore there. Henry Bacon and myself stopped in at the Titanic Bar there in Lebanon, and found that it is a



Tony and Seafarers Dutchy Moore and Henry Bacon (left to right) relax in Tony's Beirut bar.

usual gathering place for Seafarers in that port. It is run by a man named Tony, and he's a real fine guy. He treated us very well all the while that we were in port, and did everything that he could to make us welcome and make sure that we had a good time.

I just wanted to write to tell everybody about Tony and his bar, and to tell my Union brothers that they can count on a good time and honest treatment at Tony's bar in Beirut.

Dutchy Moore

Meets Shipmates In Masan, Korea

To the Editor:
Although I am now in the Army in Korea, I'm an ex-SIU seaman, and sailed out of New Orleans when Bull Sheppard was agent. So, you can see how glad I was when I met a couple of SIU seamen from the Purplestar in Korea. Some of the men I met were Joseph Wiloszak, Jake Longfellow, Edward Will, William Bearig, Joseph Smith, John Kodges, Frank Holland, Ray Davis, Jimmy Davis, and Raymond J. Arsenruit.

The men of the Purplestar were the first crewmembers of a merchant ship to get shore leave in Masan. Incidentally, there is a small club here where the seamen can drink and have a good time. It is called the "Little Club."

You can also tell the boys that when an SIU ship comes to Masan I'll go aboard, hoping to meet someone I knew or sailed with. As the old saying goes, "It's a small world."

Pfc. Domingo E. Ruiz

John Paul Jones' Captain Is Tops

To the Editor:
All the crewmembers of the John Paul Jones want to tell all the Brothers that if they ever sail this ship they are going to sail with a square captain—his name is W. J. Atkinson. He will take special care of any problem that you bring to him and is always willing to help you.

Officers Good, Too

When we left New York this ship was a mess. If you saw her now you would never know her; she is a clean wagon and the food

is wonderful on account of the good stewards department. The cooperation of the captain is better than you could imagine and the licensed personnel under his guidance is wonderful. He is a young man, and most young captains abuse their authority, but he does not. We left Portland, Me., and stopped over in San Pedro for oil and stores, and were without mail and shore leave, which put a lot of strain on the men.

He always comes around to find out how everything is going, and is willing to help everybody, going out of his way to please. But don't misunderstand him—he lets you know that he is the master of the ship and will exercise his authority if he is forced to. But if you live up to the Union agreement, he will do his part. They don't come any better than Captain Atkinson.

We have been out more than 16 days with no shore leave and mail, and he has wired everybody but the President for the ship's mail. When we go home is anybody's guess, but when we get back, if you see the John Paul Jones on the board, throw in your card, because you are leaving with a good captain.

Crew of the John Paul Jones

Thanks SIU For New Union Book

To the Editor:
I just this week received my Union book in Philadelphia, and I want to thank you for helping me and the other Atlantic men who



Hodges

have received their books. We can all see that you are doing a good job here in Atlantic, and we believe that we would not have been able to bring this drive about so soon if it was not for the good Union that we have behind us.

As I live in Mobile, with my wife and three children, it has been difficult for me to stay here in Philadelphia without seeing my family, but my wife and I feel that the book I just received was worth that. I hope to be using my book in Mobile soon, but until we win Atlantic I will be out here, as I feel it is my job to stay and fulfill the job that my book was issued to me for.

Thanks again to all the membership for helping me get my book; words cannot express my feelings at being one of the members of the SIU.

Raymond Hodges

Crew Thinks Its Captain Is Tops

To the Editor:
Everything aboard the Santa Venetia is okay, and all the crewmembers would like to tell their SIU brothers of the wonderful crew we have aboard—from the bosun to the messman, they have all been on the ball.

If anyone wants to sail with a wonderful man, our skipper, Captain Brown is the one to get. He is one captain who will look at both sides of a beef. He has treated the crew wonderfully; our ship is in good shape and he keeps it that way.

We expect to reach port in about four more months, so stick around, Brothers, for a good ship. The crew sends its regards to all brothers.

Crew of Santa Venetia

Eat, Grow Fat On The Albion

To the Editor:
We here on the Albion are more than satisfied with the wonderful chow we've been getting, thanks to the steward, T. S. Sosa, chief cook Andy Reasko and baker Lam Ching. The specialty is stuffed cabbage "a la Europe" spiced with Slovenian sausage bought in Yugoslavia, thanks to steward Sosa.

The chow is so good the sailors have started a "fat men's club."

I hope the brothers on the beach are getting fat also, a la Rheingold style.

James Bercie

Single SIU Men Want Health Plan

To the Editor:
Several of the crewmembers of the Robin Wentley have been discussing whether it would be possible for the Union to set up some sort of health insurance, working on the principle of Blue Cross.

Although the men feel that any benefit of this sort should include all the members of the SIU, they feel this would give the single men a break, since they get no use out of the maternity benefit which is enjoyed by those men who become fathers.

Floyd G. McNair
Ship's Delegate

(Ed. note: The health plan you mention only pays some hospital expenses, with a definite time limit. Under the present set-up, Seafarers get unlimited free hospitalization and treatment from the USPHS. You also get \$15 per week from the Union Welfare Plan for as long as you're hospitalized. The Welfare Plan also pays \$25 per week to Seafarers who are disabled and no longer able to work, with no time limit on payments. What sort of plan did you have in mind?)

Crew Questions Overtime Matter

To the Editor:
We, the crewmembers of the Genevieve Peterkin, would like to have the following matter cleared up:

Is it right for the wipers to paint the engineers' room and for the deck department men to do without the overtime? Is this work wiper's or deckmen's?

Foreign Draw Problem

Also, with regards to draws in different places—the captain says that he has no US money on the ship. When we reach a port, we must wait for the agent to come out to the ship and then he has to go back to get the money—in foreign currency, never American. Sometimes we wait from three to four hours, on our time, even though we may be in port for only ten or twelve hours. In another instance, we reach port on a Saturday and only stay for twelve hours. The captain does not put out a draw again. But this is another country, and the other currency is no good here. What can be done?

Crewmembers of the Genevieve Peterkin.

(Ed. Note: According to the contract, wipers may be required to paint only the living quarters of the unlicensed members of the engine department. The painting of licensed engineers living quarters would come under deck department overtime. The contract committee has now reviewed this problem of foreign draws with the companies, and its report is in this issue on page 4.)

Sargasso Ships' Tomb No More

The Sargasso Sea — often pictured as a weed-choked graveyard for vessels unfortunate enough to wander within its grasp—has always been the subject of bizarre speculation by seamen.

The early sailors, because of their small vessels and the fact that the area is one of light winds and thus slow movement, viewed the Sargasso Sea as much more formidable than it really is.

Located in the central portion of the Atlantic Ocean, the area came close to causing a mutiny on Columbus' tiny vessels, when the crews claimed the brown floating alga was grasping the ships and holding them back.

Earlier accounts of the Sargasso Sea are open to speculation, although there is evidence to support the theory that the area was known long before the discovery of America. Even before the Christian era, the Phoenicians noted the fact that there was a sea "to the west of the Pillars of Hercules" and certain parts of this sea were said to be unnavigable because of the seaweed.

Columbus Warned

Another account says an unidentified Portuguese sailor warned Columbus that one of the biggest things to be overcome on a westward journey to India was the weeds. The note in Columbus' log, however, is the first factual report of the area.

Columbus noted that he encountered the Sargasso Weed for several days on his first westward journey, and on the return trip. It is believed the name probably was given it by the Portuguese, from the berries which are found on the weeds and closely resemble grapes, called sarga in Portuguese.

As sea knowledge advanced, however, the old theory that ships caught in the weed were slowly forced to the center of the sea and then disappeared was discounted. The Sea, as we came to know it better, became less and less terrifying.

A Major Rennell stated that "the waters of the Atlantic have a greater tendency toward the middle of the ocean than otherwise and this seems to indicate a reduced level forming a kind of hollow space or depressed surface."

Other Theories

Another theory concerning the reason for the Sargasso Sea states that it is "the vortex of an immense eddy or whirl formed by



Sargasso Sea, shown above, was long subject of superstitious fears, but weed-choked area holds no terrors for modern seafarers.

the inclination of the water to the westward caused by the influence of the trade winds and the Gulf Stream."

Still others maintain it is a raised surface, kept in position by the currents around it.

Much of our present-day knowledge of the Sargasso Sea was brought about by the Challenger Expedition in 1873. This expedition, made a detailed study of the area, and many reports were written about its findings.

O. Krummel, in 1891, wrote an account which was based on the log entries for a number of years of German ships which reported any movements of seaweed that they spotted.

From these logs, Krummel plotted the frequency of observations and the boundaries of the Sargasso Sea. He then subdivided it into more or less concentric regions showing various degrees of frequency of the floating weed.

Collected Samples

O. Wings, in 1923, and A. E. Parr, in 1939, both published re-

ports based upon actual samples collected by various research and merchant vessels. Parr also collected samples during cruises to Central American seas.

Actually, the area known as the Sargasso Sea is an oval area extending from about Latitude 25 degrees North to Latitude 40 degrees North, and from Longitude 40 degrees West to Longitude 73 degrees West. Of course, various patches of weed are found outside this area from time to time, but this is the main body. It is also known that the entire body shifts a few degrees north and south during fairly regular yearly cycles. The only land located in this area is the Bermuda Islands, at the Western end of the oval.

A check with the map will show the Sargasso Sea is the center of the oceanic circulation, and is an area which is marked by fairly weak and variable currents.

On the west and the north, it is bounded by the weak Florida Current and the Gulf Stream, both flowing northerly, and then eastward. On the east, the North African Current bounds the Sea, and on the south, the North Equatorial Current, flowing eastward, is the boundary.

All of these currents are comparatively weak. The winds in the area are also weak, and it is this combination which is believed to have started the stories about the Sargasso Sea stopping and holding any vessel that sailed within its limits.

While the temperature of the sea water is high in the area, the decrease in temperature with depth is very small as compared with other ocean areas. One explanation of this is the fact that the area is located in the lower latitudes, and this, coupled with the area's freedom from strong currents, permits the radiation of the sun's rays to maintain a high temperature.

Another thing that characterizes the Sargasso Sea is the relatively high salinity of the water. It has 36 to 37 parts salt per thousand, as compared with the usual 35 parts found in other sections.

The explanation advanced for this high salinity is a combination

of factors. Its location far from shore does away with the dilution caused by the flow of fresh water into the sea. And, as the temperature is high, conditions are favorable for the faster evaporation of the water, thus increasing the salt percentage in the water left.

Another striking characteristic of the Sargasso Sea is that the water is extremely transparent and clear. The entire area is a very deep, clear blue. Two of the reasons given for this transparency are that it is far enough away from shore to keep sediments from the earth from reaching it, and there is a very small content of plankton, the small microscopic plants and animals that abound in other parts of the sea.

The Sargassum, or "Gulf Weed" as it is known to many, was at first thought to be native to the Sargasso Sea. It is mostly a brown alga. More recent studies, however, have found that the plant does not grow in the spot.

Although most persons at first thought the weed grew on the bottom of the sea in that spot, and then, becoming detached, floated to the top, this theory has been discounted.

Recent studies showed that the weed grows along the coast, tears loose, and then floats to that area by way of the Florida Current and the Gulf Stream.

The plants are kept afloat by means of a natural air bladder, and grow vegetatively along the way, propagating by fragments although they do not grow any fruiting or blossoming parts.

These floating masses then form a characteristic environment as they float, and thus collect other small plants and small forms of animals as they make their journey from the coast to the Sargasso Sea.

The masses float in the form of small islands, or at least, that's the way they look as they float along the surface. They are loosely intertwined branches, and are not matted closely together. These islands vary from a few feet to several yards in diameter, and it is not unusual to find a large number of these "islands" floating

along together and forming a long chain on the surface.

The general color of the weed is a sort of olive green, with the younger branches being a brighter shade of dark green, and the dead branches taking on the dark brown color that is characteristic of most of the weed found in the Sargasso Sea itself.

There has been only one estimate made of the amount of weed contained in the area. One expedition towed nets for a set length of time, and through a measured area. The weed gathered in the nets was weighed, and on the basis of the findings, an estimate was made of the weight of the weed in the entire Sargasso Sea.

The estimate was that the Sargasso Sea contained about 20 million tons of weed.

One of the things that belies the "Sea of the Dead" title that was given to the Sargasso Sea is the marine life that is found there. The abundant weed gives protection to several kinds of marine life that cannot be found in the open sea.

For the most part, however, the fear of the Sargasso Sea that was within the breast of most old-time sailors has disappeared. The romantic and fearful descriptions of ships caught and decaying in the sea of weeds have gone the way of the sailing ship. They are still things to be talked about and remembered, but they are no longer accepted as fact.

Olde Photos Wanted by LOG

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

Come and get it!

THE HEARTY, WHOLESOME CHOW WE SERVE AT SUCH PUNY PRICES IS POSSIBLE ONLY BECAUSE WE ARE CONVINCED THAT THE SATISFACTION OF S.I.U. MEN IS OUR BIG GOAL!

AT THE NEW YORK HALL...

The Seafarers Canteen



Plenty Of Women In This Family



Seafarer Edward Robinson poses with his growing family, all girls, in his New York home. Mrs. Robinson holds the latest addition, Sharon Lee, whose birth brought a \$200 SIU maternity benefit plus a \$25 defense bond.

in the HOSPITALS

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

- | | | | |
|---|---|--|--|
| <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>James Akers
Eugene V. Hayden
Leslie M. Jackson
Wylie G. Jarvis
C. Joannou
Luis Lopez</p> | <p>H. D. Millner
S. E. Roundtree
Gerald G. Smith
Luby Wheeler
Horion C. Willis</p> | <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Carl E. Chandler
Dan J. Cherry
Albert W. Claude
William Costello
Jeff Davis
Anfrlo DeFilippie
Frank J. Galvin
Gorman T. Glaze
Nathan Gumbiner
Walter Hartmann
John McStravick
Thomas Oliver</p> | <p>John Pedross
G. W. Fritchett
Robert A. Rogers
Nathan Rubin
James A. Smith
Samuel J. Steele
Adolf Swenson
David F. Sykes
William Thompson
Edward H. Ward
John Wisloff</p> |
| <p>USPHS HOSPITAL SAN FRANCISCO, CAL.</p> <p>Richard H. Allen
Marcelo B. Belan
James R. Coltrill
Mike Dikum
James R. Dodson
David E. Edward
R. H. Norgren</p> | <p>Joseph H. Roberts
William H. Rogers
John Simon
Peter Smith
William J. Small
David Sorensen</p> | <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>Eugene O. Barris
Earle G. Boutelle
John A. Duffy
John J. Flaherty
Joseph Garello</p> | <p>A. Green
Tim McCarthy
R. N. Rogers
C. J. Storey
Donald S. White</p> |
| <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>R. Armstrong
Frank Baron
Leonard J. Cox
John J. Davies
Alfred Johansen</p> | <p>Tony J. Kismul
Harry C. Peeler
William W. Wells
Robert J. Wiseman</p> | <p>USPHS HOSPITAL GALVESTON, TEX.</p> <p>K. Abarons
S. Anderson
E. H. Burns
Alphan Fruge
Raymond Harris
E. C. Hill</p> | <p>George Howard
Charles Kogler
Carl F. Kumrow
John E. Markopole
W. L. Roberts
Robert L. Suaw</p> |
| <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>Isaac Antonio
H. Arlinghaus
B. Biliarova
James C. Blake
James H. Bowley
Edward Budney
Anthony Budvidas
Maurice Burnstine
T. Ghilinski
L. Demitriades
Chester Dunn
Jose G. Espinoza
C. Fachtenthal
C. Gallagher
Simon Goldstein
Joe Carl Griggs
Roger L. Hall
J. W. Hamilton
Adrian W. Jones</p> | <p>John W. Keenan
L. Kristiansen
Thomas J. Kustas
W. McCulston
Ralph McInturf
Herman Meijer
Alfred Mueller
L. G. Murphy
W. E. Pepper
Bart J. Power
Angel Romero
Kalle Ronkanen
William Ryan
Virgil Sandberg
C. B. Sawyer
T. Stevenson
Anders Thevik
John Fanoli</p> | <p>TOURO INFIRMARY NEW ORLEANS, LA.</p> <p>Philip Horowitz</p> | <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Warner W. Allred
James M. Hall
W. Middendorf</p> |
| <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY</p> <p>Victor Arevalo
Rupert A. Blake
Edmund C. Blosser
Wilson O. Carr
Walter Chalk
C. M. Davison
Emilio Delgado
Antonio M. Diaz
John J. Driscoll
Enrique Ferrer
Robert E. Gilbert
Bart E. Guranick
Peter Gvozdich</p> | <p>John B. Haas
Frederick Landry
James J. Lawlor
Harry F. McDonald
David McIlreath
Claude A. Markell
Vic Milazzo
Eugene T. Nelson
Pedro O. Peralto
G. E. Shumaker
Robert Sizemore
Henry E. Smith
Herbert R. Totten</p> | <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>Sidney Anderson
Alonso Bettis
P. Blackwell
S. Cope
E. Crawford
Rogelio Cruz
George W. Duncan
B. D. Foster
William Foyst
Patrick J. Green
K. Gunderson
A. Gunter
C. M. Hawkins
C. R. Hinkson
John Homen
Philip Horowitz
Buford Johnson
F. E. Kerfoot</p> | <p>Leo H. Lang
Pierre LeBlanc
Herbert J. Lee
Cyril Lowrey
Alvin G. Marphew
C. R. Nicholson
Charles Perez
Albert Rakocy
Tosie Samford
Luther C. Seidle
E. R. Smallwood
Walter S. Smith
Henry S. Sosa
Ralph F. Subat
P. A. Taurasi
T. R. Terrington
Robert Weeks</p> |
| <p>USPHS HOSPITAL SAN JUAN, PUERTO RICO</p> <p>Maurice Whale</p> | <p>BELLEVEUE HOSPITAL NEW YORK, NY</p> <p>Eddie T. Driggers</p> | <p>USPHS HOSPITAL SAN JUAN, PUERTO RICO</p> <p>Maurice Whale</p> | <p></p> |

RECENT ARRIVALS

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

Evaristo G. Aldahondo, born March 14, 1953. Parents, Mr. and Mrs. Evaristo Aldahondo, 98 Baltic Street, Brooklyn, NY.

Susan Mary Righetti, born March 14, 1953. Parents, Mr. and Mrs. Joseph Righetti, 10 Isaac Place, Norwalk, Conn.

Charles Antonio Vante, born January 30, 1953. Parents, Mr. and Mrs. Ivan Vante, Altona No. 85, Charlotte Amalie, St. Thomas, Virgin Islands, US.

Ronnie Lee Terry, born April 12, 1953. Parents, Mr. and Mrs. Charles L. Terry, 1908 Anunciation Street, New Orleans, La.

Jefferson Martin David Backrak, born March 15, 1953. Parents, Mr. and Mrs. Daniel D. Backrak, 13733-32nd Avenue Northeast, Seattle, Wash.

Jonl Nickolas Johnson, born April, 1953. Parents, Mr. and Mrs. Leon N. Johnson, 3820 Pennington Avenue, Baltimore 26, Md.

Freddie and Eddie Hudson, born March 5, 1953. Parents, Mr. and Mrs. Louise Hudson, 461 South Cedar Street, Mobile, Ala.

Sharon Lee Robinson, born April 29, 1953. Parents, Mr. and Mrs. Edward Robinson, 763 McDonough Street, Brooklyn, NY.

Arthur Post, born April 22, 1953. Parents, Mr. and Mrs. Robert A. Post, 106 Seventh Avenue, Brooklyn, NY.

Jose Raul Colon, born April 20, 1953. Parents, Mr. and Mrs. Antonio Colon, 51 Pelayo Street, Box 5173, Pta. Tierra, San Juan, Puerto Rico.

Steven Louis Ackerman, born April 19, 1953. Parents, Mr. and Mrs. Arnold Ackerman, 2077 Bryant Avenue, Bronx 60, NY.

Marilyn E. Thigpen, born April 26, 1953. Parents, Mr. and Mrs. Hillery J. Thigpen, Route No. 2, Box 311 E, Florence, SC.

Christopher Emory McNeil, born February 1, 1953. Parents, Mr. and Mrs. Robert T. McNeil, Route No. 1, Box 321, Wayzata, Minn.

Frances Lorraine Natale, born April 10, 1953. Parents, Mr. and Mrs. Francesco J. Natale, 42 Connecticut Avenue, Somerville, Mass.

Shirley Elaine Bosc, born January 29, 1953. Parents, Mr. and Mrs. John F. P. Bosc, St. Elmo, Ala.

James Herbert Landry, Jr., born February 19, 1953. Parents, Mr. and Mrs. James Herbert Landry, 109 Woodrow Street, Baton Rouge, La.

Mobile Can Boast About Twin Births

The port of Mobile gained an upper hand for the time being over its friendly rival, New Orleans when Seafarer Louie Hudson became the proud father of two potential sailormen, Eddie and Freddie.

Hudson, who makes his home in Mobile, put the Alabama port city one up on New Orleans, which hasn't come through with any twins yet. New Orleans got the first jump on the maternity benefits, when it came up with the first maternity baby a year ago last April.

This is only the third set of twins since the SIU Welfare Plan started paying maternity benefits. And it's the first one to consist of two boys. Under the SIU's double-the-benefit system, Hudson received two \$200 benefits, while each of the boys got a \$25 US defense bond from the Union.

Hudson, who celebrated his 26th birthday last Monday, has been sailing with the SIU for a little less than two years. He's a native of Alabama and works in the steward department.

And More Girls . . .



One down to the Robinson family, Seafarer Joseph Martus has two girls now with the birth of his new daughter, Denise. Mrs. Martus and family look well pleased with the SIU benefit bond.

Whether In NY Or Any Outport Seafarers Can Get Needed Aid

Seafarers in the outports who run into problems on maintenance or matters normally handled by the Welfare Services department can get the same speedy service as men in New York headquarters. Although the Welfare Services office is located in New York, through arrangement with the port agents the machinery of its operations is geared to take care of outport problems speedily through the use of airmail.

The port agents of the outports work closely with headquarters on such matters. After getting the necessary information and documents from the Seafarer, the agent forwards it to Welfare Services in New York where it receives prompt attention just as if the Seafarer was there in person.

No Company Office
Maintenance and cure questions, always a common type of case that arises from day to day, often develop in outports where the company does not have a regular office. A man has to pay off in one of these ports because of illness or injury, and the maintenance claim has to be referred to the home office of the company. This usually makes for delay if the matter is left in the hands of the company's representatives.

Since the Seafarer usually wants to have rapid action on his claim, he can get it by notifying the port agent of the outport and giving him the necessary information. Notifying the agent is a good idea from another point of view because he will have knowledge of

what information and documents are needed in any particular case. Sometimes when the Seafarer writes direct to headquarters it's necessary for headquarters to write back asking for more information, which in turn, means more time consumed on the case.

Of course if the Seafarer is in a foreign port, or some small US port where no agent is available, his best bet is to write direct to Welfare Services in New York.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

Any of you boys got any questions about corn whiskey? If so, the man to see is Fred England, who's in transit here on his way back to the West Coast. Fred, who hails from Missouri, where his family lived for many years before moving to Seattle, says there's only one way to make corn likker, and that's the Missouri way, from sour mash. But if any of you boys have other ideas—well, Fred says to see him, and bring a jug. Fred's son, incidentally, was at sea awhile but is now back in school. Fred says he wants him to grow up a little more.

It's come to our attention that skippers are getting lax again about keeping records of sickness and injuries on their ships, so it's up to Seafarers to protect themselves in getting their maintenance, cure and other monies. So if you get sick or are hurt, report it to the captain immediately, and also be sure you get the names and addresses both of witnesses to the injury and witnesses to the report, so there can be no later kickbacks. Then, when you leave ship, check immediately with the Union so we can take care of your interests, and advise you as to the procedure to follow.

Joe Sharp, of Brooklyn, is out of the hospital now, and is getting around town again and seeing some of his old pals. Joe's last berth was as a wiper aboard the John Paul Jones (Dolphin). He was injured on the way to Korea. He rode the ship back to the West Coast and paid off in Olympia, Wash.

Joe Griggs, OS, who was on the Michael (Carras) wants to thank all the brothers who helped pull him through his recent operation with donations of blood. Joe had rough sledding for awhile, and needed more than four pints of blood, but thanks to the donations he came through and is now recuperating nicely.

John Fanoll, who came in off an Isthmian ship, is now hospitalized on Staten Island. He has received a number of visits from his shipmates, and is looking forward to receiving a lot more.

Anthony Harvilla, who just came in from Hawaii, will be around town for a few days while he takes out-patient treatments at Hudson and Jay. Also taking out-patient treatments at Hudson and Jay is Jim Purcell, deck engineer, who just got off the Sea Nan (Stratford). Jim is spending most of his spare time sitting around headquarters, talking over experiences with the other oldtimers.

FINAL DISPATCH

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

Anthony Simonavage, 51: A respiratory disorder caused Brother Simonavage's death on March 5, 1953, while a patient at the USPHS Hospital in New Orleans, La. A messman in the stewards department, he joined the SIU in Philadelphia in 1946. Brother Simonavage was buried in Philadelphia, Pa.

Floyd Holcombe, 47: A skull fracture and internal injuries sustained in an automobile accident in New Orleans, La., caused Brother Holcombe's death. He died on March 26, 1953, in the Charity Hospital in New Orleans, La. One of the early members of the SIU, he had been sailing in all ratings in the deck department since December, 1938. He is survived by his wife, Mrs. Floyd Holcombe, PO Box 267, Malden, Mo.

George Forsdal, 45: On December 8, 1952, Brother Forsdal died suddenly in Newark, NJ, as a result of exposure. A member of the stewards department, he had sailed SIU as a second cook and baker since joining the Union in 1951 in New York.

Alfred McCabe, 65: A fireman in the engine department, Brother McCabe died of a heart ailment at his home in Mobile, Ala., on March 25, 1953. He had joined the SIU

in New York in 1942 and was buried in Brooklyn, NY, at the Greenwood Cemetery. He leaves a daughter, Agnes Lovett, 256 St. Charles Avenue, Mobile, Ala.

Stanley Klipa, 36: Brother Klipa was drowned on March 11, 1953, while in Khorramshar, Iran. He is survived by Henrietta R. Klipa.

Henry N. McNabb, 39: On January 15, 1953, while the Lafayette was in German waters, Brother McNabb died of a heart attack aboard her. He had been sailing as a wiper in the engine department for the past eight years, when he joined the SIU in Mobile. Surviving is his wife, Edith Irene McNabb, 216 Village Court, Birmingham, Ala.

Roscoe Roland Hobdy, 44: On October 12th of last year Brother Hobdy died at the USPHS Hospital in New York, NY. Since 1946 he had sailed as a steward, having joined the Union in New York. He leaves his wife, Dorothy, and his son, Eugene Deland Hobdy III. Brother Hobdy was buried at Oakland Cemetery, Mobile, Ala.

Milton D. Faircloth, 39: Fatally injured in a plane crash, Brother Faircloth died in Toledo, Ore., on March 8, 1953, and was buried at Bainbridge Cemetery, Ga. An FOW and a junior engineer in the engine department, he joined up in Baltimore six years ago. He leaves his mother, Nancy J. Faircloth, RFD No. 1, Box 105, Camilla, Ga.

Romance Given Boost By Union

Down through the ages the seafarer has been known to be an internationalist when it came to picking his women. He might or might not have a girl in every port, but your true seafarer was likely to get a wife from any one of half-a-hundred countries — not necessarily his native land.

A little of that practice seems to have rubbed off on the modern Seafarer. For every one who hitches up with a home-town girl, there's another who finds a wife in Naples, Bremerhaven, Rio or Durban, or any other port that you might name.

Maybe it's the lure of something foreign and exotic, or maybe as some have uncharitably remarked, the foreign gals treat their men-folk better than the domestic variety. In any case there's no doubt a considerable number of Seafarers have found wives outside the States.

Quotas And Visas

In the old days before immigration laws and McCarran Acts, it was pretty simple for the sailor to bring his bride home, or maybe bring his home to the bride. Now international relations are a little more complicated. The Seafarer who wants to bring his wife to the States has to contend with visas, quotas and all sorts of regulations, and sometimes it's a little confusing and disheartening.

But SIU Welfare Services, among its other virtues, has a soft spot in its heart for romance. Which is logical considering that much of its business consists of dealing with maternity benefits and things like that. The Seafarer who is up against it in bucking the Governmental red tape, can get an assist from that Union department. And several men have gotten such help in the past.

Recently one such case arose when a Seafarer got married in Durban, South Africa, which seems to be one of the favorite hitching posts for men on the Robin Line ships. When he applied for an entry visa for his wife, he was told that he had to show proof of his financial stability. The Government demands such assurances for any potential immigrant, so that the person coming into the US will not become a public charge.

Ask For Affidavit

Usually such proof of financial stability is in the form of an affidavit from the man's employer showing that he is steadily employed and earning a decent living. In this case, as with most Sea-



farers, the man had worked for various SIU companies and couldn't show that he was steadily employed by any one company for a long period of time.

Consequently, like other Seafarers in this predicament, he turned to Welfare Services for help. Welfare Services supplied him with an affidavit explaining that the man works steadily through the Union hiring hall and

it's rotary hiring system. The affidavit also pointed out that he earns overtime and bonuses while on the ship in addition to his base pay.

In this instance as in previous ones, Welfare Services' affidavit has been accepted by Immigration authorities as proof of the Seafarer's financial responsibility, thus making it possible for the Seafarer's bride to enter the country.

Hospitalized Seafarer Receives Service On All His Problems

James Sealy is one Seafarer who knows from first-hand experience what the word "service" in SIU Welfare Services means. Confined to the Staten Island USPHS hospital for treatment, Sealy found like so many others before him that SIU Welfare Services will take care of a variety of little and big needs that otherwise would be neglected.

As has been mentioned before in the LOG the representative who visits the hospital does more than just deliver the weekly cash benefit. He'll take shopping orders, write letters, expedite money claims against the companies, take care of the man's gear, and other items. In Sealy's case there were a few things to be taken care of that were handled to his full satisfaction.

Just before he went in for treatment, he left his watch in the Sea Chest for repairs. The hospital representative made arrangements to pick it up as soon as it was

ready and deliver it to Sealy on his next visit to the hospital.

Then the Seafarer had a transportation check coming to him from Isthmian and there was a time limit involved in collecting. Being that he was in the hospital, he couldn't make it up to the company office on time. A telephone call to the company explaining the situation was all that was needed to straighten out that problem and see to it that Sealy would get the money coming to him.

After being under observation and treatment, Sealy was told that he would have to have an operation. He asked Welfare Services to notify some close friends of what was going on and let them know everything was okay. This was speedily taken care of via Western Union.

With all these worries off his head and the \$15 weekly hospital benefit coming in regularly, Sealy can concentrate on getting well fast and preparing to ship out again.

As a veteran of a dozen years with the SIU, Sealy is impressed with the gains that have been made. And not the least, he feels, are the services now given ill Seafarers.

How To Get Disabled Pay

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

SIU Book Really Counts



You can see that Seafarer Robert O'Rourke's son knows the value of the SIU membership book. New baby sister, Karen Ann, brought SIU's usual maternity gift to the family.



The Best PROTECTED WORKER!



Contract—The SIU's 20,000 word agreement goes into great detail to guarantee every Seafarer top wages and superior overtime clauses and working rules, plus good food, full protection if sick or injured, generous shore leave and draws, adequate manning—in short, the finest shipboard conditions.



Welfare Services—The SIU's Welfare Services Department offers immediate action on all personal problems, backed up by the authority of the Union. Whether the problems involve family matters, legal action or other personal difficulties, the Seafarer knows that Welfare Services will help.



Patrolmen—Wherever a ship touches a US port, a Union patrolman is Johnny-on-the-spot to see to it that the contract is being enforced. Any legitimate beefs are efficiently settled without delay. That way the companies and officers can't by-pass the contract or attempt to exploit the crewmembers.



Vacations—The SIU's revolutionary Vacation Plan, first of its kind in maritime, guarantees that every Seafarer will receive vacation pay for the time he has put in on an SIU ship. This is made possible through Union administration of a central fund maintained by contributions from shipowners.



Negotiating Committee — The Union negotiating committee operates all year round, not just at contract-renewal time. It is constantly clarifying the agreement to eliminate points of confusion and loopholes. The clarifications assure that Seafarers will be out in front on contracts and conditions.



Welfare—A comprehensive Welfare Plan, Union-administered to assure the most for the money, protects Seafarers and their families with a variety of benefits—hospital, maternity, disability and death payments, as well as the SIU's scholarship plan for qualified Seafarers and their children.



SIU Slopchests—Ship's slopchests are now supplied through the Union, assuring Seafarers of top-quality, low priced merchandise at all times. Enough supplies are put aboard to keep the slopchest stocked throughout the voyage. Seafarers can buy with confidence that all gear is guaranteed by their Union.



Legislative—The all-important nerve center of Government operations and legislation is staffed by Union representatives constantly supporting legislation beneficial to Seafarers, and on their guard to defend rights now enjoyed by seamen as the result of past legislative action.