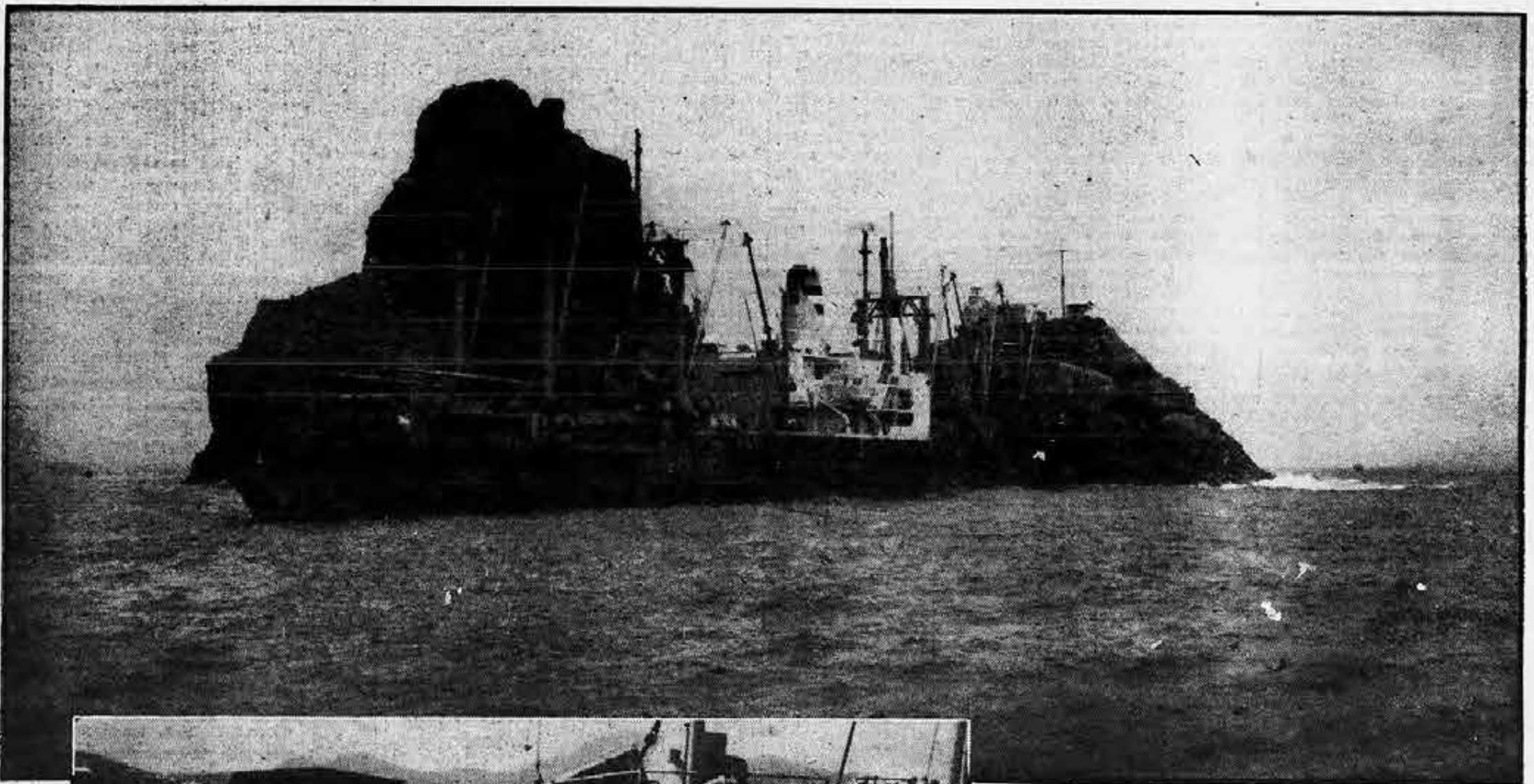


UNION TO SUPPLY SHIP LIBRARIES

Story On Page 3

AMEU Flubs; Gov't Hearings End

Story On Page 2



On The Rocks. The Cornhusker Mariner (Robin), above, lies hard aground outside Pusan, Korea, with her bow rammed into Lighthouse Rock. Army and Navy tugs are trying to save the ship and her MSTIS cargo before she breaks up on the rocks. At left, Seafarers rescued from the Cornhusker Mariner, file off the rescue ship in Pusan. They carry with them whatever gear they were able to save before they were taken off the ship.

(Story on Page 3.)

Atlantic's Union Mum At NLRB; Hearings Close

PHILADELPHIA—National Labor Relations Board hearings on the SIU's petition for an election for Atlantic tankermen came to an abrupt end when the company-dominated Atlantic Maritime Employees Union failed to call a single witness.

Consequently the AMEU let the hearing pass by without any serious challenge to the SIU's position on the composition of the voting unit and the cut-off date for election eligibility. Only Atlantic company representatives testified on the issues at hand. In all matters, the company's and AMEU's positions were identical.

A transcript and report on the hearings, plus the recommendations of the hearing examiner, have been submitted to NLRB headquarters in Washington. It is expected that the NLRB will, in the near future, issue an order setting the date for an election and determining the conditions under which the election will be held.

Supervisors' Votes

The chief bone of contention at the hearings was the question of eligibility of supervisory personnel like leadermen, bosuns and stewards to vote. Acting on precedent established in the Cities Service case, the SIU moved for the exclusion of these categories on the grounds that the Taft-Hartley law forbids their participation.

SIU organizers emphasized that the Union would like to include these categories under the election and the subsequent contract. But judging from the Cities Service case, to do so might leave an opening for throwing out the whole election as an illegal one.

Company Asks Big Unit

The SIU's suspicions on this score were strengthened by the attitude of both the company and the company union, who wanted these categories of workers to be included in the voting.

Since it is normally in the company's interest to limit the voting to as small a unit as possible, At-

lantic's about-face on this question confirmed the SIU's belief that the company was hoping to have the entire election thrown out after the votes were cast. The company went so far as to try to get the SIU to enter a consent agreement on this score, thus bypassing any ruling by the NLRB on the question.

Effective Testimony

During the course of the hearings, a series of pro-SIU witnesses from the Atlantic fleet, including William Oppenhorst, Joe Busse, Frank Bernotas, Max Sarol, Dante Salotti and Tom Peters, all testified as to the supervisory powers of the leadermen, bosuns and stewards. The most effective testimony, of course, was offered by Frank Fletcher, AMEU vice-chairman, whose dramatic entrance into the hearings as an SIU witness stunned the company and the company union.

The only witnesses for the company point of view were all company officials, Captain Ritchie, assistant marine superintendent, and Captain Frank Turner, boss of the Anchorage. Beth, in the opinion of SIU observers present, failed to make any dent in the SIU's contentions about leadermen and other supervisory workers.

It is hoped that the NLRB in Washington will set an early election date, thus bringing the inevitable SIU victory that much closer, and enabling the men in the fleet to enjoy the benefits of SIU representation as soon as possible.



Some of the crewmembers aboard the Seatrain New York issue a friendly invitation to the men in the Atlantic Refining fleet. The Seafarers have made it clear that they will be happy to have the Atlantic tankermen join them in the top Union in all maritime, the SIU A&G District.

AMEU Illegally Ousts Fletcher

The Atlantic Maritime Employees Union revealed its one-man dictatorial set-up by the announced purge of AMEU Vice Chairman Frank Fletcher without benefit of trial — a move in complete violation of its constitution.

Fletcher, who exposed the company-AMEU tie-up in dramatic testimony before the NLRB recently, angrily denounced the move as "Moscow purge tactics."

The vice chairman was suspended July 15 by AMEU chairman Stanley Alcott, apparently acting under orders from the AMEU's lawyer-business manager, Emanuel Friedman. The suspension order was issued even though the AMEU's constitution contains no provision for suspension without a prior trial and conviction.

Supposedly A Lawyer

"Friedman is supposed to be a lawyer," Fletcher said, "and he is supposed to know what's in that constitution. He knows very well that nobody is supposed to be sus-

ended or punished in any way without a trial.

"But of course Friedman never worries about constitutions, when it comes to running the AMEU to suit his own purposes."

Milked AMEU Treasury

If anyone has worked to hurt the AMEU, Fletcher said, it was Friedman "who has used the power the company has cloaked him in to milk the AMEU treasury dry, and used both the AMEU and the Fleet Council only to line his own pockets and serve his own interests."

"As far as I'm concerned," Fletcher concluded, "I'm still vice-chairman of the AMEU."

Under the AMEU constitution, Article XIII, dealing with dis-

pline provides in section (a) that any member who commits any offense that brings discredit to the AMEU or who "works against the interest of the union" shall be tried. If convicted, then the offender can be punished either by fine, suspension or expulsion. There is no provision for suspension of members before a trial.

No Council Meeting

The trial is supposed to be conducted by a committee of three AMEU members appointed by the Fleet Council. The Fleet Council has not met since last August and apparently no meeting is planned for fear that a majority of the council might uphold the SIU.

Consequently, Friedman and Alcott took the illegal way out of

(Continued from page 17)

Scholarship 'Solves My Problems'

"I didn't think I had a chance of winning one of the scholarships," was the first reaction that Charlane Holden of Lineboro, Maryland, had to the news that she was one of the four lucky winners of the SIU college scholarships.

"I couldn't think of any better news to get," she said, "because I know that I wouldn't have been able to go to college without the scholarship. In fact, my mother and I were talking the whole thing over just before the telegram came. We were both so happy, we could hardly say anything."

Actually, this lucky scholarship winner is Mrs. Charlane Holden

This is the second in a series of features concerning the four winners of the 1953 SIU scholarships. Each of these stories will introduce one of the winners, so that the members may learn a little about the persons that their Union Welfare Plan will be sending to college for the next four years. This issue introduces scholarship winner Charlane Holden.

Meyer. The 17-year-old winner was married this past Easter Sunday to Eugene Meyer. Her husband is in the Navy right now, aboard a small patrol vessel, and she is living at home with her mother.

Charlane's father, Stanley A. Holden, is chief steward aboard the Seavictory (Bournemouth) on the

(Continued on page 17)



Paul Hall, SIU secretary-treasurer, discusses future plans with SIU scholarship winner Charlane Holden (center) and her mother during their tour of SIU headquarters. He congratulated Charlane on behalf of the Union and gave her the SIU's best wishes for success at college.

SEAFARERS LOG

July 24, 1953 Vol. XV. No. 15

As I See It	Page 4
Committees At Work	Page 6
Crossword Puzzle	Page 12
Editorial	Page 13
Foc'sle Photographer	Page 19
Galley Gleanings	Page 20
Inquiring Seafarer	Page 12
In The Wake	Page 12
Labor Round-Up	Page 13
Letters	Pages 21, 22
Maritime	Page 16
Meet The Seafarer	Page 12
On The Job	Page 16
Personals	Page 25
Quiz	Page 19
Seafarers In Action	Page 16
Ship's Minutes	Pages 24, 25
SIU History Cartoon	Page 9
Sports Line	Page 20
Ten Years Ago	Page 12
Top Of The News	Page 7
Union Talk	Page 9
Wash. News Letter	Page 6
Welfare Benefits	Pages 26, 27
Welfare Report	Page 8
Your Constitution	Page 5
Your Dollar's Worth	Page 7

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Crew members of the Cornhusker Mariner relax at SIU headquarters after their return to the States and read the account of their ship's grounding in the last issue of the LOG. Left to right are: Juan Davila, carp.; John Qulgley, MM; Joe Obreza, AB; Harry Benner, OS; Luigi Iovino, stew. util.; Alphonso Lopez, AB; Jose Reyes, AB, and Julio Diaz, AB. Reyes had his arm injured during the wreck.

Cornhusker Crew In US; Vessel Still On Rocks

While some of the crewmembers of the Cornhusker Mariner (Robin) were paid off in New York this week, Army and Navy tugs were still fighting to save the vessel from the rocks outside Pusan, Korea.

Twelve of the Cornhusker's crew arrived back in the States by plane early this week, while the company prepared

to fly the rest of the crew back from Korea.

Meanwhile, the 14,000-ton freighter was still piled up on the rocks outside the breakwater, where it had run aground after heavy seas and winds of gale force drove the ship into Lighthouse Rock as it was anchored outside the harbor.

According to the company, Navy and Army tugs and salvage vessels are still trying to get the ship off the rocks, and keep her afloat, as well as save her MSTC cargo. It was reported that the salvage forces had elected to try refloating the vessel with pontoon barges and cables before another storm breaks her up on the rocks.

At last reports, water was pouring into the hull through gaping

holes ripped in the bottom by the rocks, and it was reported that the bow of the \$9 million ship was settling.

This was the third trip that the vessel, one of the 35 new Mariner type vessels constructed, or under construction for the Government, had made since her allocation to the company after her completion.

The crewmembers were taken off the ship as soon as possible by Army harbor craft after she went on the rocks, with the skipper and seven crewmen left aboard to try to save the ship. According to recent reports, only a few officers have been left aboard the ship.

It is expected that all of the crewmembers removed from the Cornhusker will be back in the US in the very near future.

Union, Co's To Meet On US \$ Draws

Another of a series of meetings between the SIU's standing contract committee and the operators is set for August 4, when the question of American money for foreign draws will be taken up once more.

The committee has been meeting with the operators on this and other questions, working out clarifications and more definite interpretations of the standard SIU contracts.

In addition to the meetings with the operators, the committee has also done a great deal of research on the question of US currency in foreign ports, since many factors complicate the question.

All Seafarers can help their Union's standing contract committee settle the question of US dollars for foreign draws. Seafarers who locate banks in any foreign port that have American currency available are requested to write to the contract committee at headquarters, giving the name of the bank and the port.

The committee explained that there are many different regulations and laws in each country regulating the possession and the exchange of US currency. Another problem is that US currency is not available in some of the smaller ports. The committee stated, however, that it has been working out a proposition that would insure that all foreign draws on SIU ships would be made in American dollars, and will present this to the operators at this next meeting.

SIU Fights Navy's 'Iron Fist' Treatment Of Seamen In Korea

A drastic crackdown on merchant seamen by a Navy port commander in Inchon, Korea, is being protested to the Government by the SIU. According to word received from the SIU-manned SS Compass, orders were issued in Inchon to court martial seamen who over-

stayed shore leave with up to 150 days hard labor in a military stockade, at 14 hours per day for every extra hour ashore.

The order, as posted by the captain of the Compass, Frank R. Johnson, reads in part as follows: "The Navy Port Commander has advised that shore leave will be granted. This shore leave is for ten percent of the ship's crew at a time, and they leave the vessel shortly after 0600 hours and must be back in the liberty boat by 1700 hours.

Officers' Penalty Less

"The penalty for overstaying liberty is a court martial and fine of approximately \$150.00 for each hour late. This fine to be worked out in a military stockade at the rate of \$1.00 per day. Licensed officers are required to work eight hours per day and unlicensed men fourteen hours per day.

"After the sentence has been completed prisoners are then transferred via Navy ships (confined to

the brig enroute) to the nearest Japanese island where a Naval base is located and then turned over to the US Coast Guard for additional disciplinary action."

A spokesman for the office of the Assistant Secretary of Defense told the SIU they had not heard of the order and admitted that the penalties were unusually severe. He declared that it was within the province of the Navy port commander involved to issue such an order, but promised to take the matter up with the Adjutant General.

Leave Ban Lifted

The Inchon order apparently followed by just a few weeks a general lifting of the ban on shore leave in Korean ports. Seamen are now permitted to go ashore in any port in Korea except at one point above the 38th parallel where shore facilities are extremely limited. Previous to this, seamen were denied all shore leave in Korean ports for several months.

While the services claim that

Union To Put SIU Library On All Ships

Crewmembers of SIU ships will have plenty of fresh up-to-date reading matter beginning next month when the SIU inaugurates a new service, SIU-supplied libraries aboard all ships under contract to the Union. Sometime after August 1, and every three months thereafter, the Union will place 50-book assortments on board all the ships, free of charge to the membership. The new library program was developed by the SEAFARERS LOG office, and the cost of the program is being met from the LOG fund.

Distribution of the books will be handled through the SIU Sea Chest which already has facilities in all major ports for supplying slopcheats to the ships. On coastwise vessels where no slopcheats are supplied, the books will be placed aboard by the port agents or patrolmen in the vessel's home port. Ships that are scheduled to be out for more than three months will get two libraries placed aboard.

Long-Felt Need

Placing of libraries aboard ship by the Union answers a long-felt demand by Seafarers for suitable reading matter to pass idle hours at sea. Seamen are known to be avid readers and up to now there hasn't been a satisfactory system of distribution of ship's libraries. What libraries there are aboard ships have been supplied through the efforts of crewmembers themselves, who chipped in to pay the cost, or through voluntary groups that collected old books for seamen's use. In these cases the crew had to provide for picking up and returning the books—a difficult job to most crews.

Many of these books so collected are either unreadable because they are torn or mutilated, or else were on highly-specialized subjects that are of no interest at all to the average reader. It's not uncommon to find items like old ge-

ometry textbooks in these assortments.

SIU ships will not be the only ones to get the library service. All of the USPHS hospitals will be similarly supplied as well as all SIU branch halls and ships of the Atlantic Refining fleet.

The 50 books placed aboard will consist of a wide variety of popular reading. As presently planned the titles are broken down into 16 westerns, 16 mystery stories, ten novels, four non-fiction, four humorous books and two on sports. All books will be supplied in paperback editions through an arrangement with Pocketbooks, one of the country's largest distributors of small paper-bound volumes. The company has a voluminous file of several thousand titles to choose from, and with new ones constantly being printed, Seafarers are assured there will be no repeats. The latest best-sellers are included on the lists.

Each of the books put aboard will be identified with the imprint, "Your SEAFARERS LOG ship-board library," and the cases themselves will be similarly marked for identification purposes. Books will be delivered care of the ship's delegate.

Crewmembers who have any suggestions as to the titles or types of books they would like to see carried in these libraries should write in to the Union. If there is enough of a demand for books not included in the present assortments, the Union can make arrangements to obtain the wanted reprints.

Death Takes Former Secy Labor Tobin

Seafarers joined with all organized labor in mourning the death of Maurice J. Tobin who passed away early this week at the age of 52.

As Secretary of Labor from 1948 until the Republicans took office early this year, he earned for himself the reputation as a staunch friend of organized labor. Both the CIO and the AFL, as well as prominent persons and other organizations throughout the nation joined in paying tribute to him and his career.

One of three sons of a carpenter who had immigrated from Ireland, Tobin started his career by selling newspapers while in school, worked his way through college at various odd jobs, was later a member of the Massachusetts House of Representatives, went on to become Mayor of Boston, was later elected Governor of Massachusetts.

Ask US To Scrap Most Of Libertys

The scrapping of all but the 500 best Liberty ships in the reserve fleet, and the beginning of a building program of at least 50 ships per year has been urged by the Shipbuilders Council of America.

The president of the council gave his views in testimony before the Special Subcommittee on Maritime Subsidies, of the Senate Committee on Interstate and Foreign Commerce.

"If we do not have an efficient and adequate merchant marine in normal times, how can we expect to have one when the national security is threatened," he asked the Senators.

"A program," said he, "of 50 ships per year when spread over all available shipyards, would provide a reasonable level of activity and should allow for replacement of tonnage at an appropriate rate to offset obsolescence." The president of the council also said that the present reserve fleet of 1,500 Libertys has no possible future use which justifies the maintenance costs involved.

"All (the reserve fleet) Libertys should be thoroughly surveyed and 500 of those in best condition retained. The rest should be scrapped for whatever they will bring. Under no circumstances should they be sold in the world market."

The shipbuilders' representative also defended the maritime subsidy. Maritime subsidies, he maintained, are merely the equivalent of a tariff to offset low-cost foreign competition, and not "gifts" to operators. He pointed out that there is no practical way at present to set up a tariff against foreign shippers, as we have protective tariffs against low-cost foreign products. The answer, he said, was to have maritime subsidies, which allow US shippers to compete with foreign-flag vessels.

A Copy Of Her New Book



Bill Frederick, SIU New Orleans welfare representative, gets a copy of Rosalie Rodrigue's new book, "Oh For The Life Of A Stewardess," from the authoress, a former SIU stewardess.

Safe, Simple System Speeds Vacation \$ \$

By now all Seafarers are familiar with the smooth-working and speedy SIU Vacation Plan through which they collect their vacation pay for every 90 days of seetime. But few know

of the efficient, behind the scenes system of the Plan which insures speedy service and at the same time safeguards against error and fraud.

Under the SIU Vacation Plan, all SIU-contracted operators contribute into a central kitty from which Seafarers draw their vacation benefits, with the contributions now at 65 cents per day for each day worked. In turn the Seafarer collects vacation pay according to the number of days worked as shown on his discharges.

In order to assure a speedy and

accurate check on each of thousands of applications that have to be handled, the Union maintains a double system of controls on payments. One part of the system consists of file cards on each Seafarer who collects. Every time a check is made out for him, the amount of the check and the period covered are entered on the file card. The other part consists of the Plan's IBM machines which, through the punched card method, can quickly run through payroll information supplied by the company and double-check on the vacation claim.

Complete Record

When a Seafarer applies for vacation pay, he fills out an application on which he lists the dates on his discharges and the serial number of his discharge. A Vacation Plan clerk then checks the dates listed against the discharges and figures out how much money is due him. His personal file card is pulled out of the file to see what time he has collected for previously in order to make sure there is no over-lap. If all is in order, the new payment is entered on the card.

Checks are then made out for the amount of vacation pay due on the checkwriting machines. Discharges are punched with a specially-shaped punch which makes a distinctive mark of its own. The Seafarer, if he is in headquarters, can then cash his check on the spot at the cashier's counter. If in the outports or elsewhere, the check and discharges are mailed back to him. The whole process takes only a few minutes.

After this is all over, the application forms go down to the IBM machines where the man's payroll record is sorted out of the file and checked against the number of days on the application. If for any reason there is any discrepancy, as has happened in one or two instances, it is entered on the Seafarer's file card. Corrections can be made the next time the Seafarer applies for his vacation pay.

In that way, the Vacation Plan handles millions of dollars of payments annually with no fuss.

As I See It . . .

Paul Hall



LAST WEEK YOUR UNION PUBLISHED IN THE LOG THE report on membership trials and appeals. Complete figures were issued, figures on the number and types of trials that were held as well as the penalties decided on by the membership trial committees. It was also explained how your Union's trials and appeals procedure works. Consequently, both the public and the membership have received a full report on the workings of this particular section of the constitution.

As the report shows, we had 33 trials since the new Union constitution went into effect, and six appeals. In 17 of the 33 cases the trial committee limited the punishment to a fine, and in only three cases were the guilty members expelled from the Union. On appeals, as was reported, the appeals committees reversed the trial committees in one instance, reduced sentence in three cases and upheld the sentences in two others.



First Report of Its Kind

As far as your Union can determine, this is the first time a report of this kind has been published in a union newspaper. Our object in going through this procedure was simple enough, to keep all interested parties fully informed on how our trials procedure was working. The membership of the SIU by now is familiar with their rights and privileges under the Union constitution. With this report they now know how an important section of the constitution works out in practice.

One thing that is very interesting to us all was the small number of charges that had been filed. In a Union the size of ours, 33 charges in a period of approximately nine months is certainly a very small number. It speaks well of the responsibility of the membership and the sensible and restrained manner in which the trial machinery has been used.

RECENTLY SOME OF THE BROTHERS HAVE WRITTEN US from the Far East that their ships have come under the attack of Communist planes and guns while unloading at Korean ports. Several vessels have been involved in such attacks, although fortunately no great damage was done and none of the brothers suffered injury.

These incidents are a good reminder to people back home that seamen and other civilians out in Korea are sticking their necks out, to do the important and necessary job of supplying the armed forces in that country.

As everybody who has been on the Korean run knows, it's a long trip from home, and involves many weeks in Korean ports where weather conditions and other surroundings are difficult and unpleasant.

Seamen may not be in the front lines in Korea but few back home realize the job they have done. It's a long 5,000 mile haul from the West Coast on a slow Liberty, while the Commies can haul their stuff right across the border from Manchuria, a couple of hundred miles from the front line. That's where US ships, and the men that man them, have helped to make the big difference in this fight.



OUR UNION HAS DONE VERY WELL IN WINNING THE PORKCHOPS in our contracts. Seafarers of today find that their take-home pay month after month adds up to a solid figure. It appears then, judging from correspondence received at headquarters, that the memberships' interest is shifting to other matters, especially since your Union started to explore welfare issues and make provisions for welfare benefits.

Suggests Shipboard Improvements

One of the brothers that wrote in on this subject recently, Brother Stanley Solski, emphasized the fact that our porkchops are first-rate, and that now is the time to turn our attention to other matters like the fringe benefits and greater living comforts on shipboard. He suggests such items as bigger and more comfortable beds, more fans and better cooling systems, cleaner ships inside and a variety of shipboard improvements.

Brother Skolski feels that our shipboard conditions as far as living and working comforts go, should be brought up some to match the fine wage scales that Seafarers are receiving. Due to the substantial gains registered in wages in our recent contract negotiations the brother believes they have gotten ahead of living conditions.

Other brothers have written in pointing out that the Seafarer of today doesn't travel schooner-rigged anymore and needs more space in his fore'sle. In years back, a man would ship aboard with nothing but the clothes on his back. He might pick up a change of dungarees and a razor out of the slopchest, but that's about all. He didn't need chests of draws, closets and roomy lockers because he didn't have any personal gear to speak of.

The Seafarer of today is likely to come aboard with a variety of possessions. He'll have a couple of suits of clothes and other dress wear for shore leave. He'll have a radio, a camera, some books and magazines. It's not unusual to see a man go aboard these days with a sea bag and a couple of suitcases.

In other words, Seafarers of today are living better ashore and are concerned about their living conditions and comforts aboard the ship. They have developed interests that they never could have before because they didn't have the dough or the time, and they want to live aboard ship like the solid citizens that they are. The old idea that a seaman would be satisfied with any kind of quarters and discomforts is dying very rapidly.

Your Union is fully aware of this trend and has made provisions for it in our past agreements with the shipowners. We intend to push ahead along these lines so that Seafarers can live and work in suitable comfort and style aboard ship, in the same manner as their payoffs permit them to live ashore.

BROTHER CHAIRMAN!

The Seattle hall is always well represented by men who are on that steady Far East run, and Brother W. J. Smith who was recording secretary at a recent Seattle membership meeting, is no exception. Smith had returned recently from a Far East run on the Strathport and was looking for another of the same. While he sails as AB and bosun, he says it doesn't make any difference what job he gets on deck just



Smith

so long as it's an SIU ship going to Oriental climes. Smith has been an SIU member since 1947.

As far as the Far East is concerned, the chairman, E. H. Fields, agrees with the recording secretary on that score. He made a solid 6½ month trip on the Liberty Flag out of New Orleans. When he paid off in Seattle, he took a little trip back home to Tampa, but those Far East runs are so tempting that he's back in Seattle again looking for another one.

One of the numerous attractions of the run, he said were the 64 days he had at 100 percent bonus and the 4½ months at \$2.50 bonus. Fields too, has been an SIU mem-

ber since 1947, joining up in Tampa where so many SIU men started going to sea.

San Francisco's last port meeting was chaired by a veteran SIU steward who really knows what he's talking about when he says that the SIU is the best run union. Seafarer Henry (Tex) Krohn tried them all, including NUMC&S for 13 years before finally settling in the SIU. A veteran of the 1934 and 1936 strikes, and the Isthmian strike, Krohn broke in with the SIU on the cruise ship Del Sud out of New Orleans and became an SIU member in February, 1949.



Krohn

Krohn is married and lives on the West Coast as does his daughter and two grandsons.

Another Smith who held the chair at an SIU port meeting recently was Aubrey H. Smith of Savannah. Smith's a native of the Peach State, just recently celebrating his 25th birthday. He's been with the SIU since March, 1946, and makes his home in the Georgia port city with his wife, Evelyn.



Alcatraz Prison is framed by the ripped bow of the Matson freighter Hawaiian Pilot as it limps into San Francisco after colliding with the Jacob Luckenbach which sank shortly after. The 49 crewmembers of the Luckenbach were all saved.

SUP Ship Goes Down After Crash In Fog

A two-ship disaster was averted by quick thinking recently when two SUP-contracted freighters, the Jacob Luckenbach and the Hawaiian Pilot, collided in a heavy fog and running seas 18 miles off San Francisco, Calif. on July 18.

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check

Mortally wounded by the force of the collision, the Jacob Luckenbach went to the bottom in 200 feet of water, but her crew of 49 was saved. Some of the crewmembers were hurt, but none seriously.

The Pilot, inbound from Hawaii and carrying 50 crewmembers and nine passengers, and the Luckenbach, headed for Pusan and Yokohama, crashed while plowing through heavy swells which curtailed visibility. Both vessels put out lifeboats, with the Luckenbach crewmen being picked up and transferred to the Pilot.

YOU and the SIU CONSTITUTION

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

From Article XIV Section 6

"The meeting chairman shall be a member elected from the floor by majority vote of the members at any meeting."



There are no permanent meeting chairmen in the SIU. At every membership meeting a new chairman is elected, and under provisions elsewhere in the constitution, any member present at the meeting can nominate himself, and stand for election as meeting chairman.



Senate Bill Would Ease Curbs On Alien Seamen

A series of amendments to the McCarran Immigration Act that would somewhat liberalize restrictions on alien seamen have been offered by Senator Butler of Maryland. The principal changes proposed by the amendments are that alien seamen would be permitted extensions on shore leave and could pay off and get discharges from ships without having to get permission from the Attorney General.

SIU Stymied Communist Sabotage, Says Ex-Red

The key role of the SIU in breaking up an international Communist move to sabotage the Marshall Plan and North Atlantic pact was described by a former member of the defunct Canadian Seamen's Union at a House Committee hearing. Patrick Walsh, who described himself as a former Communist Party organizer, told a House Un-American Activities sub-committee in Albany that leaders of Communist maritime unions in Europe and North America, met in Genoa, Italy, and plotted to tieup Marshall Plan shipments by striking the docks and the ships.

An important move in the strike, he said, was the action of the Communist-led Canadian Seamen's Union in calling its membership out on strike even though one of its own officials had taken part in a unanimous arbitration award recommendation for a new contract. This purely political strike, he said, collapsed when the SIU's Canadian District signed the same contract award and manned the ships with the help of the A&G District and thousands of the CSU's own members.

Boycott Shipments

According to Walsh, he got a job on the Canadian Pacific's Beaver Brae, with instruction to contact Communist dock workers in London and other European ports to inform them not to unload Marshall Plan shipments. Another part of the plan called for

a worldwide shipping strike, although here the Communist unions were unable to persuade any American seamen's union to join their plan.

The Canadian Seamen's Union was originally a member of the SIU of North America, but had been expelled in 1945 because Communists had taken control of the organization.

After the Canadian District took over the ships of Canada's deep



Patrick Walsh

sea operators, infuriated Communist leaders attempted to retaliate by tying up Canadian District ships in British ports through dockers strikes there. When the tie-up continued, the SIU A&G District cabled Prime Minister Clement Atlee that every British ship on the A&G coast would be hung up unless action were taken to end the Communist-inspired dock strike in England.

The dock tie-up finally ended 11 weeks after the CSU's original strike action and the plot against the Marshall Plan failed.

The amendments do not alter the present D-1 and D-2 categories with which Immigration classifies non-resident aliens. However, the non-resident alien who has a D-2 classification that permits him to ship out on another vessel within 29 days, would be permitted to ask Immigration for an extension on his shore leave to catch another ship. At present, there are no extensions on the 29 days, leaving the alien with a voluntary deportation procedure as the only way of getting out of the country after his time is up. Otherwise a deportation order is issued and the man cannot come back to the U.S.

Could Get Paid Off

The alien in the D-1 category, who may get shore leave up to 29 days but has to leave the country on the same ship he came on, would be able to get his payoff and discharge from the vessel at the end of the voyage. At present, no alien in D-1 can get a payoff or discharge without the consent of the Attorney General. In many instances this has compelled alien seamen to ride ships indefinitely without getting paid off, except for a draw while in port.

Ease Up On Companies

The remainder of the amendments proposed by Senator Butler would ease up on the liability of shipping companies for deportable alien seamen aboard their vessels. It would make it possible for the companies in many cases to deport an alien on a vessel other than the one on which he arrived, and in other instances, to shift the costs of detention and deportation from the shipping companies to the Government.

In addition the amendments reduce the paper work and reports that companies have to make on alien crewmembers, particularly those on regular liner services. By reducing the costs and difficulties to the companies the amendments, if adopted, would remove much of the reluctance that shipping companies have shown towards the hiring of alien seamen.

Illness Hits Capt. Lesh

Victory Carriers' New York port captain has been taken ill, and is now in the Bergen Pines Hospital at Paramus, NJ, for observation and diagnosis.

The 39-year-old Captain George B. Lesh was taken ill recently, and entered the hospital early in July. At the present time, it is not known how long he will remain in the hospital. The length of time depends upon the results of the observation he is now undergoing for possible respiratory disease.

Captain Lesh has been the New York port captain for the company since 1948, when the organization was first formed, and is well-known to many Seafarers who have sailed for Victory Carriers. He is married and has two children. At present, Captain John D. Minor, the company's other New York port captain, has taken over Captain Lesh's duties.

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: July 29, August 12, August 26.

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

Soap Box Derby Contender



New Orleans SIU-MAW official Tommy Doyle talks with Lloyd Larrieu in his homemade racer. The SIU is sponsoring the 11-year-old boy in the annual New Orleans Soap Box Derby.

Texas Shrimpers' Center Welcomes SIU Organizers



Some pretty gals on a float with a replica of a shrimp boat were part of the very pleasant parade held in Aransas Pass, Texas, in honor of the town's shrimp fishing fleet. An SIU organizing team is now operating in the town as part of the SIU's campaign in the Atlantic fleet.

ARANSAS PASS, TEXAS—This sunny, sport fisherman's paradise, where the big ones always bite, is now buzzing with SIU activity following the arrival of an A&G District organizing team as part of the Atlantic drive.

The Seafarers arrived in the town to set up operations to supply Atlantic tankermen with even more personal contact and information on the southern end of Atlantic's usual runs. While there, they will supply the Atlantic tankermen in that area with true up-to-date information on the progress of the SIU's campaign and the coming NLRB election.

The SIU is not a stranger in Aransas Pass. This pleasant town is the center of a lively commercial shrimp fishing industry. A fleet of modern shrimp boats operates out of the port, and many of the residents man these vessels. Many of the men manning this fleet are members of SIU fisher-

men's unions which have been operating in Aransas Pass for many years.

However, the recent arrival of the Atlantic and Gulf District organizers marked the first time that an SIU deep-sea Union has set up operations in the town, and the Seafarers there report that they have found the town pleasant and friendly.

Modern Town

Although Aransas Pass looks somewhat like a Hollywood version of a modern cattle town, it derives its living mainly from the shrimp fishing and the shipping industries. At nearby Harbor Island, there is almost a constant flow of Atlantic

tankers coming in to load crude oil, and leaving with their cargoes for the refineries.

Nestled down on the Southeast coast of the Lone Star State, Aransas Pass looks just as a Texas town should. It's clean and sunny, warm and friendly. There are wide, sun-baked streets running through the town, and a line of low stores and buildings along either side of the main street.

The town is also a center for sport fishermen. The warm waters near the port contain almost all species of the large game fish, and it's the proud boast of Aransas Pass that "the big ones always bite here." Sport fishermen from all over the country can be found in the town at various times of the year, trying their luck with the big ones in the nearby waters.

Celebration

And, of course, the shrimp fishing industry is also an important part of the town. In fact, when the SIU organizers arrived at Aransas Pass recently, they found a full-scale celebration being held in honor of the shrimp fishing fleet.

The "Shrimporée" held by the town was a two-day wing-ding that was held on a come-one, come-all basis with everybody joining in the fun. A holiday spirit spread throughout the entire town, and the celebration was one to be remembered.

Starting off the Shrimporée was a colorful parade through the town's main street. Cowboys and cowgirls on horseback, local bands, pretty girls on floats, strutting drum majorettes, and prominent display of the American flag, the Lone Star Texas Flag, and the Stars and Bars of the Confederate Flag were all part of the parade.

Then the town continued celebrating with a big fish fry, a beauty contest that gave some good reasons for Horace Greeley's famous advice about, "Go West, young man, go West," a dance, boat racing, a colorful shrimp boat parade which saw all the shrimp boats of the port dressed out in flags and pennants proudly sailing through the harbor, and a shrimp boil.

SIU COMMITTEES

AT WORK

One of the most important membership committees in the SIU is the quarterly financial committee that is chosen once every three months by the headquarters membership meeting to go over all the financial transactions of the Union with a fine tooth comb.

This committee working in conjunction with a certified public accountant in checking the records. It examines the weekly reports filed by the weekly financial committees elected in all ports and checks them against the bank statements. Then it checks and reports on the funds on hand. Further, it tallies the out-port financial reports with weekly headquarters reports to see that it all corresponds.

Makes Recommendations

Next the committee turns its attention to the actual conduct of headquarters finances. It examines them and makes recommendations

for changes in Union operations if any. It also takes a count of all the Union's bond holdings and examines all receipt books.

Another Seafarer who had been found guilty by a trial committee has had his sentence reduced on appeal. In this instance, the Seafarer had been tried in Philadelphia on charges of failing to turn to because he was gassed up and failure to surrender his book to Union officials. The trial committee had fined him \$50 on each count and suspended him for two years because of his past record of performing.

The Seafarer appealed to the headquarters appeal committee consisting of A. R. Larsen, K. P. Goldman, S. Sariano, D. S. Gardner, J. A. Williams, B. Zielinski and F. X. McGlove. The committee recommended that the suspension be revoked and that the man be permitted to ship through the SIU hiring hall.



Schwartz



Williams

SIU NEWSLETTER from WASHINGTON

There are about 1,500 Liberty ships in the national defense reserve fleets. The Shipbuilders Council of America, representing many of the large shipbuilders, has recommended that all Libertys be thoroughly surveyed and only 500 of those in the best condition retained. The rest, under their program, would be scrapped, but under no circumstances would be sold in the world market.

One thing seems fairly certain as a result of current Congressional probes into the State of the American merchant marine. This is—that Congress will do what it can to encourage a program of orderly replacement of vessels, particularly tankers and cargo-type ships.

These new ships probably will be designed and built for private ownership and financed, as much as possible, by private enterprise, instead of by the Government.

Recently, the President's National Security Council met on top secret defense matters. One of the things considered by the council was the condition of the US merchant defense reserve fleet. A disturbing fact that was viewed was that the US has no reserve of tankers for use in an emergency, and that, actually, there is an actual shortage of tankers to supply our petroleum requirements.

With this in mind, and backed by the Department of Defense, the Department of Commerce has recommended immediate action on a plan to allow the Secretary of Commerce to accept privately-owned tankers over 10 years old in exchange for an allowance of credit in the construction of new tankers by private industry.

A Congressional subcommittee immediately scheduled public hearings on this plan and as of this writing was doing everything it could to push the legislation through Congress before the adjournment of the First Session of the 83rd Congress.

The resulting tanker program, under the above plan, would mean that the US tanker fleet would be faster, safer and more efficient, and the older tankers accepted as trade-ins would be put in the reserve fleets for defense purposes.

There continues to be a rising tide of nationalism on the part of other maritime nations who believe it to be to their own interest to create and help their own flag merchant marines. Many of these nations actually compel their nationals to ship via ships of their own flag, plus other restrictions detrimental to American flag vessels.

Congress should keep in mind the necessity of seriously considering the means by which the American fleet, an indispensable national facility, is to be maintained.

During World War II the Liberty type ships carried most of all movements required to supply our Army's and our allies' needs overseas. In the event of another war, the US will have to import huge quantities of ores and other mineral products and transport vast quantities of foodstuffs, armaments and fuels to our own forces and our allies abroad.

In short, the US will require a large fleet of bulk-type vessels—the so-called American tramp ship. Not only is it of great value in the regular bulk commodity movement, but the American tramp fleet has been the great reservoir to which the Military Sea Transportation Service has been able to turn for its needs.

However, as of today, the American tramp owners are gradually going downhill—business is declining all around. The tramps have applied to Congress for help—for operating subsidies. This will prove to be one of the bitterest maritime legislative fights in years.

For years Congress has passed legislation, on an annual basis, allowing Canadian flag ships to engage in the Alaskan transportation. However, a hedge is showing up, involving Canadian discrimination against American shipping which may result in Congress refusing to enact such legislation in the future.

Canadian ships are not required, under their own law, to pay pilotage dues unless pilots are actually employed. However, ships of other than British Dominion registry, including American ships, are required to pay these charges even though they do not employ pilots. A US Congressional Committee, in a recent report, commented that masters of American-flag ships operating between US West Coast ports and ports of Canada are men with years of experience and are as familiar with Canadian waters as masters of Canadian vessels. If a satisfactory solution to American operators is not developed, Congress may question the wisdom of granting future privileges to Canadian ships in connection with Alaskan operations.

Although foreign maritime nations have done considerable research on the subject of gas turbines, the US is woefully lacking in its own research. However this Government is reviewing the possibility of atomic propulsion for merchant ships.

Back in 1946 the Maritime Commission actually entered into a contract with a private firm for the building of a gas turbine propulsion system for a Government-owned collier. However, when the private firm experienced difficulty in fulfilling its bargain, the MC finally sold the collier which proved to be the last one of its kind in the possession of the Government, so that the contract with the private firm was cancelled.

At about the same time, the same private firm had a similar contract with the US Navy to build an identical turbine. The Navy contract was completed, the turbine tested, but still remains in storage.

One quick look at the size of the American merchant marine would indicate that progress has been made. However, despite the size of the US fleet, more than one-half of the ships in the fleet today are officially classified as "poor" in quality. Here is the run down, made by the Department of Commerce itself; only 1% of the US merchant ships are classed as excellent, an additional 28% as good, 15% as fair, 53% as poor, and 3% as over-age and obsolete.

Your SIU Washington Reporter

Top of the News

DEMOCRATS QUIT McCARTHY COMMITTEE—The three Democratic Senators who were members of the Senate Subcommittee on Investigations headed by Senator Joseph McCarthy have quit the committee. The three Senators, McLellan, Symington and Jackson walked out as a result of a dispute over J. B. Matthews, who had been executive staff director of the committee. Matthews' resignation was forced after he wrote a magazine article charging that among Protestant clergymen could be found the largest single group supporting Communism in America.

SAVAGE FIGHTING IN KOREA—The biggest Communist offensive since October 1951 hit Allied troops on the Korean central front, as UN and Chinese negotiators were supposedly wrapping up truce talks. The Communist attack, which was seen as an attempt to punish the South Koreans for their government's opposition to a truce, broke through Allied lines but was met with heavy Allied counter attacks. Meanwhile the US announced it had reached agreement with South Korean president, Syngman Rhee, in which he promised to abide by a truce.

BERIA, SOVIET POLICE CHIEF, ARRESTED—Lavrenti Beria, one of the three top rulers of the Soviet Union since the death of Stalin has been arrested and accused of a wide variety of crimes, including high treason. It is expected that his arrest will result in public confession and a death sentence. It was followed by the purging of many of his followers both in the Soviet Union and in other Communist-controlled countries. The best guess was that Soviet premier Georgi Malenkov had come out on top in a bitter internal struggle for power that followed Stalin's death.

SOVIET REJECTS FOOD OFFER TO GERMANY—A US offer of \$15 million worth of food supplies for hungry East Germans was rejected by the Soviet Government. Nevertheless, shipments of flour, dried milk, lard and other staples are being sent to West Germany.

SENATORS VOTE EQUAL RIGHTS FOR WOMEN—The Senate by an overwhelming vote of 73 to 11 has approved a proposal to amend the constitution assuring women of equal rights under the law. The proposed amendment would have to be approved by the House and 36 of the 48 state legislatures before it could go into effect.

STEVENSON DETAINED IN EAST BERLIN—Democratic presidential nominee Adlai Stevenson had an unscheduled surprise on his round the world tour when he and members of his group were arrested by Russian troops in East Berlin for taking some pictures. The group was released after being in custody about two hours.

Monte Carlo Boss



Aristotle Onassis, 47-year old millionaire shipowner, now owns famed Monte Carlo gambling casino.

'Problem Dept.' 1 Year Old

Begun on a modest scale just one year ago, the SIU Welfare Services department passed its first anniversary, July 16. Since its start the popular SIU department has provided a wide variety of services going far beyond its original scope.

When the department was established, through recommendation of headquarters and approval of the membership, its original purpose was to handle distribution of benefits provided by the SIU Welfare Plan. In large part this consisted of regular visits to hospitalized Seafarers to give out the hospital benefit and take care of their needs.

Had Personal Problem
In the course of these visits the Welfare Services representatives found that each hospitalized Sea-

farer usually had one or more problems arising out of his illness. If he came off a ship into the hospital he was usually concerned about getting his gear, wages due and collecting maintenance and cure. Also he wanted to get in touch with his family or friends and take care of legal problems if there were any. Ways and means were established for dealing with these matters quickly and easily.

Once these services were estab-

lished for hospitalized Seafarers it was a simple matter for them to be extended to the membership at large. Subsequently Welfare Services started taking care of the membership's non-contractual needs on the ships as well as such contract matters as repatriation, transportation, allotments, maintenance and cure and unearned or unpaid wages.

In addition, Welfare Services now provides advice and assistance on a variety of matters having little or no direct connection with shipping as such. These include such items as draft board and immigration problems, voting requirements, tax and credit matters, housing problems and any other family difficulties where Welfare Services can be of help.

Of course, administration of all SIU welfare benefits means that Welfare Services handles death, disability, maternity and hospital benefits and all related matters.

Still Expanding

In recent months, a growing number of wives, children and parents of Seafarers have been writing or coming in to Welfare Services with their own personal problems. Welfare Services gives them the same handling that it does to a Seafarer's case.

During its first year of operation Welfare Services has succeeded in establishing certain practices that were rarely followed before. For one thing, families of Seafarers whose allotments were automatically cut off when their breadwinner left the ship because of illness or injury are now continuing to receive allotments out of unpaid or unearned wages. This was formerly a rare favor done for officers on occasion. Then too, Welfare Services has greatly simplified the difficulties of collecting maintenance and has virtually eliminated the need for hiring expensive legal aid to collect such maintenance.

Third Ship Sales Bill Would Peddle 12 C-1's

Another of a series of bills which would allow the Government to sell merchant ships to foreign countries, or citizens of foreign countries has been introduced in the Senate at the suggestion of the US State Department.

This latest bill, introduced by Senator Tobey of New Hampshire, would allow the sale of 12 C-1 type merchant vessels to Brazil or to citizens of Brazil. It follows other bills which have been introduced during this session of Congress to sell various types of ships to Philippine operators, and to Trieste or citizens of Trieste.

While the ships in this bill would not compete with American vessels in international trade, the SIU is opposed to the measure because it would open the gates to a flood of similar bills which would not restrict the vessels to local trade.

In this latest move, Secretary of State John Foster Dulles stated in a message to the Senate that the sale of the 12 ships would "be in the national interest of the United States."

Coastwise Trade
According to the terms of the bill, which was suggested by the

State Department, the ships would be used for Brazilian coastwise trade, and terms of the sales would prohibit use of the ships in "international trade or in other than the coastwise trade of Brazil."

The price of the vessels would be determined by sections of the Merchant Ship Sales Act of 1946, and that the US may "grant allowances for putting such vessels in class, in accordance with the minimum requirements of the American Bureau of Shipping, such allowances to be determined on the basis of competitive bids."

The Department of State, in offering reasons for the bill, said that "the rehabilitation of Brazil's coastal shipping service is vital to Brazil's internal economy, and since Brazil is a traditional and important South American ally of the United States, its improved economic strength should add to the defense potential of the Western Hemisphere."

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Lowdown on Life Insurance

Life insurance is one of the toughest items for a man to buy right. Not only is insurance hard to understand, but families are often under pressure from agents and the life insurance industry to buy what may be entirely the wrong kind of insurance for them. Many families spend a lot of money on insurance but still have little real protection.

The problem is especially tough for industrial workers like Seafarers who are considered to be in hazardous occupations and so pay more for the same insurance than white-collar workers on land. Deck workers, firemen, and wipers are among the seafaring workers who have to pay an extra charge. So do cooks and bosuns, although not as much extra. Worse yet, some of the largest commercial companies won't sell the lowest-cost types of insurance to Seafarers and similarly-rated industrial workers, but compel them to buy costlier forms if they want insurance.

Through the SIU Welfare Plan, Seafarers do have a boost toward insurance protection. The plan includes a \$2,500 death benefit payable to any beneficiary you designate. Eligible for this benefit is any Seafarer who has put in a minimum of one day of work aboard an SIU-contracted vessel during the 12 months prior to death.

How much additional insurance you need depends on your other assets, and how many dependents you have. A paid-up house or a bundle of savings bonds is as good as insurance. Too, a covered worker's family gets Social Security death benefits if he dies. These are actually the most important insurance asset most families have, even though many don't realize Social Security does provide family death benefits as well as old-age payments. A widow with two children under 18 can get as much as \$170 a month. All payments cease when the last child is 18, but resume when the widow herself reaches 65.

How much more insurance do you need besides the

SIU and Social Security benefits? As a rule of thumb to help you estimate your needs, you can figure that \$10,000 of insurance will provide a family with an income of about \$50 a month for 20 years.

Choosing Commercial Insurance

In buying life insurance from commercial companies, you can't always rely on what the salesman says.

The important fact for you as the buyer to know is that there are two main types of insurance: "term insurance," and "ordinary" or "whole life." Endowment policies are simply fancy versions of "whole life." The chief differences between "term" and "whole-life" insurance are these:

Term insurance is much cheaper to start with; in fact at the start it's half or less the price of whole-life insurance. If you renew it at the end of each term, your rate rises, but not drastically. Term insurance is simply protection for your family in case of death. It has no cash surrender value, nor can you borrow on it.

Whole-life insurance maintains the same rate throughout your whole life. If you want to turn your policy in, you can get back part of the money you paid in.

Which is the better buy? For most moderate-income families, the term insurance is far the wisest choice and better value. Many insurance agents tend to push the more expensive whole-life policies. They belittle term insurance as "temporary insurance," and call it the "kind of insurance you have to die to collect." They emphasize that term insurance rates rise after each renewal (generally it's taken out for five years at a time.)

However, the rise in rates when term insurance is renewed is not as drastic as the salesman sometimes hints. In most cases the total cost of term insurance over a period of many years will never be as much as the total cost of the same amount of whole-life insurance, even though the term-insurance rate rises every five years.

In the second place, that cash surrender value generally turns out to be a delusion. You get it only if you give

up your insurance, which most people in actual practice don't want to do or shouldn't do unless they no longer have a family to protect. But if you die, your family doesn't get that cash surrender value, the so-called "savings" that have been built up in expensive types of policy. The insurance company keeps the cash surrender value, and your family gets no more than if you had taken out the low-cost term insurance.

In that case, the smartest plan is to buy the term insurance and invest the difference in cost in a separate savings fund like Government savings bonds. You have both your savings and your insurance. If you need the cash, you can get it without surrendering your policy, or without paying the insurance company five or six percent for a loan of your own money.

The argument that you will have to pay high rates on term insurance when you get old is full of holes. It's the young man with small kids who really needs to carry a large amount of insurance, not the old man. As a man's family grows up, he can reduce the amount of insurance he carries.

Whole-life insurance is expensive enough, but the worst form of it is the weekly or monthly payment policies carried by many wage-earning families. They pay only 50 cents or \$1 at a time, which seems little, but they don't realize how much they spend over a year, and what tiny insurance they get for it. One independent counselor points out that 25 cents a week for \$250 worth of insurance comes to \$13 a year. For that you could buy \$1,000 worth of the same insurance if you paid for it on an annual basis. Or, if you buy term insurance, you could get almost \$2,000 worth (at about age 30). So a family that buys those weekly "industrial" or "burial" policies, as they're really called, pays up to 300 percent more than it needs to!

(In the next issue, this column will report on which companies permit Seafarers to buy low-cost term insurance, and offer lowest rates on it.)

SIU Men Aid Flood Survivors In Japan



A rescue party of Japanese relief workers walks over the roof of a flattened home in its search for bodies or survivors after the flash flood which struck Moji, Japan.

Usually, when there is any sort of important happening in the world, Seafarers have a front-row seat, and that's the way it was recently when a flash flood struck Moji, Japan.

The crewmembers of the Ocean Lotte, which was anchored off Moji, were right on the spot. The cameras of the crewmen went right to work and Seafarer James P. Balderston, sent a first-hand account of the flood to the LOG.

Following the usual SIU tradition, the Seafarers aboard the Ocean Lotte were also right there with a helping hand when it was needed. As Balderston reports, "we are happy in the fact that we, an SIU-manned ship, were the first in this port to voluntarily take up a collection to help out the people who were victims of this flood. We realized between 160,000 and 170,000 yen, which was turned over to the Mayor of Moji. The other ships in the area, also took up collections later."

"After a rainy season," writes

Balderston, "unprecedented in 60 years, Moji was deluged with torrential downpours during the week of June 22, and then was hit with cloudbursts on the 27 and 28.

"The watersoaked soil on the steep mountainsides enclosing the town became loosened from the bedrock, and great landslides started. Thousands of tons of rock and soil roared down the mountain, carrying cultivated fields, trees, homes and other buildings along with it."

"All the communications were knocked out, except some radio contact, and light and power lines were put out of service. The streets of the city were filled waist high with raging torrents of muddy water, carrying all kinds of debris, dead animals and some bodies with it. Many homes, shops, warehouses, banks and factories were either knocked down or were filled with three and four feet of muddy water, and debris.

"In the Moji area, over 60 persons were killed, nearly 300 injured, many reported missing, and many families were left homeless. In surrounding areas, bridges were washed out, roads covered with rocks and debris, and crushed buildings and houses were standing across the roads.

"This was called the worst natural disaster in 260 years by Moji authorities.

"Some GIs from nearby posts were sent in to help dig through the ruins to recover bodies, and for days, the crematory here was busy cremating the bodies found, so that no epidemic would result. That's when we took up our collection to help these people."

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your union urges you to take an active part in meetings by taking these posts of service.

And of course, all members have the right to take the floor and express their opinions on any officer's report, or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

Sea Play Is Backed By Ship's Crew

Backed by the crewmembers of the Keystone Mariner, a play written by the radio operator of the ship, is scheduled for production in a Greenwich Village theatre sometime in September.

The play is an adaptation of radio operator Harry Antrotter's novel, "Slow Boat Across," a seafaring saga about a C-2 voyage.

The crew decided to back the play during a shipboard meeting. A committee was formed, headed by Clifton Wilson, chief steward, and they managed to raise \$900 from the crew.

A reading of the play, by the actors who will stage it in the future, was held last week, while the Keystone Mariner was in New York, so the crewmembers could get a better idea of how the play would sound when it is staged.

According to Antrotter, the show will be produced at the Provincetown Playhouse in Greenwich Village. He and Wilson said that they are trying to arrange the dates for the production so that the play will be presented at the same time as the Keystone Mariner is in New York, probably at the end of the ship's present trip. However, since the ship is operating under MSTs, they are not sure when that will be.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS
 REPORT ON BENEFITS PAID
 From 7-6-53 To 7-17-53

No. Seafarers Receiving Benefits this Period	990		
Average Benefits Paid Each Seafarer	60.38		
Total Benefits Paid this Period			59,784.96

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,640.00		
Death Benefits	10,655.02		
Disability Benefits	925.00		
Maternity Benefits	4,600.00		
Vacation Benefits	37,764.94		
Total			59,784.96

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	345,330.00		
Death Benefits Paid Since July 1, 1950*	628,817.61		
Disability Benefits Paid Since May 1, 1952*	14,390.00		
Maternity Benefits Paid Since April 1, 1952*	139,600.00		
Vacation Benefits Paid Since Feb. 11, 1952*	231,537.58		
Total			3,439,675.19

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	461,724.24		
	Welfare	680,118.26		
Estimated Accounts Receivable	Vacation	369,860.00		
	Welfare	323,634.00		
US Government Bonds (Welfare)		1,580,707.82		
Real Estate (Welfare)		320,309.90		
Other Assets - Training Ship (Welfare)		69,573.74		
TOTAL ASSETS				3,806,477.96

COMMENTS: Since January 1st, 1953, the Union's Welfare Plan has paid to members or their beneficiaries a total of 2,353 benefits as compared to 2,527 benefits for the same period of last year. A breakdown of the various benefits in comparison are as follows: Deaths 82 this year compared to 68 last year. Hospital benefits 1,861 to 2,411 last year. On the maternity benefits which were made retroactive to April 1st of last year, only 25 were paid to July 21st as compared to 319 for the period of January 1st to July 21st this year. Disability benefits which started May 1st, 1952, were 23 up and including July 21st last year, as compared to 91 for the period of January 1st to July 21st this year.

Submitted July 20, 1953
 Al Kerr, Assistant Administrator

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

UNION TALK



By KEITH TERPE

If you wanted to pick out an organization that represents all of the dirty dealing that the SIU has fought against for years in and out of the trade union movement, you wouldn't have to go any further than Atlantic's company union. By its own shady operations, this shabby little outfit is being repudiated by more and more of its most ardent supporters every day.

Company Tag Is No Accident

It's no accident, either, that every time you run into one of these so-called "unions," they're always tagged with a company name, like the Esso Tanker Men's Association, Socony-Vacuum Tanker Men's Association, and so on. After all, any time you take somebody's name, it's either because you admire that person, owe something to him or want to live off his name. That's why there's a new George Washington somebody-or-other born every day. It works no differently with the one-company tanker union, and the AMEU rates at the head of that class.

Just last week, the operators of this phony outfit among Atlantic tankermen added another crowning achievement to their record, and then bragged about it to the few dues payers left. What neddled the big boys in the company and its puppet labor outfit was that a man they had trusted to do their dirty work for them, AMEU vice-chairman Frank Fletcher, realized he was being fed a line of lies about the SIU and decided that the SIU was the only true union for a professional seaman. But he not only switched his support. He went further and exposed the whole rotten tie-up between the company and its "union" before the NLRB hearings as an SIU witness. So the AMEU worked out a neat formula to get rid of him.

A Railroad Job, AMEU-Style

Here's what they had: an elected AMEU official who refused to play ball with the company any longer, an appointed business manager-lawyer who runs the show while the elected guys front for him, and a constitution that's hazy on many points and lacking on many more, but which was perfectly clear on the so-called "offender's rights." He couldn't be suspended unless charges were preferred against him and he was tried before a committee of fellow members, according to the constitution.

Given all that, the clever manipulators of this rocky structure moved fast. They locked up the constitution, and suspended the guy without a trial. These constitutions and rules to protect the membership, they reasoned, are something that legitimate unions might go in for, but rule of the majority and majority rights were something they couldn't stand for. They'd have had trouble enough digging up enough guys for a trial committee anyway.

All of this, of course, sharply emphasizes a mighty important basic difference between the SIU and the AMEU or any of its counterparts in the non-union tanker field. For, as most Seafarers know, the SEAFARERS LOG, in its last issue, published a documented report and analysis of the Union's trial and charges procedure under the new SIU constitution.

Daily Press Reported On It

The report, in fact, was considered such a significant development that many daily newspapers throughout the country devoted space in their news columns to stories about the obvious internal democracy of a Union which would even publish such information for the whole wide world to see. But, as your officials have said many times before, this Union has no secrets.

The LOG report and the suspension of Frank Fletcher followed each other by a few days, as a matter of fact. Weighing the two, side by side, Atlantic tankermen continue to have a healthy respect for the SIU. We not only offer the best conditions and security in the maritime industry on the ship, but with rotary shipping, the Union hall too, offers security through democracy right down the line for today's seafaring man.

Convention Shriners Visit The SIU



During the recent Shriners' convention in New York, some of them, of course, visited the SIU's headquarters. Here, SIU dispatcher Tom Gould explains rotary shipping to, left to right: Harry Johnston, W. L. Bush, William Fenzau and Seafarer Reece Oliver, ch. elect., who brought them to the hall.

Foreign Ships Take Lakes Trade

The "devastating competition of European flag vessels," is being felt by US operators on the Great Lakes now, the Lake Carriers' Association has told the Senate Interstate and Foreign Commerce subcommittee.

The association explained that Canadian vessels and an increasing number of foreign-flag vessels are taking away the business of American ships on the Lakes to an alarming degree.

While the association said that the operating costs of Canadian ships are about 60 percent less than those of comparable US vessels, the foreign-flag ships can operate even more cheaply. "United States vessels are unable to compete either with Canadian or European vessels."

Operate Through Season

In recent years, many European ships have entered the Great Lakes with cargo, and then have remained to operate through the season. Since they operate between the US and Canadian ports, technically they are running on foreign voyages, and thus do not come under the coastwise or intercoastal ban on foreign ships. This type of foreign competition has become greater each year.

Upton Is Third Member Of Fed. Maritime Board

Eldon Claggett Upton, Jr., New Orleans insurance executive, has been sworn in as a member of the Federal Maritime Board. He fills the vacancy left by former chairman Albert W. Gatov, whose term expired June 30.

Louis S. Rothschild, whose appointment to the board was announced in the June 26, 1953 issue of the SEAFARERS LOG, has become chairman and administrator now.

Upton's appointment marks the first time since October, 1952 that the board is up to its authorized strength. R. W. Williams, vice-chairman, is the third member of the board. Upton is a graduate of Tulane University Business School.

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.

Cartoon History Of The SIU

Supporting Actions—Continued

No. 42



In the Fall of 1947, Seafarers helped the independent Telephone Workers. Seafarers manned picketlines in all SIU ports. SIU halls were used, and SIU strike kitchens operated. In some cities, SIU halls were used to announce the successful end of the strike.



The UFE, helped once by the SIU, felt the first effects of the Taft-Hartley Act. With SIU help, the UFE struck the NY Stock and Curb Exchanges. Backed by T-H and NY cops, the tycoons stood fast. Brutal, stick-swinging cops made this "The Battle of Wall Street."



From coast to coast, even in Canada, unions learned that the SIU would help in a just beef. Office Workers, Sandhogs, Hospital Workers, Hotel and Restaurant Workers, Hat and Millinery Workers were just a few who found they could count on the Seafarers.

PORT REPORTS

Wilmington:

Captain Learns Lesson From Seafarer Crew

The shipping is doing better than holding its own around here and should continue to be fair or even good. We have a small registration list and the men are shipping out when and where they want.

Waterman's Topa Topa paid off and signed right on again, while the port's in-transits included the Royal Oak (Cities Service); Massmar, Portmar, Marymar and Yorkmar (Calmar); Yaka, Bienville, Schuyler Otis Bland and John B. Waterman (Waterman); Mary Adams (Bloomfield); Michael (Carras); Clarksburgh Victory and Massillon Victory (Eastern); Steel Age (Isthmian); Wm. A. Carruth (Trans-Fuel) and the Malden Victory of Mississippi.

The captain of the Steel Age did not want to pay overtime for bringing the Union stop chest on board. Finally, he agreed to pay the OT, but enroute to the West Coast added the overtime he paid to the stop chest prices. We decided to teach him a lesson and hold him at the payoff until he knocked off the extra price.

Routine local central trades meeting with the usual reports of gains and possible strikes by various delegates. We advised the delegates that the BME now has a representative here for organizational purposes and, in turn, were advised that the BME would be given full support.

Oldtimers on the beach include Harvey Hill, Charlie Giordano and H. A. "Pop" Ferree. Young oldtimers include H. Pederson, Pete Prevas and Audrey Lester.

For the first time this year it stayed hot enough at night to sleep without a blanket. The heat wave lasted four days. Some of the members have been heading this way from back east to enjoy the good shipping. Somebody played a terrible joke on them. Shipping was so good when they got here they didn't get a chance to enjoy the fine weather.

John Arabasz
Wilmington Port Agent
✚ ✚ ✚

San Francisco:

Shipping On Even Keel With Future Brighter

Shipping has been keeping on a fairly even keel and steady pace, with prospects for the future tending to remain at the same level or better of top jobs and shipping for the SIU.

During the two-week period payoffs included the Taddei (Ship-Enter); Bluestar (Traders) and Seastar (Mercador), with the Taddei and Seastar signing on a full crew again.

Ships in-transit in the past fortnight were the Yaka, Topa Topa and Moblian of Waterman; Calmar's Portmar; the Steel Age of Isthmian; Traders' Brightstar, and the Longview Victory of Victory Carriers.

The typical SIU man of the week nomination belongs to Ralph Moisant. Ralph has a long line of strikes behind him. After joining the Union in 1940, he participated in the 1946 strike in Galveston, the Bethlehem Shipyard strike in Baltimore, the 1947 Isthmian strike in

Mobile, the Cities Service strike in Lake Charles in 1950 and the SUP strike in San Francisco in 1952, among others.

Ready to Ship

Moisant is a steward and has sailed as one for about 25 years. His most recent ship was the North Platte Victory (Victory Carriers), which came in late in June. Right now he's back on the beach and ready to ship out under the SIU once again.

Oldtimers on the beach include Tex Krohn, J. Collins, R. Graff, J. Nagler, F. J. Bradley and C. W. Prichett. Pete Smith, David Sorrensen and P. Belen are in the USPHS hospital, hoping to hear from some of their shipmates. A kind word and a visit will go a long way with these men.

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

Galveston:

Fishing And Sunshine Make Texas Fine Spot

Shipping for the past two weeks has been on the slow side, with little shipping activity in this port.

The boys in this port right now, however, are just taking it easy and enjoying, or at least sweating out, the weather.

The trout and some other fish are running real well around these parts at present. Since they're biting so well, a lot of the men on the beach have taken to tossing a line into one of the quiet streams and then just relaxing until they get a bite.

We had the Del Aires (Mississippi) come in here, payoff, and then sign on again, without any real beefs at all. She was in pretty clean condition, and had a good crew aboard her.

A. Hammac, Benny Luna, George Bales, and some of the others on the beach here now are among those lazy fishermen who are pulling in all those speckled trout.

All hands on the beach are cautioned that it is against SIU policy for men who are on the beach to go down to the ships in port prior to pay off or sign-on. If it is necessary for you to go aboard one of these ships when you are not assigned to it, contact one of the port officials and get permission from the hall to go aboard. This is in line with the Union's policy of keeping all unauthorized personnel off the ships in port.

Keith Alsop
Galveston Port Agent

New York:

Seafarers Urged To Protect Lay-Up Jobs

Although shipping has remained good for all departments for the past two weeks, it seems as if it has been general lay-up time. We have had four ships laid up in the past period, for indefinite periods, awaiting cargoes. They were the Wild Ranger (Waterman) and the Jean, Edith and Mae (Bull). The crews were laid off on all these ships, but with the general up-trend in shipping we were able to ship quite a few of them. We have hopes of crewing up these ships in the near future.

We paid off a total of 25 ships in the past two weeks, signed 11 on foreign articles and service 19 in-transit ships. The following ships paid off: Frances, Beatrice, Suzanne, Jean, Edith, Simmons Victory, Elizabeth and the Mae (Bull); Anniston Victory and Carroll Victory (South Atlantic); Wild Ranger, Hurricane, Lafayette, Wacosta, Keystone Mariner, Golden City and Afoundria (Waterman); San Mateo Victory (Eastern); Boulder Victory (Robin); Chiwawa, Government Camp and Bradford Isle (Cities Service); Steel King and Steel Rover (Isthmian), and Mathiasen's Petrolite.

Ship Sign-Ons

Ships signing on in the port were the Anniston Victory and Carroll Victory; San Mateo Victory; Hurricane, Lafayette and Keystone Mariner; Simmons Victory; Robin Kettering, Robin Locksley and Boulder Victory (Robin); and the Steel Seafarer (Isthmian).

In-transits included: Alcoa's Ranger, Planter, Puritan, Runner and Pioneer; Waterman's Chickasaw and De Soto; Robin Wentley (Robin); Seamar and Calmar (Calmar); Seatrains New Jersey, New York, Texas, Georgia, Savannah and Louisiana (Seatrains), and Isthmian's Steel Recorder, Steel Surveyor and the Steel Voyager.

There were no major beefs on any of these ships, but I would like to call the membership's attention to a problem that we are having on some ships that are in temporary lay-up and the crews have been kept aboard.

Keep Crews Aboard

As you know, the contract provides that where a ship lays up for more than ten days the company may lay the crew off. However, some companies prefer to keep the crews aboard, which is a good deal for our members. The beef we are getting from the companies is that when they keep the crews aboard they expect the men

to be there to perform their regular duties.

Some of the men, in these instances, have been failing to turn to or to even be aboard. This will result in a hardship on the members who do wish to stay on their ships and work, because the companies have informed us that if these performances continue they will refuse to keep the crews on any ships which are going into lay-up for repairs or for any other reason.

Let's think of the welfare of our shipmates and, if you want to take off, get a replacement from the hall so that the job will be covered.

Claude Simmons
Ass't. Sec.-Treas.
✚ ✚ ✚

Lake Charles:

Shipping On Upswing; Men Head For Japan

Shipping has really been on the upswing here in our little city for the past two weeks, especially for the past three days, and we were pulling out what little hair we had trying to get men. We shipped out 59 men in all ratings and had to call out of port for some of them. Two ships from this port signed on for Japan and lots of the boys decided to take a run over to the mystic and mysterious Orient.

The following ships contributed to the rush: Petrolite (Tanker Sag); Julesburg (Terminal Tankers); Government Camp, Winter Hill, Lone Jack and the Bents Fort (Cities Service); Del Monte and Del Sol (Mississippi); and the Michael (Carras). The Michael paid off from Japan and signed back on again for the same run, taking 29 men.

Heading For Japan

For our Seafarer of the Week we nominate Ross Lyle. Lyle sails as pumpman-machinist and has been on various Cities Service ships to help get them in line. Incidentally, he earned his book that way. He comes from the state of Alabama and just this week signed on the Republic (Trafalgar) for Japan.

During this past week we were saddened by the arrival of the Petrolite with the body of Richard H. Severson, who was killed by a fall into the No. 4 tank. He was chief pumpman on her and was a good SIU man and a fine shipmate. He will be missed by all who knew him. He leaves a family in Wisconsin to whom we extend our sympathy. The body has been sent to Wisconsin for burial.

Leroy Clarke
Lake Charles Port Agent

Miami:

Miami Short On ABs But Not On Mosquitoes

Shipping has been very good, especially for rated men in the deck department. Anyone with an AB ticket who wants to ship out fast can come down this way and be off on an SIU ship quicker than he can say Hialeah.

The Florida (P. & O.) paid off on continuous articles. Ships in-transit included the Excelo (Excelo); Azalea City, Wacosta, Raphael Semmes and Fairland (Waterman), and the Ponce (PR Marine).

Otherwise everything is running smoothly except for the weather and the mosquitoes. It has been hot and rainy and the mosquitoes down here don't need running lights to navigate. The fish are still running in schools. I'm hoping the ABs will come in that way, too.

Eddie Parr
Miami Port Agent
✚ ✚ ✚

Mobile:

Mariner Expected To Crew Up In Mobile

Shipping in the port for the last couple of weeks has been tops, with 151 men shipped to regular jobs and half again that many shipped to various relief jobs around the harbor.

Paying off since the last meeting were the Alcoa Pennant, Cavalier, Pilgrim, Pointer, Clipper and Roamer (Alcoa); Maiden Creek, Monarch of the Seas and Morning Light (Waterman), and the Coeur

D'Alene Victory (Victory Carriers). Signing on were the Pennant, Pilgrim, Pointer and Roamer for a bauxite run again; the Maiden Creek for a trip to Europe, and the Coeur D'Alene Victory for a trip to the Mediterranean.

In-transits included: Iberville and Antinous (Waterman); Steel Advocate and Steel Maker (Isthmian); Burbank Victory (Eastern) and the Cornell of Hillcone Oil Company under an SUP contract. Prospects for the coming two weeks look fairly good, with the following ships due to hit the port in-transit and for payoffs: Chickasaw, Claiborne, De Soto and Monarch of the Seas (Waterman), and Alcoa's Patriot, Pennant, Pegasus, Polaris, Partner, Corsair, Ranger and Cavalier.

Crew Up Here

There are strong rumors that Mississippi will take delivery of its Mariner-type ship in the Pascagoula yards in the near future. When it does this port will crew her up with the exception of a few key replacements. Also, there is a possibility that the Wanda (Epiphany) will be ready some time soon for a crew. Isthmian, also, is supposed to have a Mariner ready in the near future out at the same yards. If and when it is ready, Mobile will crew her up.

Dies Aboard Ship

The Mobile membership wishes to extend its sympathy to the family of Brother James K. Dubose, who recently died aboard the Abiqua, one day out of the Panama Canal Zone. The body was flown from the Canal Zone and was buried in a local cemetery. He is survived by a wife and two daughters.

Cal Tanner
Mobile Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE	14 North Gay St.
BOSTON	276 State St.
GALVESTON	308 1/2 23rd St.
LAKE CHARLES, La.	1419 Ryan St.
MIAMI	Dolphin Hotel
MOBILE	1 South Lawrence St.
NEW ORLEANS	523 Bienville St.
NEW YORK	675 4th Ave., Brooklyn
NORFOLK	127-129 Bank St.
PHILADELPHIA	337 Market St.
PORT ARTHUR	411 Austin St.
SAN FRANCISCO	450 Harrison St.
SAVANNAH	3 Abercorn St.
SEATTLE	2700 1st Ave.

TAMPA	1809-1811 N. Franklin St.
WILMINGTON, Calif.	505 Marine Ave.
HEADQUARTERS	675 4th Ave., Bklyn.
SECRETARY-TREASURER	
Paul Hall	
ASST. SECRETARY-TREASURERS	
Lloyd Gardner, Joe Algina	
Robert Matthews, Joe Volpan	
Claude Simmons, William Hall	

HONOLULU	16 Merchant St.
PORTLAND	522 N. W. Everett St.
RICHMOND, CALIF.	Beacon 4336
SAN FRANCISCO	450 Harrison St.
SEATTLE	2700 1st Ave.
WILMINGTON	505 Marine Ave.
NEW YORK	675 4th Ave., Brooklyn

Canadian District	
MONTREAL	634 St. James St. West
HALIFAX, N.S.	128 1/2 Hollis St.

FORT WILLIAM	118 1/2 Syndicate Ave.
PORT COLBORNE	103 Durham St.
TORONTO	272 King St. E.
VICTORIA, BC.	617 1/2 Cormorant St.
VANCOUVER, BC.	565 Hamilton St.
SYDNEY, NS.	304 Charlotte St.
BAGOTVILLE, Quebec	20 Elgin St.
THOROLD, Ontario	52 St. Davids St.
QUEBEC	113 Cote De La Montague
SAINT JOHN, NB	177 Prince William St.

Great Lakes District	
ALPENA	133 W. Fletcher
BUFFALO, NY	180 Main St.
CLEVELAND	734 Lakeside Ave., NE
DETROIT	1038 3rd St.
DULUTH	531 W. Michigan St.
SOUTH CHICAGO	3261 E. 82nd St.

PORT REPORTS

Baltimore:

To Start Inside Work Soon On New Building

Shipping has been good for the past two weeks and there have been no beefs to speak of.

We paid off 19 ships, signed on 13 and had 11 in-transit. Ships paying off were: Kathryn and Carolyn (Bull); Alamar, Seamar, Calmar and Bethcoaster (Calmar); Trojan Seaman (Troy); Steelore, Marore, Feltore, Oremar, Cubore and Baltore (Ore); Bents Fort and Lone Jack (Cities Service); Steel Recorder (Isthmian); Robin Wentley (Seas); Sea Tiger (Colonial) and Raphael Semmes (Waterman).

Ships signing on were the Hastings (Waterman), and the Raphael Semmes, Kathryn, Steelore, Bents Fort, Feltore, Oremar, Lone Jack, Alamar, Marore, Cubore, Baltore and Carolyn.

Vessels in-transit included the Antinous, Azalea City Hastings, Chickasaw and Wacosta (Waterman); Bethcoaster (Calmar); Robin Locksley (Seas); Alcoa Puritan and Runner (Alcoa); Jean (Bull), and the Steel King of Isthmian.

Says SIU Is Tops

One of the oldtimers on the beach around here is Brother James Wall. Wall has been a participant in all the SIU programs since the Union's beginning, and is a firm believer in all present SIU policies. He is highly in favor of the Welfare and Vacation Plans, among others, and the benefits they represent to members of the Union.

Brother Wall regards the new building in Baltimore as another milestone in SIU history. It is his firm belief that seamen, never again, will suffer the trials and tribulations of days gone by, as long as there is a Union with the policies and progressiveness of the SIU.

Work Progressive

At the risk of being repetitious, referring to the new building once again, we note that the steel is being erected and by the time we make the next report some of the finishing work on the interior should have been started. It is our understanding that the machinery for the air conditioning will also be set up in the near future. The fellows around here are showing great interest in the progress of the building, and there is extensive discussion regarding it.

We have noticed in this port that there have been some fouling up on shipboard, such as missing ships and watches. Actions such as these are not conducive to the spirit and the letter of the SIU policy and cannot be condoned. Unless the crews discipline these performers and curtail such actions, there is no doubt that the matters will be dealt with during regular meetings by shoreside membership.

Though these performers are a minority of our membership, they offset the good work of the rest of the Union. We urge all brothers to think seriously of the consequences before missing a ship or a watch.

How about using a minute of your spare time to visit or drop a line to the following men in the USPHS Hospital at Wyman Park

Drive, Baltimore, Md.: J. Jones, G. Logan, V. Jones, T. Roman, B. Connay, C. Chandler, D. Sykes, J. Eichenberg, J. Davis, T. Nicholas, B. Lawson, G. Loefer, B. Krotzer, M. Mason, R. Bell, E. Mansfield, K. Kristensen and J. Laster.

Earl Sheppard
Baltimore Port Agent
⚓ ⚓ ⚓

New Orleans:

SIU Blood Donors Rush To Aid Of Ship Doctor

Way down here in New Orleans shipping has picked up somewhat and from all indications will smooth out to where we will have fair shipping for the next few weeks.

Ships paying off during the period were the Del Sol and Del Santos (Mississippi); Antinous and Chickasaw (Waterman) and Bloomfield's Neva West and Margaret Brown. Sign-ons included: the Del Norte and Del Monte (Mississippi); Robin Trent (Seas) and the Neva West.

Vessels in-transit were Alcoa's Corsair, Pennant, Cavalier and Pilgrim; Isthmian's Steel Maker and Steel Advocate (twice); Del Monte (Mississippi); Seatrains New Jersey and Savannah; Claiborne, Maiden Creek and Monarch of the Seas (Waterman); Southern Districts and Southern Cities (Southern); Edith (Bull); Coeur D'Alene Victory (Victory Carriers) and Southland (South Atlantic).

Doctor Ill

All the members on the beach volunteered to rush to the aid of a stricken friend of the Union recently. Dr. Love, formerly ship's doctor

on the Del Mar and Del Sud and well-known and well-liked by many Seafarers, was seriously ill in the USPHS hospital here. Blood donors from the hall responded to the call. Jack Gleason, lately transferred from Fort Stanton, is making nice progress and asked to be remembered to all, as did Johnny Knowles from Mobile.

Since the last meeting maternity benefits have been applied for by Jack Cheramie, Sol Campbell, Gilbert Piersall, Hilton Lachney and L. Carrasquillo. Carrasquillo and Piersall had daughters, while the others had male offsprings.

Lindsey J. Williams
New Orleans Port Agent

Savannah:

Beef Settled; Men Get 270 Hrs. Overtime

The shipping situation has been fine for the past two weeks and we expect it to hold its own in the forthcoming period.

Ships paying off included the General Patton (Nat'l Waterways); and South Atlantic's Southland and Southwind. All three vessels signed on again, with the General Patton signing coastwise articles.

In-transits included: the Seatrains New York, New Jersey and Savannah (Sea-train); Robin Hood (Seas); Wacosta, Afoundria and Fairland (Waterman); San Mateo Victory (Eastern), and the Marina (Bull).

On the General Patton payoff, 270 hours of disputed overtime was collected for supervising Far East labor and Far East labor working inside the vessel in passage ways and other areas. Except for this beef, this vessel turned up in unusually good shape.

Hails Plans

Our nomination for Seafarer of the Week is Jack Nelson. Nelson just completed a run aboard the Bents Fort (Cities Service) and is down around this way enjoying the good old Georgia weather and victuals. Nelson thinks the Vacation and Welfare Plans, with their accompanying gains, are the greatest things he ever saw in the labor field. He's been with the SIU for quite a while, and he says he never saw the likes of it anywhere—on the land or the sea.

Just a word of warning to some brothers. There are always a few individuals who completely disregard the rights, privileges and safety of their shipmates by taking off at will and not showing up for their watches aboard ship. In doing so it not only brings ill repute to the Union, but also casts a bad light on the other members of the SIU. Some men never seem to learn. I think it is the duty of the membership to straighten out some of these jokers and instill in them the pride of the Union.

Matters on the labor front down here are fairly steady and consistent. The Coca Cola plant is still out on strike and the boys are pausing for their refreshment by other means, with other bottled beverages, too. The E & W laun-



Nelson

dry seems to be getting a white-washing, with strikers still out after two-and-a-half-years. In addition, the Yellow Cab company is still on the unfair list.

Jeff Morrison
Savannah Port Agent
⚓ ⚓ ⚓

Boston:

Swordfish And Ball Games Top Ship Talk

During the past two weeks, shipping has been good. We are shipping quite a few men and most of the in-transit vessels take on a few replacements. Everything helps keep the ball rolling. We don't know what shipping will be like for the coming period, but if it is like the last few it can't be bad.

Ships paying off were the Queenston Heights (Seatrade); Julesburg (Terminal Tankers); Salem Maritime (Cities Service) and the Ann Marie (Bull). All ships signed on except the Ann Marie. In-transits included the Robin Wentley (Seas); Steel King and Steel Rover (Isthmian); De Soto and Iberville (Waterman); Yarmouth (Eastern) and General Patton (National Shipping).

Overtime was collected on the Julesburg for the mate working on the porthole in wheelhouse. The QM also collected for driving winch putting the pipeline on board.



Violante

Other beefs settled, including one on Patton which is headed for the Far East with a load of grain.

Shows Off Ring

Jim Penswick is showing his ring around the hall after winning it as a third prize in the art contest. Yarmouth has a baseball team and they won their last game against the Yarmouth Town Team. All they talk about on the Yarmouth now is baseball and swordfish.

Anthony Violante just got his FWT endorsement and is happy about it. Other men on the beach include Stan Cjeslak, D. Arcott, A. Tobin, E. O'Connell, G. Gallant, R. Burns and H. Bickford.

In the hospital and wishing to thank the members for their blood donations is S. Greenridge. Others on the shelf include W. H. Wildridge, J. A. Duffy, J. J. Flaherty, S. H. Gnitke, T. Mastaler and R. A. Rogers.

James Sheehan
Boston Port Agent

Tampa:

Victory Carriers May Operate From Here

With prospects looking just about the same in the immediate future, shipping is holding its own here. We have nice weather and plenty of sunshine. We could use a bit of rain but it seems to have passed us by.

Most of the fellows are making trips to the lakes around town and coming back with some bass, catfish and soft-shelled turtles. One of the boys brought a round several pounds of turtle meat and it is fine eating.

Some of the oldtimers sitting around and sweating it out are Al Ortega, Ralph Seckinger, Ike Craft, Gus "Pappy" Taylor, Frank Hagin and A. R. "Slim" Velasco.

In town for a visit is Tony Dominguez. Tony is a former contender for middle and lightweight honors. He had quite a few big-time fights and it is said around town that he used to make Baby Miller climb all the trees in town backwards. There are several fellows who swear this is true. He has been sailing AB now for the past few years.

There is talk of the Victory Carriers starting again on the phosphate trail from Tampa. The port steward for this outfit is here on vacation and we had a talk with him, informing us of this possibility.

Ray White
Tampa Port Agent
⚓ ⚓ ⚓

Seattle:

Santa Venetia Brings In No Overtime Beefs

Very good is the word of shipping in Seattle. Also, shipping is expected to keep going along on the same even keel.

Paying off were the Santa Venetia (Elam); Brightstar (Triton); Fairisle (Waterman) and the Shinnecock Bay (Veritas), with the Fairisle and Brightstar signing on again. In-transits included the Pennmar, Marymar and Portmar of Calmar; Waterman's Mobilian, and the Cities Service



DeLappe

tanker, Archers Hope.

The Santa Venetia came in after being out for six-and-one-half months with no disputed overtime. Also, the other vessels came in minus beefs and logs, for which we can give credit to the fine work being done by delegates and crew aboard these vessels.

W. A. DeLappe is this corner's nomination for Seafarer of the Week. He joined the SIU in Boston in 1939 and has been sailing in the deck department ever since. DeLappe was in the 1941 Bonus Strike and the 1947 Isthmian Strike.

In 1951 DeLappe was very active in organizing the Ocean Tow Company in Seattle, even though he had a full book at the time. While he was riding the Ocean Tow ships he met a local Seattle girl, got married, and now makes his home in this port city.

Jeff Gillette
Seattle Port Agent

A & G SHIPPING RECORD

Shipping Figures July 1 To July 15

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	28	15	18	61	24	16	15	55
New York	209	177	142	528	170	148	107	425
Philadelphia	51	27	21	99	51	45	44	140
Baltimore	132	104	74	310	144	87	74	305
Norfolk	36	20	14	70	6	2	3	11
Savannah	30	23	27	80	32	22	21	75
Tampa	12	10	16	38	10	6	12	28
Mobile	58	43	54	155	40	51	60	151
New Orleans	77	91	86	254	84	98	89	271
Galveston	47	44	38	129	45	42	40	127
Seattle	32	38	35	105	32	38	29	99
San Francisco	38	33	23	94	35	27	20	82
Wilmington	23	20	10	53	13	13	6	32
Total	773	645	558	1,976	686	589	520	1,795

IN THE WAKE

Swimming, one of the most popular of sports, is also one of the most recent. Although men have sailed the seas as far back as history records, it is only within the last few centuries that swimming became at all widespread as a sport. One reason was the popular belief that too much water was harmful; another was the tardy development of swimming techniques. During the nineteenth century, in England, basic swimming strokes were developed and the seashore became one of America's most popular playgrounds; in July, 126 years ago, a swimming club was opened in Boston, and 50 years after that the Amateur Athletic Union initiated standardized water sports in this country.

"To frolic," is the way the dictionary defines "skylark" today, but the original meaning of the word is distinctly nautical. For their own amusement, sailors aboard ships would chase each other up the riggings. Only the young, sure-footed and high-spirited among them cared to play such a dangerous game, and skylarking today, although it no longer means a romp through the rigging, still implies a light-hearted and merry pastime.

Narbonne, an important seaport in the times of Romans, is known to us today for another reason: Situated on the Mediterranean Sea, in the south of France, the city contains a cemetery without a single grave. Fittingly enough, the cemetery in this once great and flourishing seaport contains monuments and chapels dedicated exclusively to the memory of mariners who have been lost at sea.

One of the most popular fish superstitions centers around one of the most unpopular of fish—the cod. People living along the coast have long used the cod to determine whether winter weather will be mild or severe. When the fish run early—for example, in October, along the New Jersey coast, instead of December—observers take this as the sign of a bad winter ahead. When a dried codfish

feels moist, many people believe this is a sign of rain. Superstitions regarding codfish are especially popular in cold climates, where cod are generally found.

Among all the stories of monsters which once roamed land and sea, the sea serpent myth is the one which keeps cropping up. Now, down in Colombia recently, the remains of two sea serpents have actually been discovered, relics of the age of crustaceans, 75 million years ago, still another proof that the new world was inhabited by some of the most ancient forms of life and that like many stories long regarded as fantastic, the existence of sea serpents actually has a factual basis.

Through the ages, men who sail the sea have always been notorious for the tall tales they tell. Therefore, it is not surprising that the expression "to spin a yarn" comes from the sea. To while away the long hours aboard ship, mariners told endless tales to amuse their shipmates while engaged in making spun yarn from the untwisted rope hemp to be used for rigging. The two occupations were so closely associated that today the expression has actually come to mean the tales that were told, and not the work that was done.

The bloodthirsty pirate, whose evil deeds made the seagoing traveler tremble, existed mostly only in the minds of fiction writers. As far as actual evidence shows, no pirate ever made one of his helpless victims walk the plank or mistreated a prisoner, if he could help it. Quite the contrary. The pirate usually treated his "guests" with every consideration, as an inducement to future victims not to resist and cause the pirates extra work. Far from enjoying the hazards of their profession, most of them disliked fighting and an adventurous life. As soon as they had put by a comfortable sum of money, they retired to live safe, law-abiding lives ashore, like any respectable businessman of today—and for all we know, that is exactly what most of the pirates thought they were!

THE INQUIRING SEAFARER

Question: Of all the countries you've visited, what country's food do you like best?

A. Loguieis, deck eng.: I never eat ashore in foreign ports because I'm not sure what I'm getting when I eat in those places. I always eat aboard the ship, and usually get good food that way. The meals I like best are when we catch some fresh fish and then have the cooks fix them up for dinner.



George "Red" Brady, AB: I love that Italian food, I can eat that stuff all the time, and I like all of their dishes real well. I guess it's the sauce that they put on the stuff that I like. I married an Italian girl, and man, she sure cooks some great food, all kinds of Italian dishes.



Reid R. Burns, steward utility: I've been in a lot of countries and tasted their food, but my favorite type of cooking, is good old Southern cooking. I come from Tampa, and I don't think that there's a country in the world can beat a good meal of Southern fried chicken with the trimmings.



C. Wallace, pass. utility: I eat on the ship most of the time when I'm in a foreign port, but I always eat that French pastry whenever I get a chance. They do something to that pastry that makes it taste real sweet and different from the baked goods that you get any place else in the world.



James Dawson, AB: I guess out of all the ports that I've visited, Copenhagen, Denmark, has about the best food. They serve some special salads over there that are real great. They also have a sort of smorgasbord, with cold cuts and small cooked dishes that makes up a very tasty meal.



Albert Bagley, FWT: I've eaten in a lot of foreign ports, but my favorite foods are the ones you get over in Japan. They have an octopus soup that tastes wonderful. They also have a lot of different kinds of vegetables with the meal, like baby bamboo shoots, that taste real good.



MEET THE SEAFARER

JOSEPH TEICHER, AB



After a stint on foreign-flag ships, and then working in an unorganized tanker outfit for a while, Joseph Teicher, AB, says that sailing with SIU conditions and wages are like a dream.

It was the desire to travel and see the world in which he lives that made Joe decide to go to sea. A native New Yorker, he decided to start sailing as soon as he finished high school, but soon found that it was tough to get a berth on any American-flag ships, so he started to visit the foreign shipping lines.

"My first ship was a Norwegian ship," he says, "and on my very first trip I got left behind in Helsinki, Finland. Things were tough over there at that time, in 1946, and I went to Sweden and then to Norway where I got a job with a bank as fireman. Then I went to Denmark and finally got an Army transport out of Germany and got back to the States about a year after I had left."

Was Organizer

After that, Joe continued to sail Norwegian ships until he heard about the organizing drive that the SIU was conducting in the Cities Service fleet. "I went right down and got a job with Cities Service," he says, "and then started working for the SIU. That's the way I got my SIU book, through the organizing drive."

While in the Cities Service fleet, the 24-year-old Seafarer sailed on the Chiwawa, Cantigny, Government Camp and Abiqua. That was back in 1948. After he got his SIU book, he began sailing freighters again. "I had sailed on Norwegian freighters before," he says, "and so I wanted to get back to sailing freighters, but what a difference between the foreign-flag ships and the SIU ships. There was a big difference between SIU conditions and the conditions in the Cities Service fleet at that time, but there was an even bigger difference between the SIU and the foreign-flag ships.

"The wages on foreign-flag ships back in 1947 were \$60 a month and 35 cents an hour for overtime, when they decided to pay over-

time. I made one trip on a Norwegian freighter from the West Coast of South America, through the Straits of Magellan, up the East Coast of South America, and then back through the Panama Canal to the West Coast. We stopped at every little port on the way, and the trip took eight months. I got a payoff of about \$550 for that eight-month trip.

\$3,400 Payoff

"Just recently, I made a trip on the Steel Artisan to the Far East, and my payoff for that five-month trip was a little over \$3,400. That's a big difference, but there's also a big difference in the food. We practically starved on those Norwegian ships."

The trip Joe made on the Steel Artisan was the one when the ship was caught in the typhoon "Hester" and fought its way through the storm for three days. At the time, the ship almost sank and was badly battered when she finally reached the Philippines. The captain and company credited the heads-up seamanship of the crew with getting the ship through the storm.

"I find," he says, "that I like the Isthmian trips to the Far East. That part of the world is very interesting, and the Isthmian ships are usually good feeders and are clean ships."

"Now that I've been sailing SIU," says he, "I'm sure glad that I went into the Cities Service drive and got my book. It was the best move I've ever made."

"And it's not just the added money," he says, "that makes it so wonderful sailing SIU. It's all the other great things about the Union too. Just the Welfare Plan alone is great for seamen. Every man figures he's going to have a home and a family sooner or later, and something like the Welfare Plan makes it a lot easier for a family man because it gives his family some protection, just like the Union gives the man protection on his job, so he don't have to worry about his security. It's all the things added up that makes the SIU the tops in maritime."

The Seafarers Puzzle

- ACROSS
- Nurse, in India
 - Little explosions
 - Grand Banks hazard
 - Man: Slar
 - Seat in Russia
 - Luzon native
 - Long spar
 - What SIU offers
 - Machine shop devices
 - Rip
 - Approaches
 - Actress Chase
 - Part of cargo
 - Demand for something due — Khan
 - Fore-and-aft rigged boat
 - New: Prefix
 - Girl's nickname
 - Like a baby
 - West Africa
 - King's man, old England
 - Commune, Sicily
 - New Britain ports
 - Brown (Bloomfield)
 - Hawser
 - Hobby for Seafarers
 - On the beach
 - Unfasten
 - Cape
 - Lap over
 - Kind of light

- DOWN
- Biblical title
 - It controls tide
 - Sea NE of Crimea
 - Heading for USA
 - A trip
 - Duluth cargo
 - SIU gets good ones
 - Swing about a spar
 - Waterman ship
 - Ex-Giant manager
 - Merry
 - Edge of deck
 - What ship shouldn't be
 - Strain
 - Link to Baltic
 - China port
 - Paul Lavalie's group
 - Away from wind
 - Islands SE of Marshalls
 - Sea near Formosa
 - Made navigation map
 - Sailing vessel's largest boat
 - French President, 1932-40
 - Slow, in music
 - Artless
 - Of first rank
 - Kind of hair arrangement
 - Man's name
 - Spoil
 - Macaw
 - Part of blog.

(Puzzle Answers on Page 25)

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
15				16				17		
18				19				20		
			21					22		25
26	27	28						29		
30				31				32		33
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38								39		
			40					42		45
46	47							48		49
50								51		52
53								54		55

TEN YEARS AGO

British troops landed in Sicily in sight of Mt. Etna, near Catania, which was being bombarded from the sea, and 30 miles south on the east coast. To the southwest armored units under Gen. Patton went inland 20 miles... U-boats reappeared in the Caribbean early in July when they sank a United States merchant ship, survivors said on landing at Miami, Fla. ... After months of battle against the WSA set-up, the SIU-SUP voted on both coasts to accept the RMO registration cards in the best interests of the seamen... President Roosevelt abolished the Board of Economic Warfare headed by Vice President Wallace and administered by Milo Perkins, created a new Office of Economic Warfare under Leo T. Crowley, and transferred all of the foreign functions of the old BEW and of the Reconstruction Finance Corporation's subsidiaries, all headed by Secretary Jones, to the new OEW.

Italian mainland bearing the message... The SIU hailed the American shipyard's feat of constructing more ships in the first six months of 1943 than were built in all of 1942, meaning more jobs for Seafarers... In Kansas City, Mo., Louis G. Lower, a leader in the Republican organization that wrecked Tom Pendergast's Democratic machine, was shot and killed in the Union Station Plaza.

Rome was attacked shortly after midnight by 521 planes—272 bombers and 249 medium bombers—of the US Ninth Air Force, dropping 1,101 tons of high explosives... Washington announced loss of the United States submarine Triton... In Cleveland, O., John McCarrens, president and general manager of The Cleveland Plain Dealer and of The Forest City Publishing Co., which also owns and operates The Cleveland News, was shot fatally, by Herbert Kobra, former general manager of German and Hungarian language newspapers, who later shot and killed himself... The SIU backed AFL President William Green in his demand to roll back prices and aid labor... especially seamen.

President Roosevelt and Prime Minister Churchill appealed to the Italian people to throw off the yoke of Fascism in a statement from the White House while UN bombers dropped leaflets over the

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Navy Hard-Timing

The drastic order issued by the Navy at Inchon on shore leave is as fine an example of armed forces "chicken" as has been seen in a long time. By providing penalties of 150 days' hard labor for each 60 minutes overstayed ashore, the Navy has revealed its contempt for the rights of merchant seamen as civilians and citizens.

Most revealing in the Navy attitude is the provision calling for 14 hours a day hard labor for unlicensed men and eight hours daily for ship's officers. Skippers, mates and engineers, it seems, come somewhat closer to the Navy idea of officers and gentlemen and so are to be treated "leniently" in comparison.

For some time now the armed forces' attitude toward merchant seamen in Korea has been nothing to cheer about. For months after internal disturbances in Korea, they wouldn't even let seamen ashore in Korean ports. Perhaps they were worried that Seafarers' union talk would corrupt the GIs and sailors. Whatever the reasons for the latest arbitrary action, it's about time that the Brass was taken down a peg and taught that seamen, too, are people.

Plenty Of Good Books

The SIU's newest service for Seafarers, the placing of libraries aboard all SIU ships is another in a long series of improvements originated by the Union. The SIU has long held that the job of a seaman's union goes beyond porkchops. While fully aware of the importance of wages and overtime, the Union intends to see to it that other needs are taken care of too.

The ship's libraries, like the slopchest services, the welfare benefits, the recreational and service facilities in the halls are all part of the Union's constant effort to better the seaman's lot. After all, a Seafarer does not cease to be a person when his watch is over. His needs off watch are just as important to his well-being as his conditions on the job.

From now on Seafarers can be sure of pleasant and informative reading matter on the ships at all times. It's something that is certain to be welcomed by every crewmember.

\$ For Mills, But . . .

As has been emphasized several times in the SEAFARERS LOG, this country is becoming increasingly dependent on foreign nations for vital raw materials, particularly iron ore and other metals. In recent years, US companies have been feverishly exploring in South America for new sources of ore, and the giant US Steel Corporation has, with Government aid, constructed a huge steel plant on the banks of the Delaware that will depend exclusively on foreign ore imports.

But despite the fact that the US will be almost completely dependent on ore imports, not a single ore ship is building or on order for US registry. Several ore carriers are being built for foreign flags, and practically all ore movement into the Delaware River plant is on foreign vessels.

It seems a little odd for the Government to subsidize construction of a giant steel plant, in the interests of defense, and then to allow it to be wholly dependent on foreign tonnage for its basic raw material. Such oversight is dangerous to the nation's security.

The 1949 Canadian Beef

The recent testimony of Patrick Walsh, a former Communist operative, on the 1949 Canadian Seamen's Union strike, again points up the important service rendered to the nation by the SIU in that beef. Walsh told a House Un-American Activities Committee that a Communist plan to halt Marshall Plan shipments on a world-wide scale was thwarted in large part by the intervention of the SIU.

At the time of the Canadian beef, the SIU encountered criticism from well-meaning but ill-informed sources because it helped the SIU Canadian District take over Canada's deep sea fleet and wreck the Communist-run Canadian Seamen's Union. What these sources didn't know was that the CSU strike was a purely political maneuver designed to weaken the western nations and strengthen the hand of the Soviet Union.

With all the evidence in, it's now seen that the SIU role was justified all the way. And not the least of the outcome is the fact that Canadian seamen are free from the grip of a Communist-run union.

LETTER of the WEEK

NMU Crews Agree SIU Ship Is Tops

To the Editor:

There are 28 proud Seafarers aboard the Seapender today. We have just had a number of NMU men praise the condition our ship is in and the food we eat. We were sitting at anchor for a week when this morning some crewmembers of the Seaherald came over to this ship, not knowing that we were under the SIU banner, but thinking we were under NMU. Among the crewmembers were the bosun,



Simpson

chief cook and an AB. Their first remarks upon boarding were on how clean and well-kept the ship looked. Walking into the mess-hall, the bosun couldn't get over the clean condition it was in. And then they learned that we were SIU.

When they asked us how we were able to keep a ship in such good shape, we explained that we have always tried to live up to the slogan, "An SIU ship is a clean ship." The Seaherald's chief cook told their bosun, "You see what I told you? Always the SIU ships are painted and clean, not dirty like ours." We then discussed the latest changes in our respective agreements and they agreed that we had, by far, the better agreement.

We talked a lot about the contracts, comparing our working rules and overtime clauses with theirs, and they agreed that we are way out in front of them all the way down the line, and expressed the wish that they would get the kind of working conditions and OT clauses that we have.

Not long after their visit, three men from the Seaglamor also came over and they also remarked on the good shape our ship was in. As it was close to supertime, we invited them to chow. They bit into the delicious steaks we had for supper and the steward and chief cook glowed with pride because of the compliments paid them by these NMU seamen. This SIU ship outclasses both the NMU ships by far, in respect to living and working conditions.

We of the Seapender and of the SIU have a right to be proud of our ship, and even more, proud of our Union, for we know that if this ship were under the NMU banner the conditions would be the same as on other NMU ships.

Other unions and companies are respectful of our Union and the conditions we have won. We must always be alert for any act which might jeopardize our position. Our Union is ahead. Let's keep it that way.

This crew also wishes to recommend to our brothers the skipper of this ship, Captain Bamberg, who has been a good skipper to us in all respects, even providing beer for us on these long shuttle runs.

Wally Simpson

'Let's Grab Him For Speeding!'



LABOR ROUND-UP

Alcoa has agreed on wage increases and other benefits with three unions representing 30,000 shoreside workers in 18 plants. The agreements bring a general increase of 8½ cents and end the north-south differentials. The pact with CIO Steelworkers covers 17,000 workers, while wage reopeners with AFL Aluminum Workers and the AFL Metal Trades Council affect 13,000 workers. The Steelworker pact gives workers in the south and southwest two cents more an hour. An additional wage increase will be negotiated within 60 days for the lowest-rated jobs at Mobile, Ala., and a wage study will be made to iron out other differentials.

AFL Boilermakers Local 92 won bargaining rights at the Conveyor Company, Los Angeles, manufacturers of storage tanks, individual conveyors, street sweepers and other heavy machinery, by scoring a decisive victory over the independent Mine, Mill and Smelter Workers. Some 200 workers are affected.

The Fifth Circuit Court of Appeals has again upheld the right of the US Department of Labor to obtain restitution for 468 employees of the Jacksonville (Fla.) Paper Company totalling \$56,000 in a recent court decision. The case has been fought by company attorneys since 1941. It has been to the Supreme Court twice. The current court battle was on an attempt to limit the time for which Secretary of Labor Martin Durkin could demand restitution. The violations arose from overtime work from 1941 to 1947 and the manner of computing straight time and overtime under the paper company's payroll practices.

As a result of a check by the Wage and Hour Division of the US Department of Labor, 109 employees of eight contractors on the New York State Thruway received better than \$19,000 due them in overtime, but not previously paid. One contractor was stung for \$13,862 as payment to 71 employees.

More than 30 stewards and assistant grievance committeemen

completed a ten-week course in "contract review" conducted by Local 1104 of the Lorain, O., Steelworkers. In addition, the stewards were coached thoroughly on the correct way to institute grievance procedure.

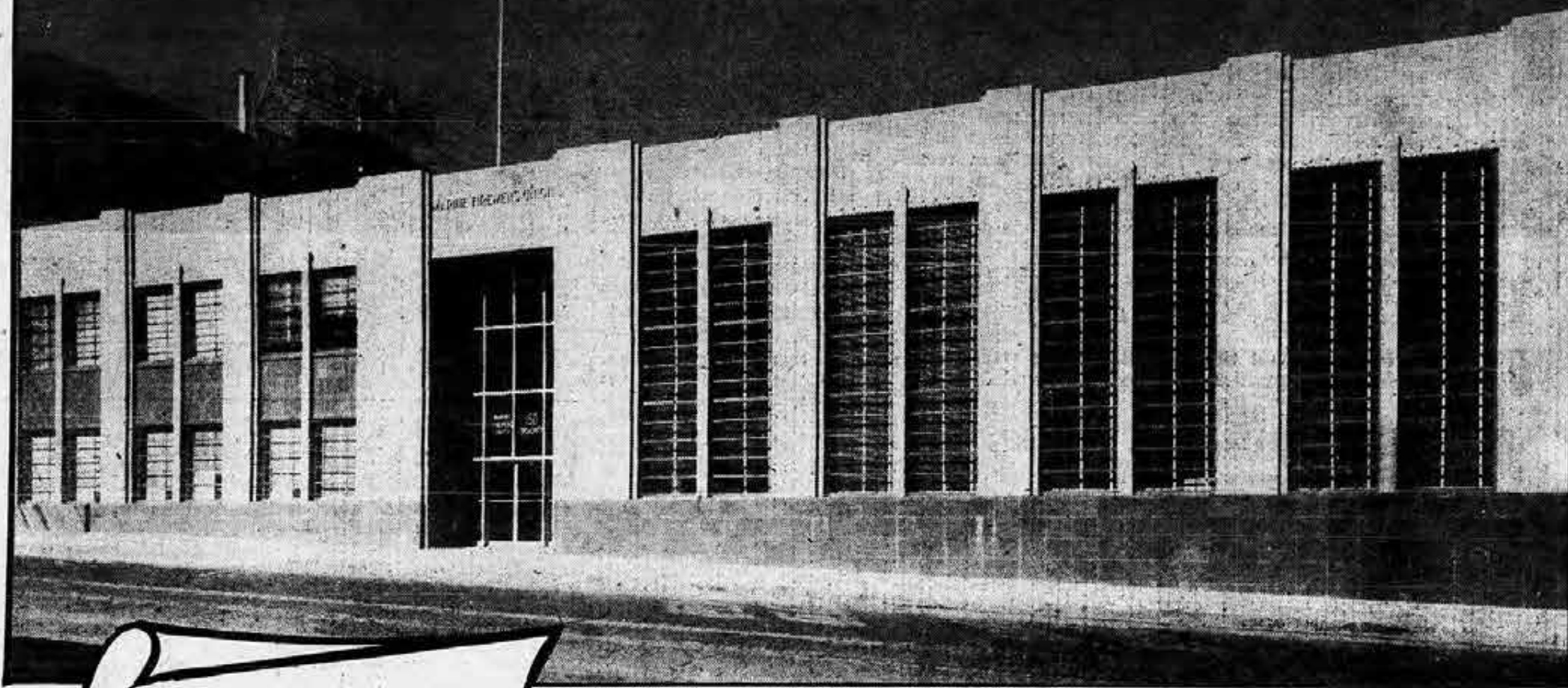
Three AFL unions took to the air in picketing the two largest mountain resort hotels in New York's Catskill Mountains, Grossinger's and the Concord. Two small planes flew over New York City early in July, while 50 station wagons, cars and trucks, carrying banners, toured roads leading to the resorts. Members of the Hotel and Restaurant Employees & Bartenders, Building Service Employees and Office Employees picketed entrances to the hotels on foot.

Canada's Fair Employment Practices Act went into effect on the first of the month. Its intent is to prevent and eliminate discrimination in jobs on the basis of national origin, color or religion. It applies to concerns within the jurisdiction of the federal government.

The workers in the 18 Thompson restaurants in Chicago voted last May for the Hotel & Restaurant Employees, 146-70. Two months later they had an 18-month contract cutting the work week to 44 hours at once, to 42 hours in six months and to 40 hours in nine months. The pact provides time and one-half, a union shop, grievance machinery, arbitration and vacations. The Thompson restaurant employees are the first in Chicago to win the 40-hour, five-day week in a union contract.

AFL truck drivers in Buffalo, NY, ended a four-day strike recently which had tied up freight shipments over a 50-mile radius. A joint company-union announcement said both agreed to continue negotiations for ten days and submit the dispute to arbitration if agreement could not be reached in that time. Previously, the union had turned down an offer of a 12-cent hourly increase and other benefits, but did not make public its demands. The old scales ranged from \$1.50 an hour for dock men to \$1.62 for drivers.

The Marine Firemen's Union



Headquarters of The Marine Firemen's Union In San Francisco

The members of the MFOW are now casting ballots in a union-wide, secret ballot referendum which will decide whether the MFOW will become the 45th autonomous union in the Seafarers International Union of North America.

Affiliation was discussed with the SIU at the last SIU convention, and the MFOW started voting on June 1.

Ballots are available to the members at MFOW halls on all coasts. The member checks "yes" or "no" on the ballot and seals it in an envelope.

This is sealed inside another envelope with the man's name and book number, and mailed directly to a bank box in San Francisco.

A rank and file tallying committee will collect the ballots when the vote ends. The names on the outside envelopes will be checked to insure eligibility, and then the votes will be counted.

The history of the Pacific Coast Marine Firemen, Watertenders and Wipers Association (Independent) is long and distinguished. One of the oldest of maritime unions, the MFOW has good claim to distinction, having survived the many union-busting attacks that have been launched through the years. Now, the members of the MFOW are voting on a proposition that would make them the 45th autonomous unit of the Seafarers International Union of North America, AFL.

If approved, this would be the second affiliation that the MFOW has ever made. Founded in 1883, the MFOW received a charter from the old International Seamen's Union back in 1892 and remained with that organization until 1937, when it broke away and became independent.

The MFOW has long had a reputation as a militant trade union organization, and under the direction of Vincent Malone, has expanded its services and facilities to its 5,000 members to almost all major ports on all coasts.

In 1949, the MFOW opened its newly-constructed modern headquarters building in San Francisco, boasting modern office and shipping hall facilities as well as recreational facilities for its members on the beach. It also owns and operates union halls in Seattle, San Pedro, Baltimore and New York, as well as renting and maintaining modern union halls in New Orleans, Portland and Honolulu.

Long Strike In 1906

The MFOW gained its first reputation for militancy back in 1906, when, with the sailors and stewards, the firemen hit the bricks for five long months. They finally won the strike and gained a raise from \$45 to \$50 per month.

By 1921, the firemen were enjoying wages of \$90 per month, when the shipowner lockout occurred. Faced with 15 percent wage cuts, the abolition of all overtime, a two-watch system on deck, no union delegates, and all shipping through a "Sea Services Bureau" instead of the

union, the MFOW hit the bricks along with the sailors, stewards and longshoremen in the famous 1921 strike. That strike, as seamen well know, was broken, and firemen soon found themselves getting a flat \$50 per month with no OT, working or living conditions.

In 1933, the union's founder, Patrick Flynn, died. The union reorganized, got a new charter from the ISU, and started to retrench. It had only 300 members at that time.

Then came the famous 1934 strike. Firemen were getting a flat \$40 per month by this time. On May 9, 1934, the firemen, along with the sailors and stewards and longshoremen, hit the bricks. It was a bitter, 84-day strike, during which many seamen were killed or injured in attempts to break the strike.

The firemen gained a raise to \$62.50 per month as a result and the union again began to grow. Union security was still shaky, and so the firemen again manned picketlines for 98 days from October, 1936, to February, 1937. The result was a \$10 raise and the vital union hiring hall clause.

Since then, the MFOW has continued its fight for working conditions, living conditions aboard ship, and better wages. During World War II, the MFOW continued its fighting heritage. MFOW members sailed American ships through all theaters of war, and in all the major invasions. Many of its members paid with their lives while sailing ill-fated vessels through the war zones.

Since the war, the MFOW has continued to expand its services and facilities for its members. Modern office and accounting procedures now keep track of union affairs. Recreational facilities as well as shipping halls and union patrolmen are available in all MFOW branches.

And now, the MFOW membership is deciding whether their union will become a self-governing part of the top organization in maritime, the SIU, a family of 44 unions representing over 70,000 marine workers.



V. J. Malone (left), MFOW president, and Cal Tanner, SIU Mobile port agent, look over a model sailing ship in the MFOW's modern San Francisco headquarters.



Two MFOW members (left) get their shipping cards from Stu Hunt, clerk, while Jack Hatton, MFOW patrolman, uses phone at the dispatcher's counter in the San Francisco hall.



A clerk shows the MFOW's filing system to C. A. Petersen, treasurer; Sam Bennett, vice-president, and Cal Tanner (left to right), in the MFOW's headquarters offices.



James Gormley, MFOW New Orleans port agent, posts jobs on the shipping board as Antone Louis, oiler, and Frank VanPelt (right) oiler, look on.



Jose Santamera, 74-year-old dean of the MFOW's New Orleans membership, studies the affiliation proposal contained in the union's newspaper.



Gormley, Louis (left), and Nelson (right), sit in Gormley's New Orleans office with the union's newspaper and discuss the proposed affiliation.



Ernest "Red" Ramsey, MFOW New York port agent (right), registers a fireman at the shipping counter of the union's New York hall on Greenwich Street.



Two MFOW members pass time between shipping calls by playing cards in the comfortable recreation room of the MFOW's New York hall.



Ramsey posts some jobs on the shipping board. The board then slides down through the floor so members in the lounge below can see the jobs.

MARITIME

A United Kingdom oil pollution committee found that the pollution spoiled beaches, injured or destroyed sea birds, fouled boats, fishing gear, piers and quays, discouraged inshore fishing and caused a risk of harbor fires . . . The pilot boat Sandy Hook of the New York and New Jersey Pilots Association was placed in commission last week off Ambrose Lightship. It joins the pilot boats New York and New Jersey in service . . . Ten Government-owned cargo ships used for carrying military supplies will be returned soon to lay-up fleets to make way for privately-owned American tonnage to handle the trade.

West Germany's first post-war combined freight and passenger steamer is now under construction at a North German dockyard . . . Four new foreign-flag ships, the Bow Canada, Shinsei Maru No. 3, Werrastein and Covadonga, are scheduled to call at New York for the first time within the next six weeks. All but the Shinsei Maru No. 3 are on their maiden voyages . . . A French engineer, Yves Bertranet, prepared to set sail last week aboard a 15-foot catamaran for a 40-60 day drift-and-sail trip to Europe.

An SUP-contracted company, the American Hawaiian Steamship Company, was assigned one of the two latest Mariner-type ships expected to be delivered in September . . . Following a world trend, shipping orders in England's shipyards fell off for the first six months of 1953 . . . US protests followed the launching of a second tanker from a Danish shipyard for the Soviet Union under a 1948 contract.

Plans to form a US national committee unit of the International Cargo Handling Coordination Association are being made in response to many requests by American shipping industry concerns. The two-year-old technical group is devoted to speeding up the turn-around time of ships in port. It was organized to spread information on techniques and materials used in the different ports of the world to load and unload cargoes in minimum time.

Three men were burned last week in an explosion aboard a 25-foot cabin cruiser off Wildwood, NJ, with the damaged craft being beached after virtual destruction . . . Loading on the port's piers was defended as a "legitimate and essential business enterprise" by two loaders' officials in the Port of New York . . . American steamship magnates are flushing the bushes and their ships in search of a lifeboat crew to man the American boat in the annual international lifeboat competition scheduled for the Hudson River on Sept. 12. Last year the American entry came in just below the wake of the Norwegian oarsmen.

A weekly publication covering the New York and London charter markets has been issued by Maritime Research, Inc., covering the general freight and time charter markets and the coal, grain, lumber, sugar and ore markets . . . American-flag ship activities in the Port of New York totaled 264 arrivals and 260 departures in the month of June . . . Revenues of the Port of Boston Authority passed the million dollar mark for the first time during the last fiscal year . . . Following along a well-established line, Great Lakes ore cargo fleets are threatening to break the July tonnage loading records after fracturing previous standards for May and June earlier this season.

Harvey H. Hecker, 76-year-old skipper of a 15-foot home-made outboard motorboat, is on the last leg of a run through inland waterways in the eastern part of the US. His itinerary included a southern run down the Ohio and Mississippi Rivers, across the Gulf of Mexico, through inland waterways along the Atlantic Coast, up the Hudson River, through the Erie Canal into Lake Erie and on to Portsmouth, Ohio, his last port of call.

Robert W. Dill, New York stock broker, recently was named by President Eisenhower to be Collector of Customs for District 10 at New York City . . . The oil tank steamer Phoenix, lying damaged in the Delaware River off Wilmington after a collision, has been offered for sale . . . A bell from a borrowed Chinese junk, owned by an American, was presented by the Navy to the town of Barnegat, NJ, after the townspeople helped save the junk from shipwreck off its shores and then helped to repair the damage done to the craft.

Six repair and maintenance contracts valued at \$125,000 with commercial shipyards in the New York metropolitan area have been announced by the MSTs. The contracts cover six ships of the fleet.

For the first time in its history, the Swedish merchant marine exceeded 2½ million gross tons in March. According to foreign statistics, 1,868 ships, aggregating 2,507,780 gross tons, made up the Swedish fleet on March 1. A breakdown showed that 490 craft of 614,369 gross tons were steamships; 762 were motorships of 1,829,085 gross tons, and 616 were auxiliary sailing ships of 64,326 gross tons.

SEAFARERS in ACTION

Ship's delegate Walter Snell of the Abiqua (Cities Service) really must have something on the ball, judging from what the crew had to say about him. They passed a formal resolution giving him a vote of thanks "for the fine manner in which he has conducted himself under very trying circumstances . . . a credit to the Union and a real shipmate . . ."

Snell really learned the SIU ropes fast, because he has been with the Union for only five months. The 47-year-old Seafarer is a native of Ashland, Alabama, and sails in the deck department.

Another ship's delegate who is doing a good job for his shipmates is John R. Tilley of the Frederic C. Collin (Dry Trans).



Tilley

Tilley took on the job of treasurer of the ship's fund in addition to his duties as delegate, and further went ashore in Houston to buy books, magazines and periodicals for the crew's leisure time activities.

From now on though, Tilley won't have to bother with buying books because the Frederic Collin, like all other SIU-manned ships, will get reading matter via the SIU libraries that will be placed aboard.

Tilley, who comes from the famed football town of Massillon, Ohio, has been sailing with the SIU for nearly ten years. He's 33 years old and sails in the stewards department.

The Seatrain Georgia gang really went into raptures over the cooking and baking of Bernard Feeley recently. Apparently inspired by one of Feeley's gastronomical delights, they burst into lavish prose attempting to describe his accomplishments. They declared that his performance "has never been equalled by most hands, and he went the limit in producing delicate and sturdy examples of fine art in flower." They regretted to note that he was leaving the ship and they were going to lose him.

All that lip-smacking certainly will make it tough for the next baker who gets aboard, as he will have a long way to go to match Feeley's gastronomical output.

Feeley, a native of Ireland, has been delighting Seafarers' palates for more than four years now, joining the Union in New York on May 16, 1949. He's 36 years old.

On the Job

Protecting Your Eyesight

Eye injuries are not too common aboard ships but when they do happen they are usually serious and very unpleasant. Even a minor eye injury at sea can become serious because of the delay in obtaining professional medical attention. And of course, the danger of losing eyesight should be enough to make anyone pause and think twice. A broken bone will heal after a fashion but a badly damaged eye can be lost beyond repair.

That's why it's so important to wear protective goggles for certain types of jobs aboard ship. It's agreed that the goggles are far from comfortable, particularly in hot weather, but they are one of those necessary evils that offer very effective protection against a variety of eye injuries.

Variety of Goggles Available

There are a variety of goggles available for different uses—to protect against heavy blows, metal or wood splinters, heat and ultra violet rays from welding or acetylene torches, splashes of acids and paints and so on.

The standard type of cup goggle is usually useful as protection against a variety of hazards. These goggles have hardened glass lenses which can withstand heavy blows without cracking. If they are fitted properly they offer 100 percent protection against flying particles from any angle.

There is a larger model of the regular cup goggle which is designed to protect men who wear regular prescription glasses while working. Some Seafarers find these more comfortable than the standard type goggle because of their size.

Other men prefer to wear the lightweight goggles that are made entirely of transparent plastic. These too can be used over regular prescription lenses and feature very good vision and good ventilation. While not built to withstand a heavy blow they give satisfactory protection against dust, and flying particles. An additional advantage to these goggles is that they come tinted which is desirable where work has to be done in bright sunlight.

Hardened Glass Spectacle

There are also spectacle-type goggles with hardened glass lenses that come in a variety of sizes and sometimes with side shields. This type of goggle can be fitted to suit the individual which offers advantages over the standard cup goggle.

Where gas or electric welding equipment is used on a ship, it's necessary to have special welding goggles with properly colored lenses. In this instance the goggle is designed specifically to protect the eye from the light of the welding arc. Or the welder wears a full-face shield that covers the entire face.

Goggles should be worn by the deck department when men are scaling, chipping, wire brushing, burning paint, sweeping dirt, particularly in a strong wind, grinding, splicing wire or using strong cleansers. They are also necessary when painting or soogeeing is being done overhead, to keep paint and cleansing solution from splashing into the eyes.

The black gang would use goggles for much the same purposes, in addition to the times that they are mixing boiler compound or working in boilers. Use such tools as drills, lathes, hammers and cold chisels, welding equipment, and air hoses require protective goggles.

The need for goggles in the stewards department is not as great, but here too, any chipping and scaling, painting and washing overhead and use of lye or other strong chemicals for clearing drains is dangerous to the eyes and precautions should be taken accordingly.

Poor Fit Causes Strain

A common complaint about goggles is that they cause headaches and eyestrain. Many men will avoid wearing them and run unnecessary risks accordingly. But usually the headaches result from poor fit rather than defective lenses. If the goggles press too heavily on nose or forehead, a headache will result.

Cup goggles can be adjusted for better fit by changing the distance between the eye cups. The lens retaining rings are removed and the chain that connects the eye cups can then be lengthened or shortened according to the need.

The plastic goggles can be fitted simply by tightening or loosening the head band. For greatest comfort the head band should be slack enough around the back of the head so that two fingers can be slipped under it easily.

The standard spectacle type goggles come in different sizes. If they are made of steel frames they usually have small, adjustable nose pads which can be adjusted with pliers. Both the ear-piece and the angle of the goggles can be adjusted by bending to suit.

Some men who wear regular prescription glasses at all times might do well to consider investing in a pair of glasses with specially hardened lenses. In addition to protecting the eyes, the hardened lenses will not break if dropped on deck. This is an important consideration for a Seafarer who depends on eyeglasses, because breaking his glasses at sea might cause him considerable inconvenience.

Burly

One Slight Drawback

By Bernard Seaman





SIU scholarship winner Charlane Holden (left) and her mother look over some quality sport shirts in the Seafarers' Sea Chest during their tour of headquarters. Her father is on the Korea-Japan shuttle, and had not heard the good news about his daughter winning.

'Our Dream Is Now A Reality'

(Continued from page 2)

Japan-Korea shuttle. In fact, after Charlane heard that she won the scholarship, she was unable to get the good news to her father, since his ship is sailing under MSTS and is under radio silence.

Dad Didn't Know

Later, when she and her mother visited the SIU headquarters, she told the Union that her father didn't know she had won the scholarship, and the Union immediately arranged to get a message to the ship through the agent in Japan.

The 17-year-old winner plans to attend the Richmond Professional Institute in Richmond, Va., which is a branch of William and Mary College. There, she will study physical therapy and clinical work, which has always been her ambition.

"Before we heard about the scholarship," said her mother, "we had decided that we might be able to send Charlane to one of the colleges near enough to home so she could live with us, but we knew we couldn't send her to a college away from home. The trouble was that the local colleges had no courses in the things that Charlane wants to study, so the scholarship certainly made the difference."

Top Grades

Graduating from Manchester, Md., high school this past June, Charlane had one of the top grades in her class. In addition, she was captain of the cheering squad, feature editor of the school newspaper, a member of the school orchestra, a member of the Future Teachers of America Society, a member of the chorus, a member of the archery team, and a member of the Golden M, a school society. Her dad has been sailing with

the SIU since 1941, when he started sailing merchant ships. Before that, he had put in some time with the Coast Guard. He has always sailed in the stewards department and has clearances for all strikes and beefs since he joined the Union.

Charlane is the youngest of two daughters. Her older sister is a beautician, and also lives at home.

Charlane and her mother made the trip to New York shortly after they learned about winning the scholarship, and made a tour of the headquarters building. They were shown all the various operations of the Union, and the different aspects of the Union were explained to them.

"This scholarship has my mother and I thrilled," said Charlane. "We had to make the trip to New York just to make sure that it was true,

because we just couldn't believe it. It all was too wonderful."

'Dream Come True'

Said Charlane's mother after their visit, "I'm slowly settling down out of the clouds now, and am beginning to realize that Charlane has actually won one of the first SIU scholarships. Our dream has become a reality."

Although Charlane said that she "never thought I'd win one of the scholarships," her mother said, "I just felt that she would get one of the scholarships. I don't know how, but I just felt sure that she would, but when it happened, then I couldn't believe it."

As for Charlane's father, well he's still out in the Far East. "But," promised Mrs. Holden, "you can bet that we're going to celebrate just as soon as he gets home after this trip."



Charlane and her mother stop at the literature rack in the LOG office, while Charlane looks over the new SIU constitution. They said, "we never expected to have a wonderful hall like this."

Ends Half Century Career Of Sailing

After 51 years of seafaring on schooners, coal burners and modern steamships, Seafarer Alexander Dudde, 67 years old, has reluctantly called it a day. A bad leg put a ha't to his half-century old seafaring career, that started out with Baltic grain schooners and wound up with four years on the SIU's floating freight-trains, the Seatrains.

Today, Dudde can be found in and around the SIU headquarters hall in Brooklyn most any time, because he is one of several Seafarers who are receiving the \$25 a week disability benefit. He's quite satisfied to spend his days with old shipmates in the New York hall. But every time a Seatrain job goes up on the board, he says he gets that old temptation again.

"They are wonderful ships and a man can really make a very fine living on them. The company wants me back, but the doctor told me that I would be taking a big chance if I went to work."

In '21, '36 Strikes

Dudde, like many other Seafarers, had spent quite a few years sailing ships of other nations before he came into the SIU. As a veteran Union man, he has been through many a tough tussle on the waterfront, notably the ill-fated 1921 strike and the equally-tough, but much more successful strike of 1936 which revitalized maritime unionism on the East Coast.



Dudde

Dudde's seafaring life began back in Russia back in 1901 or 1902. At the time he was only in his teens and still attending school, but he used to catch Baltic schooners in the summers which carried lumber, grain and other bulk cargoes in the local coasting trade.

For years afterwards, up until the first World War he sailed on Danish, German and English coal-burners as a coal passer or fireman. Life on the coal burners was every bit as rugged as it has been made out to be. On some English ships for example, it was four on and four off, with a man alternating watches as coal passer and fireman. On German ships conditions were generally somewhat better, four on and eight off, with regular coal passers in addition to firemen.

Steam And Sail

The first US ship he sailed on, he remembers, had nothing to commend it. It was an old relic of a passenger ship, the Zelandia, that had been built in England and used on the England-to-Australia run under combined sail and steam.

Despite this experience, Dudde found that conditions under the American flag were far superior to English ships. He continued to sail US vessels through the war, and in all that four year period, he was fortunate in never losing a ship.

Then three years after the war's end, a storm of another kind blew up. The old International Seamen's Union, of which Dudde was a member, went into negotiations with shipowners, only to find that the operators wanted no part of the union any more. The contract expired May 1, 1921, and that same-day the shipowners locked out all ISU men and crewed their ships with Government merchant trainees.

Strike Collapsed

After about three months the strike collapsed. Shipowners and

the ISU was broken. All loyal union men were on a blacklist, so Dudde went to work on tugs operated by the Ontario and Western Railroad. When the heat was off he went back to sea again, hanging on to his union membership.

Dudde was in Beaumont, Texas, in 1936 when rank and file seamen, inspired by the action of men on the West Coast, hung up their ships. Dudde recalls it as the toughest strike he ever experienced. "There was near-starvation on the picket lines, and no money to feed the men. We had a kind of a stewpot going and the men would go around bumming left-over meat and food from restaurants and homes. When we had some sugar there was no milk, and when we had a little milk for coffee there was no sugar."

Once the strike was over, Dudde's troubles were not at an end. The Communists had moved in to the picture and were organizing the National Maritime Union, seizing control of the rank and file seamen's movement.

Transferred to SIU

In November, 1938, the SIU was chartered, and Dudde, like many others who had held out against the NMU tide, transferred his membership to the new union. He's retained his membership ever since. He sailed all through World War II, but like in the first war, was fortunate not to lose any ships.

Up until last September, Dudde had been working regularly, mostly on the Seatrain runs which he particularly favored. But his leg condition became increasingly troublesome and under doctor's orders he reluctantly gave up sailing. Now he is on the disability benefits list for as long as he is unfit for duty.

"All the years I was sailing," he concluded, "I was thinking that some day there ought to be something for a seaman when he has to quit working. I'm certainly glad to be getting this benefit, although I wish I was younger and could be sailing regularly under the fine conditions and wages that the younger seamen are making today."

AMEU Ousts VP Fletcher

(Continued from page 2)

suspending Fletcher without a trial of any sort.

SIU tanker organizers pointed out that this isn't the first time that the AMEU leaders have disregarded their own constitution. As Fletcher wrote in the last issue of the SEAFARERS LOG, Friedman got a three-man rump fleet council meeting together to vote him a \$100 a month raise. The action was obviously illegal because the AMEU constitution states clearly: "A majority of the fleet council shall constitute a quorum." The membership of the council is 26.

"Friedman ought to think twice before he commits any more violations of the constitution," Fletcher concluded, "he might find that somebody might take action to snatch that piece of pie away from

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.



SEAFARER'S SAFARI



In East Africa Jim Davis Bags Some Big Ones

Some Seafarers may find their best hunting in places like Times Square, but James M. (Jim) Davis is one who prefers the real thing.

Consequently, when the Robin Mowbray (Seas Shipping), on which Jim is the steward, stopped recently at Beira, in Mozambique (Portuguese East Africa), Jim lost no time in joining a safari—complete with trucks, native guides and gun bearers, and all the other things necessary to big game hunting—and taking off 150 miles into the bush.

Nor was Jim's quest in vain, for, in addition to a variety of smaller game, he bagged two hippos, two lions, and a number of buffalo.

Strikes Up Friendship

Later, when the ship reached Port Elizabeth, in the Union of South Africa, Jim had another interesting experience when he struck up a friendship with six-year-old Neville (Short Stop) Mandy, and found a "home away from home" with Neville's family.

Learning of Neville's intense interest in all things typically American, particularly cowboys, and to show his appreciation for the Mandys' hospitality, Jim, before the Robin Mowbray sailed, presented the boy with a real cowboy outfit from America, and a pearl-handled "six shooter."



Did You Know . . .

That the state of Colorado contains 41 different mountain peaks more than 14,000 feet high? The lowest point in the entire state, on the Arkansas River, has an elevation of 3,500 feet. Colorado is called the "Mountain State" for good reason.

That noon originally was the ninth hour of the day? According to the Roman method, noon was applied to the ninth hour (about 3 pm) reckoned from sunrise. Today, it signifies exactly midday by sun time. "High Noon" means the sun is then at the highest point it reaches in the heavens.

That payments of benefits to Seafarers from the SIU Welfare Plan began just three years ago? More than \$1.1 million has been paid out in hospital, death, maternity and disability benefits since then.

That if the chemical elements in the average human body were isolated and sold they would be worth only about a dollar? Two thirds or more of the body is composed of oxygen and hydrogen in the form of water. Eleven other es-

sential elements are carbon, nitrogen, calcium, phosphorus, potassium, sulphur, sodium, chlorine, magnesium, iron and iodine.

That a necktie is called a cravat after a type of scarf worn by soldiers in the 17th century? "Cravate" was the French name of the inhabitants of Croatia (Yugoslavia), who wore a linen or muslin scarf around the neck as part of their army uniform. First the French adopted the idea and later it spread throughout the world.

That Seafarers will get holiday pay for July 4th this year even though it falls on a Saturday? Previously holiday pay was due only if a specified paid holiday fell on a Sunday. New agreements provide holiday pay now if a stipulated holiday falls on either a Saturday or a Sunday.

That copies of present SIU agreements can be obtained at all SIU halls? In addition, Union contracts call for the master, chief engineer and chief steward to provide a copy to the departmental delegates at the beginning of each voyage.

Good Food, Officers Make Trip A Pleasure



Talking over the Topa Topa's good trip are, left to right, seated: T. Finnerty, DM; SIU port agent J. Arabasz; H. White, OS. Standing: S. Petrantes, 2nd ck; E. Foster, OS; Paul Whalen, wiper; T. Goncalves, ch. elec., and F. Harrison. R. Nichols, DM, took the shot.

"We had a great trip, and we're bringing in our ship in good SIU style," was the boast of the crew of the Topa Topa when she pulled into Wilmington, Calif.

The ship had made the run to the Far East, and came in without one major beef. And, said the crew, the reason for that happy state of affairs could be found in the steward, the captain and the chief mate.

Frank Kustura, chief steward, came in for a lot of praise from the crewmembers for the kind of food and menus that he put out all during the trip. Kustura said he just followed the idea that good food is just as easy to prepare as bad food, but good food helps keep a happy crew.

Captain Good

The crewmembers of the Topa Topa also said that Captain Lumperton also deserved a lot of credit. "He went out of his way whenever he could," said they, "to make things pleasant for the crew and to see that everybody was satisfied. He expected us to do our work, but he was always willing to help make the crew happy."

The only comment the captain had to all this praise was, "Well,

it's just as easy to be nice to a crew as it is to give them a hard time, and when you've got a happy crew, then you've got an efficient and good ship."

Good Mate

The Topa Topa crew also said that the chief mate, Frederick Kuslak, was right up there with the captain when it came to being a good officer. "Both of them," said the crew, "were always ready with a friendly word when they saw you. They both had a good sense of humor, and were not afraid to laugh once in a while, and they recognized the members of the crew as human beings just like themselves."

"The trip was a pleasure," said the crew, "and it was wonderful to sail with officers like these who realize how important it is to have things running smoothly aboard the ship rather than trying to hard-time everybody aboard. By being friendly and decent, they earned the friendship and respect of all the men in the crew."

The FOC'SLE PHOTOGRAPHER

By SEAFARERS LOG Photo Editor

Many amateurs are flabbergasted when they see a photographer using flash outdoors. Many of them probably feel that the photographer is in such a daze that he just doesn't know whether he's indoors or out. Such is not the case, however; flash outdoors has a definite purpose and final results are the proof.

Synchro-sun or daylight fill-in-flash or whatever you hear it called is the photographing of outdoor brilliant scenes so that the areas in direct sunlight are fully and normally exposed on the basis of the sun's intensity while the shadow areas facing the camera get extra light from a flash lamp. The general purpose of the method is to illuminate the principal shadow areas of sun-lighted subjects so the subject contrast can be compressed into the relatively limited contrast range of the photographic film.

Shadows Get Black

It's all the result of the inability of film to record detail that the human eye, with its unique accommodation powers, can perceive in the extremely bright and dark areas of a brilliant scene. Without assistance from fill-in flash or from nearby light-colored reflecting areas, film and printing paper tend to render shadows cast by sunlight as an opaque bottomless black.

Studio operators usually take large bounce boards with them for outdoor location work—reflecting surfaces made of crumpled metal foil, white cardboard or a white fabric stretched taut on a frame. Placed on a stand on the shadow side of the subject so the angle of the sun's incidence is about equal to the reflection angle, the reflector enables the photographer to see and measure the fill-in effect. Since bounce boards are clumsy and hard to transport, the amateur can't be blamed if he resorts to flash. The important thing is to control the effective intensity of the flash so that shadow areas receive just enough light to reproduce like shadows. Overlighting produces a flat effect.

To use the technique effectively the following is suggested:

1. The fill-in flash source must be synchronized to the camera to operate at the minimum efficiency at the shutter speeds that will be used in making the exposures.
2. The fill-in lamp should be placed as close as possible to the optical axis of the camera lens and aimed squarely at the subject to avoid confusing secondary shadows.

Use A Handkerchief

3. There should be a handy method for controlling the intensity of the fill-in-flash source to put just enough light into the shadows to produce a natural and believing shadow effect. Ordinary flash-bulbs are either covered with a handkerchief to reduce the light emitted, or vary the distance between subject and flash-bulb. Another method is to use the flash-bulb without a reflector.

Remember that your basic exposure is the one that is determined by the intensity of the existing light. The flash is primarily for the shadow area and does not change the basic exposure. The use of flash outdoors will put an end to the problem of subjects that are back-lighted, will add detail to your photos and give you sparkling prints. Once you've seen the results obtained you'll be using it more and more. This added brilliance to your photos will be particularly noticed when shooting color.

Vendor Finds Old World Marvels

"A happy crew, top officers, good food, and an ideal trip," is the way John Westfall sums up his present voyage on the Steel Vendor.

"We made 10 countries," says he, "and 24 ports, with a great crew and fine officers, a pleasure we hope will be repeated often on this and other ships."

According to John, the trip is one of the best he's ever made, and "we're getting paid for it, too."

Of course, the best part of the trip has been the time spent ashore in all the different places, and the entire crew of the Vendor has been kept happy by the amount of

shoretime, as well as the happy conditions on the ship.

"For instance," he writes, "we were in Ko-chi Sang, a beat-up little island, for three days. This is the port for Bangkok. However, we found out that in four hours, at a cost of \$7 for a round trip, you can see the same sights that the tourists spend thousands of dollars to see—ancient temples, palaces, market places, dancing girls, and everything you associate with the East.

Nearby Cities

"We found that from Tanjung Priak, it takes 20 minutes and costs only 10 cents to visit Djakarta, one of the 10 largest cities in the world. Another city, and in its way, the most spectacular, is Jeddah, Saudi Arabia. There, we found ancient houses, churches, palaces, and so forth that looked as if they belonged in a movie set. This is the port for Mecca, only 30 miles away, to which pilgrims travel from all over the world."

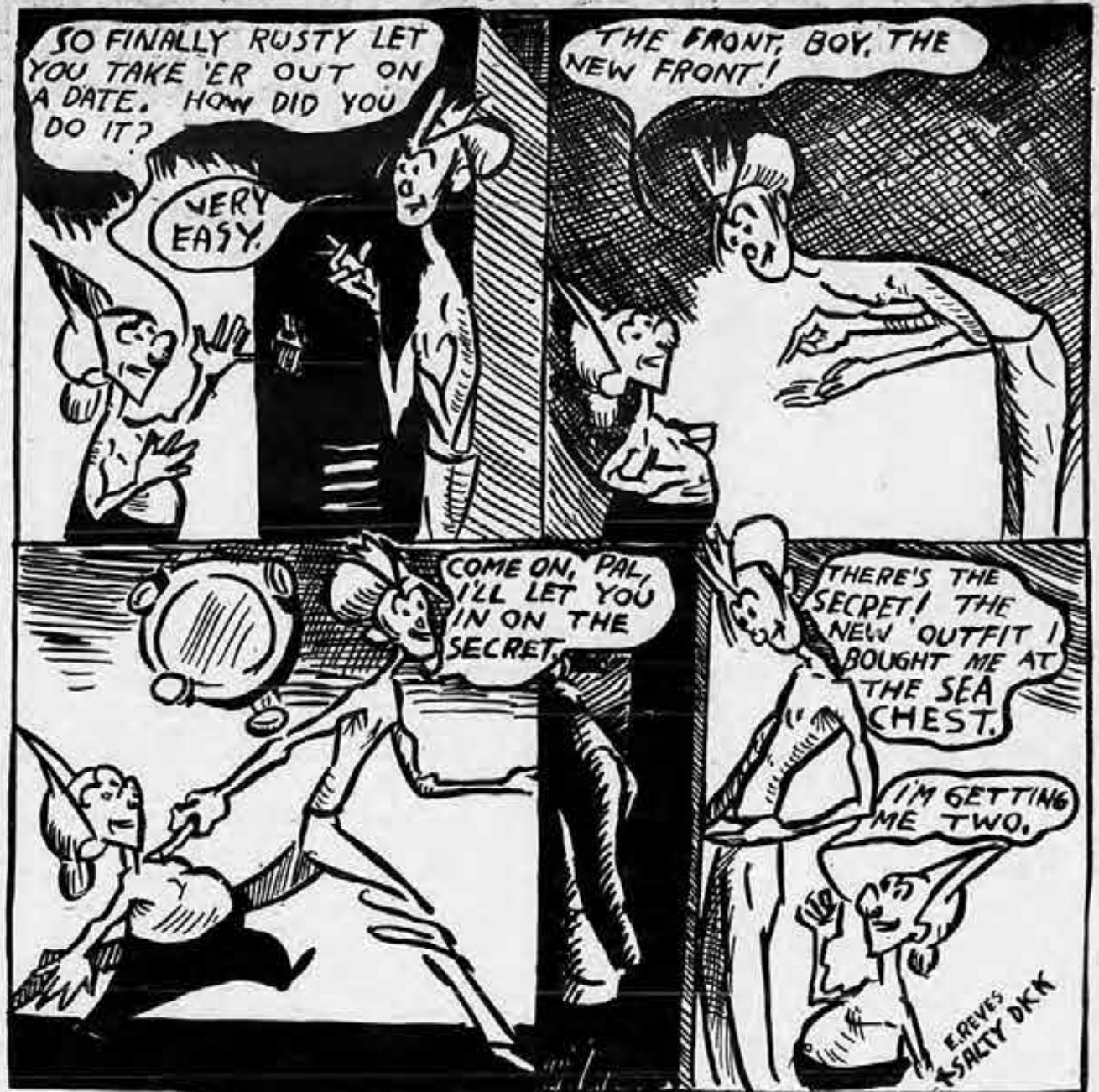
"I could keep writing about all the ports this way," says John, "but it would just take too long. It's enough to say that the trip has been wonderful. We're really seeing the world, SIU-style."



This shot by Seafarer John Westfall shows Mama Sew-Sew at work in her laundry in Singapore. Mama Sew-Sew, says Westfall, is famous among seamen all over the world as a Singapore fixture.

Seafarer Rags' Secret Of Success

By E. Reyes and Dick Martinez



Too Much Food Brings Crew Beef

One of the most common gripes on any ship, is a beef about food. Usually, it's either a beef about the food not tasting properly, or else it's a beef about not getting enough food or enough variety.

However, the beef that came up during a ship's meeting on the Western Trader (Western Nav.) completely reversed the whole thing. The crew griped

that they were getting too much food—or at least some of the crew did.

The way it worked, they said, was that they would tell the messman that they just wanted small portions, but then the cook would just pile on the food anyway. The crewmembers who preferred smaller portions took the whole problem up at the meeting, declaring that they didn't want to waste any of the good chow the cook was putting out, but they just couldn't eat it all.

Juice Problem

The pantryman brought up another problem, however, and pointed out that many of the men seemed to enjoy orange juice and other fresh juices between meals.

This was fine, he said, and there was plenty of fresh fruit to use for juices, but would they please clean up the squeezer after they finished?

The meeting deliberated shortly, and finally reached the happy conclusion where the cook agreed that he would serve small portions, when requested, and the crew agreed that any men using the squeezer would clean up after making fresh fruit juice.

Now the only problem on the ship seems to be that the men who ask for and get the small portions get hungry in between meals, and are eating a number of snacks. There's no objection to this, but the pantryman now finds that there are more and more dirty dishes left for him.

Quiz Corner

- (1) Which one of these Americans invented the lightning rod: (a) James Watt, (b) Benjamin Franklin, (c) Thomas Edison?
- (2) What is used to start an auto race: (a) gun, (b) whistle, (c) flag?
- (3) Five main types of combat vessels are used in the US Fleet. What are they?
- (4) Which continent has the greatest number of inhabitants: (a) Asia, (b) Africa, (c) Europe?
- (5) Name five state capitals whose names begin with the letter "A."
- (6) What is the missing number from this series: 12, 42, 14, 49, ... 63?
- (7) Which of these is not a famous name in tennis: (a) Don Budge, (b) Sam Tilden, (c) Jack Kramer?
- (8) What have the following in common: (a) clove hitch, (b) sheepshank, (c) bowline?
- (9) Is the average depth of the Zuider Zee about (a) one-half mile, (b) 12 feet, (c) 500 feet?
- (10) If three times a certain number, minus 47, equals 100, what is the number?

(Quiz Answers on Page 25)

Far East Romance Run Turns Sour As Greece Victory Has Troubles

The SPORTS LINE



Local shipyard worker in Kobe, Japan, notes the deep gash in the side of the Greece Victory, (left), before complete repairs were made in the Japanese port. Scotty Chisolm, (right), goes over the side in his diving gear to inspect the hull of the ship in its Port Chicago, San Francisco, berth, before the vessel continued on its run with a 10-foot steel patch on its side.

If every cloud has a silver lining, thinks Seafarer John Friend, then the Greece Victory, ship and crew alike, is due for a dozen trips of heavenly living after one hectic and adventurous run to the Orient.

Along with individuals who were involved in accidents and temperamental flareups, the vessel itself played the leading role in a drama of the sea early in the year. The vessel, literally, was a keg of dynamite, and only Fortune's twisted smile saved it from a watery grave.

Outbound from Los Angeles for the distant shores of Japan on the grey and foggy afternoon of Feb. 3, 1953, the Greece Victory ran into more than a little trouble before it was fairly underway. About one-half hour after the sun had risen to its daily zenith, the Greece Victory, its steering gear awry, picked its target of three breakwaters in the harbor of Los Angeles and ran smack into the middle of the trio, the San Pedro Breakwater.

Wounded Pride

Recoiling from the blow, the ship staggered into Port Chicago, San Francisco, with a deep, though not fatal, wound in its hull and its

pride. Three divers, dressed in martian gear, wearing their water helmets as gaily as any seven-year-old with his outer-space bubble helmet, took turns going over the side of the ship to inspect the damage. Reports came up from below that an eight-foot gash had been torn in the side by the breakwater while the ship wasn't looking.

With the divers alternating below the ship in the depths of the harbor, a ten-foot steel patch was welded to the side of the vessel and it was on its way to Japan with its Army cargo of ammunition, 7,500 tons of it.

Shipping water in the No. 2 fuel oil double bottom tank all the way,

with the pumps and the men working overtime to keep it dry, the vessel crossed the expanse of the Pacific. Yokohama was the first port of call, 14 days out from Frisco. Then on to Kurikama and Kobe, where the ship went into drydock at the Mitsubishi Shipyard for extensive repairs to its ripped hull.

In addition, to keep the pot boiling, two messmen met with accidents on the unlucky trip. One of them slipped on a wet floor in the galley and fractured his skull. The other was luckier. While going ashore in Kurikama, the second messman slipped getting into the launch and broke his right arm as a result of his tumble.

Even Barbers Can Be Phony Down In Panama Canal Zone

Whenever a ship hits port, there's always a line of characters ready to go abroad to sell just about anything you can think of, from souvenir postcards to haircuts.

While some of them may be honest, there are usually plenty of phonies in the crowd and, according to some of the men on the Alamar (Calmar), one of the worst they've seen is a so-called barber who boards the ships in the Panama Canal Zone.

Some of the men on the ship had had some experience with this "barber" during the past trips through the canal. In fact, there were even rumors that some of the men who had patronized this barber, wore hats wherever they went when they got to the West Coast ports.

Bowl Better

One was even heard to say that, "a pair of scissors and a bowl would have been a better way to get a haircut," while others didn't say anything, but would only leave their faces after dark.

Well, anyway, these Seafarers profited by their experience, so on the last trip of the Alamar, these men took over the ship's meeting and warned all of their shipmates not to get haircuts from this character.

The rest of the men on the vessel took the advice, and promised not to get any haircuts from that barber. When last heard from, the Alamar was approaching the Canal Zone, and the crew was preparing to resist any actions taken by the barber.

Seafarer Sam Says

WHEN IN DOUBT-SIGN NOTHING!



SOME COMPANIES ASK CREWMEMBERS TO SIGN MEDICAL RELEASES AT THE PAYOFF. IF YOU ARE IN DOUBT AS TO YOUR PHYSICAL CONDITION, DON'T SIGN THE FORM. PROTECT YOURSELF IN CASE YOU SEEK MAINTENANCE AND CURE LATER.

Much to nobody's surprise the much-touted middleweight elimination tournament wound up exactly where it started, with Carl "Bobo" Olson and Randy Turpin as the two finalists. It took six months of maneuvering and several contests, ranging from dreary to reasonably interesting, to determine what everybody knew beforehand, that Olson and Turpin were the class of their department.

When the so-called elimination contest started last January there were five other contestants: Ernie Durando, Rocky Castellani, Walter Cartier, Paddy Young and a Frenchman named Charles Humez. Before the contest was over another willing but awkward French fighter, Pierre Langlois, has muscled into the act as a spoiler. He ruined a couple of contenders without doing anything to advance his own cause.

Enthusiastic Hanger-On

The European side of the elimination was settled with reasonable dispatch. Turpin first "fought" Cartier, a hard-punching but inept fighter who had qualified for the tournament by getting knocked out by Olson and held to a draw by Langlois. The fight ended in the very first round when the referee disqualified Cartier for hanging on to Turpin's lethal left hand with entirely too much enthusiasm.

After that smelly affair, Turpin chopped up Humez in a go that had the Britishers booing their

Randy with the heat of Ebbets Field patrons. All reports had it that Randy looked stink-o but Humez was worse.

The American side of the elimination was slightly more exciting. Castellani, who can fight but won't, came a cropper against Langlois, who at least tries hard. Young, who made a career out of fighting Durando, proved again that a good left hook can take a roundhouse right swinger. That left him as the only stumbling block in Olson's way.

Not Enough Artillery

Here too, everything went according to form. Young tried hard as always, but his one punch-at-a-time left-hooking wasn't adequate to match Olson's array of artillery. The Hawaiian-born Swede chopped and cuffed Paddy 'round and 'round the ring with his rapid fire combinations and won going away.

That leaves it up to Olson and Turpin to get together and finally decide whether the middleweight division will have a champion. Certainly the passage of time hasn't helped Turpin any. Since the second fight with Robinson he has fought nothing but stiff while Olson has been one of the busiest campaigners in the division. Furthermore, Randy can't quite make up his mind whether he is a legitimate middleweight or a lightweight. There doesn't seem to be much to stop Olson from slapping his way to the title he should have had six months ago.

LOG-A-RHYTHM:

An Island Of Spice

By M. Dwyer

To an island of spice, where everything's nice,
I long to sail some day.
Where the sun shines long, and the current's strong,
My cares will all blow away.
Where the sand is white, and the moon shines bright,
When the stars come out to play.
With the breeze in my hair, and spray in the air,
Forever I'd want to stay.

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 Nelson E. Norwood's recipe for Old Fashioned New England Clam Chowder,

There are times when the sea can be pretty mean and nasty, according to Nelson E. Norwood, chief steward, and when the weather's cold, the sea is kicking up and the spray is flying, there's nothing that goes as well as a bowl of good hot soup or clam chowder.



Norwood

One favorite, he says, of most crews in a position like that is Old Fashioned New England Clam Chowder, served piping hot and with some crackers and bread on the side. It's a good way to start any meal.

Nelson's father was a man who followed the sea as a fisherman, and Nelson says he started going to sea when his father had to cut down a barrel and stand him inside to keep him from wandering over the side. "I'm 53 now," says he, "and I guess I've been going to sea for the past 45 years."

the SIU. He was one of the original members, with the 41st book issued by the young Union. After a while he started working ashore as a hotel chef, and then began sailing again during the war.

For Old Fashioned New England Clam Chowder, says he, he's found that Snow's Minced Clams, packed in No. 5 cans, are about the best obtainable for use at sea.

First, he says take about a half a pound of fat salt pork and saute very slowly until all the grease is out. If you prefer, you can melt a quarter of a pound of butter instead of using the fat salt pork.

Then, add a pound of minced onions to the grease and continue to saute slowly until the onions begin to color. As soon as they start to color, add the contents of two No. 5 cans of minced clams and saute for about half an hour.

After that, add a gallon of water and then add about 10 pounds of potatoes, either diced or sliced. Simmer the whole mixture until the potatoes are soft, and then add from 8 to 10 cans of evaporated milk, and season to taste with only salt and pepper. The chowder is then ready to serve.

Calls Agent On Commie Seaman

To the Editor:

While in San Francisco on the Portman I had my first experience of having a Commie member of the crew. This man, however, was not a member of the SIU but a former member of the NUMCS.

The Coast Guard was contacted so I, as ship's delegate, called Tom Banning, SIU port agent for San Francisco. Banning was on board in about two minutes, and I have nothing but praise for the way he took care of the situation. He had the man put off the ship for agitating and failure to perform his work. Not only was this utility a performer, but he openly denounced US ships and claimed he was a Commie. In addition to being put off the ship, the Coast Guard took prompt action to reclaim this man's seaman's papers.

I would like to tell all SIU men that if they are really sure that they have a Communist aboard while in Frisco, call Tom Banning. W. A. Reid



Reid

Cantigny's Food 'Way Below Par

To the Editor:

The crewmembers of the Cantigny (Cities Service) feel that the steward is very lax about seeing that the meat that comes aboard is of the best grade. The menus



Patriquin

are not up to the standard of other Cities Service ships.

As far as the crew is concerned, the steward is actually a stranger, as he seldom comes down to the galley to supervise the preparing of meals or to give the messmen instructions on what work to perform.

This crew would like to see the steward replaced if he does not bring the meals up to the standard of other company ships. The potatoes and eggs in particular are in very bad condition.

T. A. Patriquin

Warns Of Racket On West Coast

To the Editor:

This is a warning to other Seafarers as well as a gripe against some underhanded dealings taking place out on the West Coast. I was a wiper on the Sea-Gale when I signed off in Portland, Ore., about the middle of April. It was then that I got the wool pulled over my eyes, along with about 20 of my shipmates who got stung on the same deal.

This guy driving a truck pulls up and says he'll take my bag and ship it to New York for me. It sounds like a good deal, so I tell him to send it on for me and offer to pay him then and there. He refuses the money because, he said, he did not have the scales to weigh the bags. What should have made me suspicious was the fact that he refused to ship the bags any other way but COD.

I didn't actually hear him say so, but he sounded as if he was from the railway. He seemed to me to be a semi-official expressman. His truck had the name "Red Transfer And Storage Co." written on it.

Price Too High

Anyway, when I went to pick up my seabag, the express people told me it was \$12. I was astounded at the price. I found out that

• L E T T E R S •

Sticks Up For Calmar Cooking

To the Editor:

Although a lot of seamen say that Calmar ships do not feed well, I would like to say, as ship's delegate on the Pennmar, that the chief steward, J. T. Sigmon and his men are doing a good job on here in the line of good food, cleanliness and getting stores aboard here on the West Coast. There are no beefs on or in the steward department.



Faile

The engine and deck departments are doing fine, too. We are in Baltimore now and hope to be back about the middle of August.

H. Faile

Army Hardtimes Malden Victory

To the Editor:

The good ship Malden Victory arrived in Korea about two weeks ago and the party began. We were in a place called Ulsan for a week but for some reason we did not get a draw until we returned to Pusan for bunkers. Now it seems that the men who made a draw received 60 won to the dollar, though the legal exchange is 180 won. However, this mistake was corrected here in Kunsan.



Parsons

Upon arrival in Kunsan we were notified by the Army that the towns of Kunsan and Chang Kang were off limits to merchant seamen. A draw was put out in US money and then we were notified that we were not allowed to have greenbacks or military script, and no one has any Korean won.

The NCO Club is off limits to seamen; no alcoholic beverages are sold to minors, feeble-minded or merchant seamen.

No Free Afternoons

We were given permission to attend the movies inside the Military Compound providing we do so at 2:00 PM, but since everyone works a full day every day we haven't yet seen a movie.

The Mississippi Steamship Company should be proud to know that they have a man like Abe Kay, the fourth mate on this scow to look after their interests. As a matter of fact this character gets into nearly everybody's business. He

even made an attempt to tell the Army how to discharge cargo, and, I might add, he was highly unsuccessful.

Sargeant Manning, who is in charge of discharging cargo in this port, says that the Mississippi ships that call at this port are pretty dirty and I am inclined to agree with him. He says that the Waterman scows are the best ships to make this port. (My apologies to Red Campbell). After this trip I would take almost any ship.

In conclusion I send regards to Tex Alexander, the Mayor of Highway 90, and all the boys.

Honest Ed Parsons

Performers Need Stiffer Penalty

To the Editor:

The crewmembers of the Republic (Trafalgar) feel that those men who jump ship should be made to realize that it is hard to get men for tankers at the last minute as the halls are too far away. Most of us feel that there should be a stiffer penalty imposed on some of these gashounds, so that they will think twice before missing a ship.

Only those men who miss a ship through no fault of their own should be excused.

Frank Smith

Bookmen Must Be Loyal To Union

To the Editor:

It is with a great deal of pride and interest that I have witnessed the progress of the Union after nine years of sailing SIU. The men who founded the SIU had sound standards of construction and great concern for the security of the membership.

Today a man with a book has in his possession the equivalent of \$20,000. In a few cases, some men are slowly slipping back to their non-Union point of view, violating the constitution and their obligations to the welfare of their Union brothers. Having served as delegate on numerous occasions, I realize that the bookmen of the Union must never fail to recognize the obligations of the Union or fail in any way to enforce them.

As for the Union and everything it represents, I've found my years with the SIU tops; the SIU is held in high esteem by the unions of the world.

F. Hartshorn

Old Shipmates Meet In Frisco

To the Editor:

While I was steward aboard the old Coral Sea for about seven months, the loquacious and elegant Johnny "Bananas" Zereis was bosun. Many a pleasant hour was spent by listening to Johnny's many fine sea stories.

Once Johnny settled down on a hatch cover with his box of Copenhagen, all the boys would gather around while Johnny would think for a minute and then let loose with both barrels. His stories may have been a little bit hard to believe once in a while, but they were always entertaining, and were a good way to pass time while we were at sea.

Recently, I ran into Johnny again at a meeting in the San Francisco hall. He is now bosun on the Sea Thunder, a tanker bound for the Persian Gulf by way of Japan and Korea. It was a pleasant meeting, and was good seeing him again.

George Burn

Hospitalized, He Wants LOG

To the Editor:

I would like to have the LOG sent to me here at the Veteran's Hospital in Iowa City, Ia. I have been here for a month due to an injury I received during World War II while in the Air Force.



Hoffman

I have been shipping out of Galveston, Tex. but have not heard from any of my old buddies. I sure would like to get the LOG to keep up on the shipping news.

Eric L. Hoffman

(Ed. note: Your name has been added to our mailing list; you'll get the LOG every two weeks from now on.)

Thanks To Crew Of The Del Sud

To the Editor:

I want to write a few lines, so that I can publicly thank all the crewmembers of the fine ship Del Sud. They are a great bunch.

Recently, I was hospitalized in Montivedeo while a crewmember of the Del Santos. I was in the hospital for a week, and then was put on board the Del Sud to go back to the States.

I wasn't aboard the Del Sud more than a couple of minutes when the ship's delegate, and some of the department delegates came around to find out if I needed anything. They offered me cigarettes, cash and whatever I needed.

During the trip, I think that just about every man in the crew offered me any help that I needed, included cash and smokes. They were all eager to help out in any way that they could.

After being hospitalized in a foreign port, this sort of treatment from the crewmembers is really something that makes a man feel good. I don't know the right words to express my appreciation to those men on the Del Sud. They were great.

Fred Shaia

Seafarer Likes Life In Japan

To the Editor:

I'm writing this to give you my new mailing address, as I will be happy to get my name back on your mailing list. I've been here in Japan for a month now and expect to be here for quite some time. I like it fine over here and

I'm going to make it a real extended vacation. When I do get ready to go to work again it will be on one of John B. Waterman's ferry boats on the Yokohama-Kobe run, otherwise known

on the West Coast as the lovers' run.

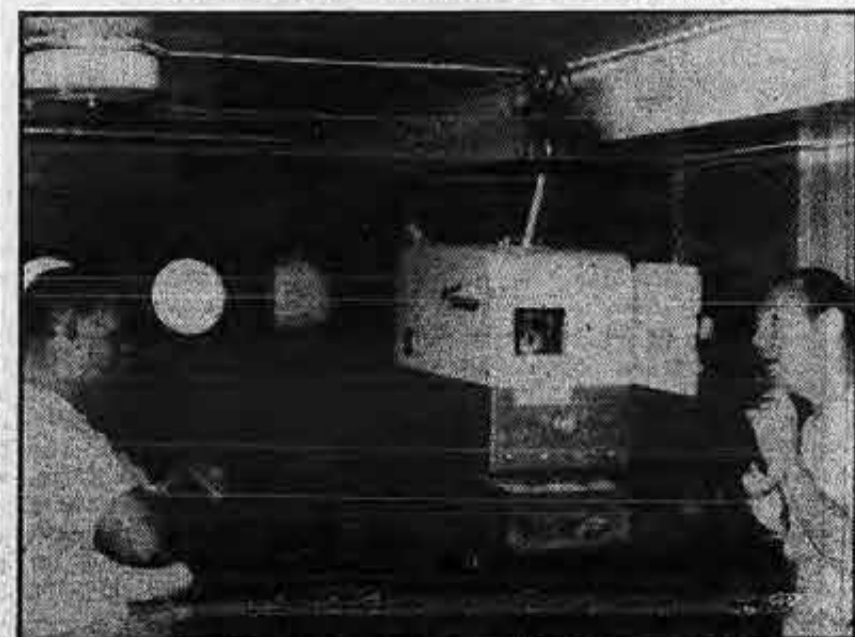
The weather here in Yokohama is fine and opportunities for diverse recreation and relaxation are limitless—golf, swimming, opera, museums and girls. Up to now I haven't been able to get past the very last item, but one of these days I'll see what this golf and other stuff is all about. Right now I'm completely booked up for the summer.

I make the SUP hall in Yokohama quite often and recommend it as the right place to meet shipmates and keep up with the shipping situation.

Max Lipkin

(Ed. note: We've added your new address to our list; the SEAFARERS LOG will be arriving regularly every two weeks from now on.)

There'll Be Movies Tonight



John "Red" Nuss (right), waiter, and Bob Adams (ch. elect.) set up the Del Norte's new movie projector for a show for the crew. LeRoy Rinker, ship's photographer, snapped all the activity.

Crew Want Cots In Gulf Waters

To the Editor:
At a recent shipboard meeting held by the crew of the Logans Fort, the members discussed the issuance of cots. Many of the



Burns

brothers on this ship cannot understand why cots are issued in the tropics only. Surely the Gulf is just as hot in the summer as any tropical waters, so why should the issuance of cots

be restricted in this way, especially since the cots are aboard, to no one's advantage.

While the ship was at Lake Charles, one brother had to sleep ashore because the temperature of his room was 125 degrees; many other crewmembers could not sleep at all.

R. Burns

Like Reading Of Dad's Adventures

To the Editor:
My three children and I have enjoyed reading the LOG for the past three years, but we have had to miss so many numbers of it since my husband only got a LOG when he was home between trips. We have kept quite a few issues for future reference and enjoy re-reading those too, even though they are back issues now.

My husband, Albert Rakocy, is now bosun on the Ibrerville. We are so proud of your article about the Ibrerville aiding the burning Swedish-American freighter MV Stegeholm that we are keeping this issue as one of our most precious possessions. Now the children can show their friends this sea story about their daddy's numerous exciting sea adventures. Thanks from them.

We enjoy the LOG so much that we would like very much to receive it regularly by mail from you.

Mrs. Albert A. Rakocy

(Ed note: Your name has been added to the LOG's mailing list; you will receive a copy every two weeks as issued from now on.)

'Salad Bowl' Crew Takes A Beating

To the Editor:
The Alexandra is still rolling along, and just so the boys on the beach don't get the wrong idea that this ship is just a "salad bowl" as reported in the May 1st issue of the LOG, I'll give them a few highlights of the last few months.



Moose

The old man and chief engineer seemed to think that as soon as we left the States they could forget about the contract and working agreement. The mates

and engineers turned to on unlicensed men's work as though this was the regular procedure. When overtime was turned in for the work they hollered foul, but they stopped the work. Since then they have been doing everything they can to make this trip more miserable, as if this 40-day shuttle from Japan to the Persian Gulf, with only one night ashore in Japan, isn't bad enough.

Look Forward to Payoff

It looks as if they are trying to hardtime the crew into quitting so they can pick up a bunch of aliens in Japan. We've got a good crew on here, they all know the score and recognize this skipper and chief engineer for what they are. We're sure looking forward to the payoff when we can show these

characters that we are members of the strongest union on the waterfront—the SIU.

In closing I'd like to say that we've been getting the LOG regularly and they are getting better all the time; keep up the good work. I'd also like to ask that some overtime sheets and rating booklets for all the black gang ratings be mailed to us at the address above. It looks like we're going to have plenty of time out here to use both.

Calvin B. Moose

Top Crew Mans John Kulukundis

To the Editor:
The crew of the John B. Kulukundis are enjoying an unusually smooth trip for these Far East waters. Credit for this must be given to a few oldtimers, like C. Lawson, M. Townsend, Charlie Gann, Pete The Greek. A vote of



Quinnt

thanks is due for Brother Jarvis, who is helping Brother Lawson run the wire splicing and seamanship aboard. C. Aycock, the belly robber, is doing a fine job keeping the boys happy with his excellent meal planning.

Credit must be given too to all permitmen who are taking a great interest in the Union and Union activities.

We are also pleased to say that our skipper, John M. Cotter, is tops as skipper for an SIU-manned ship and that bosun Carl Lawson is doing an excellent job.

C. Quintt

Thanks SIU For His Life At Sea

To the Editor:
I would like to thank the SIU for starting me on a seagoing career. I hope we shall be partners for a long time. I also appreciate the courteous representation in the Seattle hall, where I got my first ship, the Seavigil, a Liberty, sailing to Tacoma, Puerto Rico and New York.

Most of all, I want to thank a real Union man, Joe Melendez, who, as ship's delegate aboard the Seavigil, went to great lengths and took a good deal of time to patiently explain the rules, regulations and by-laws of the SIU. Never in all my previous experience have I ever encountered a Union man as earnestly and sincerely devoted to the betterment of his Union as Joe Melendez. I only hope that I soon will acquire some of his Union knowledge and progressive spirit.

Now I am aboard the Isthmian Steel Executive as an OS, bound for the Far East on a four-month trip. It's a pleasure to know that the men of the SIU are my shipmates and that such a Union organization as the SIU is behind me.

Bob Ferguson

Doesn't Want To Miss Any LOGs

To the Editor:
I would like to inform you of my new address in Puerto Rico. Will you kindly keep sending us your very much liked SEAFARERS LOG to the new address. Incidentally, I have missed getting copies of the LOG for the past month. Will you please send copies of them to me.

Pedro Jimenez

(Ed. note: We have noted your change of address on our mailing list; the back issues of the LOG which you requested are on their way to you.)

LETTERS

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 23 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 60 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 Marks to the dollar.
- Holland: 3.80 guldens to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 20.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 20.85 cents per bolivar.

Duke's Bar Gives Men Square Deal

To the Editor:
I want to give a boost to two fellows known favorably to practically any SIU man who ever sailed out of Baltimore. They are Duke Summers and Johnnie O'Connor who own and operate the Larriane Tavern, known as Duke's Bar, at 14 North Gay Street, just under the Union hall.

They are both natives of Baltimore. Johnnie was a close friend of Babe Ruth, as his kids sardlot baseball team used to play St. Mary's team once a week while the Babe was there.

Duke, in his day did quite a bit of fighting as a light heavyweight with some of the top men in his class.

Easy Touch
Anyone who spends a few dollars with them can always borrow room rent or the price of a meal ticket after the joints on East Baltimore Street have relieved them of their dough. Anyone with a shipping card can always get cab fare to the ship and money for laundry or any other necessity, even though he has never been in

A Local Belle In Pakistan



Seafarers Dave Dennely and Victor Joseph pose with a shy local belle aboard a bumboat while they were in Chalon, Pakistan. Joe Nigro supplied the picture of the coxy little group.

the bar before and they have their doubts of ever seeing him again.

Two or three oldtimers hang around there now who will never have another payoff, but Duke and Johnnie are just as nice to them as to a fellow who has just made a Persian Gulf payoff.

I believe I have been in most of the bars from Portland, Me., to Seattle, Wash., but I have to say that I believe Duke's Bar is the squarest.

T. W. (Slim) King

Finds Shipping Good On Coast

To the Editor:
Well, the good ship Irenestar (Maine) signed on again in Longview, Wash. last month for the run to Japan and, we hope, to shuttle again. During our last trip we were out for six months and four days. When we paid off in Coos Bay, Ore., on June 8th there was not a single beef.

We still have a few of the old crew from last trip on here. Pat Fox, who was ship's delegate and did a wonderful job, stayed on and has that position again. We also have the same fine skipper, Captain Krantz, so all in all I think it should be another good trip.

I don't see why more of our good SIU brothers don't stay out on the west coast, as some times it seems rough to find men who want to ship. If shipping is that good, it looks like a good place to ship out, to me.

Robert M. Godwin

Praises SIU For Scholarships

To the Editor:
Bravo to the Seafarers International Union for their Scholarship Plan, awarding scholarships to the most deserving of the Seafarers' children. That is a great idea.

Then, too, your method of choosing the winners was fair—an able, impartial committee to select the best on a competitive, scholarly basis. Good luck to all of you.

I. Tourian

Anti-SIU Chief Rips Out Radio

To the Editor:
Throughout this entire trip on the Sweetwater the chief engineer has been very uncooperative. He is directly responsible for the condition the ship's radio is in at the present time. On April 27 he ripped out all wires and other equipment pertaining to the radio. The OS who was on the 8-12 watch saw this. On May 15th he ordered the third assistant to take the fans out of all the rooms. The reason he gave for this action was that somebody, he claimed, gave him a little back talk. However, after he was told that action would be taken, he left the fans alone.

Stalls on Repairs

He only made necessary repairs after many entirely useless arguments, and after the crew went to the captain to gain this point. It has been found that the chief is definitely anti-SIU, and talks against the Union every chance he gets. The entire engine department claims he has made things unpleasant for each of them at every opportunity.

Frank Tokarchuk

Mankato Victory Has Fine Crew

To the Editor:
I am just sending a few lines to let all my old friends know that I am now on the Mankato Victory, a fine ship with a fine crew. There are no beefs on this ship.

We are at the present time enjoying some good weather, and shore leave in Japan.

I would like to hear from my old friends and shipmates and would answer any letters they send my way, so drop me a few lines in care of the SIU hall in San Francisco.

Michael M. Manning

Crew Appreciates Quick SIU Action

To the Editor:
The crewmembers of the Southland (South Atlantic) would like to thank the Union and Jeff Morrison, Savannah port agent, for the quick action that we got on our beefs while in that port.

He went right to work on our beefs, and got us complete satisfaction on all our requests, including new mattresses, new springs, and straightening out all OT beefs and the completion of all repairs needed. We got quick action all the way down the line.

And so, we extend our thanks to all concerned, even though this letter may be a little bit late in coming.

E. L. Baker

Thanks Members Who Gave Blood

To the Editor:
I would like to thank the ten Seafarers, listed in the Wilmington port report in the June 12th LOG, for donating their blood to pull me off the rocks of a surgical room. I am afloat again and proceeding at half speed.

I hold the deepest feeling of gratitude for these men, and to the SIU go my sincerest thanks for truly being the Brotherhood of the Sea.

William J. Gillick

The Bermudas— 'Isles of Devils'

Visitors to the pink-tinted sands and the crystal grottoes of the Bermudas, now a mecca for tourists and honeymooners, may well find it hard to believe that anyone could shun this island paradise.

Yet such is the power of the mysterious sea, and of the legendary superstitions which have long surrounded it, that for many years mariners dreaded the thought of setting foot upon the Bermudas' shores.

The Bermudas, these early seafarers believed, were the "Isles of Devils," inhabited only by witches, demons and the disciples of Satan, and their coral crust was so thin that anyone who stepped upon it would immediately plunge through it and plummet into the fires of Hell.

Discovered in 1515

So strong was this belief, in fact, that although the islands were discovered in 1515 by a Spaniard, Juan de Bermudez, it was not until nearly a century later—in 1609—that the first white men populated them, and then only because they had been shipwrecked.

This group of British colonists was led by Sir George Somers, and for many years afterwards—while they were ruled by a chartered company—the islands were known as Somers Islands.

In 1684, the islands were acquired by the British crown, and today still retain their status as a crown colony.

Consisting of over 150 individual coral atolls, lying about 650 miles southeast of North Carolina, the Bermudas cover some 21 square miles and have a population of approximately 35,000 people, of whom about 60 percent are Negroes.

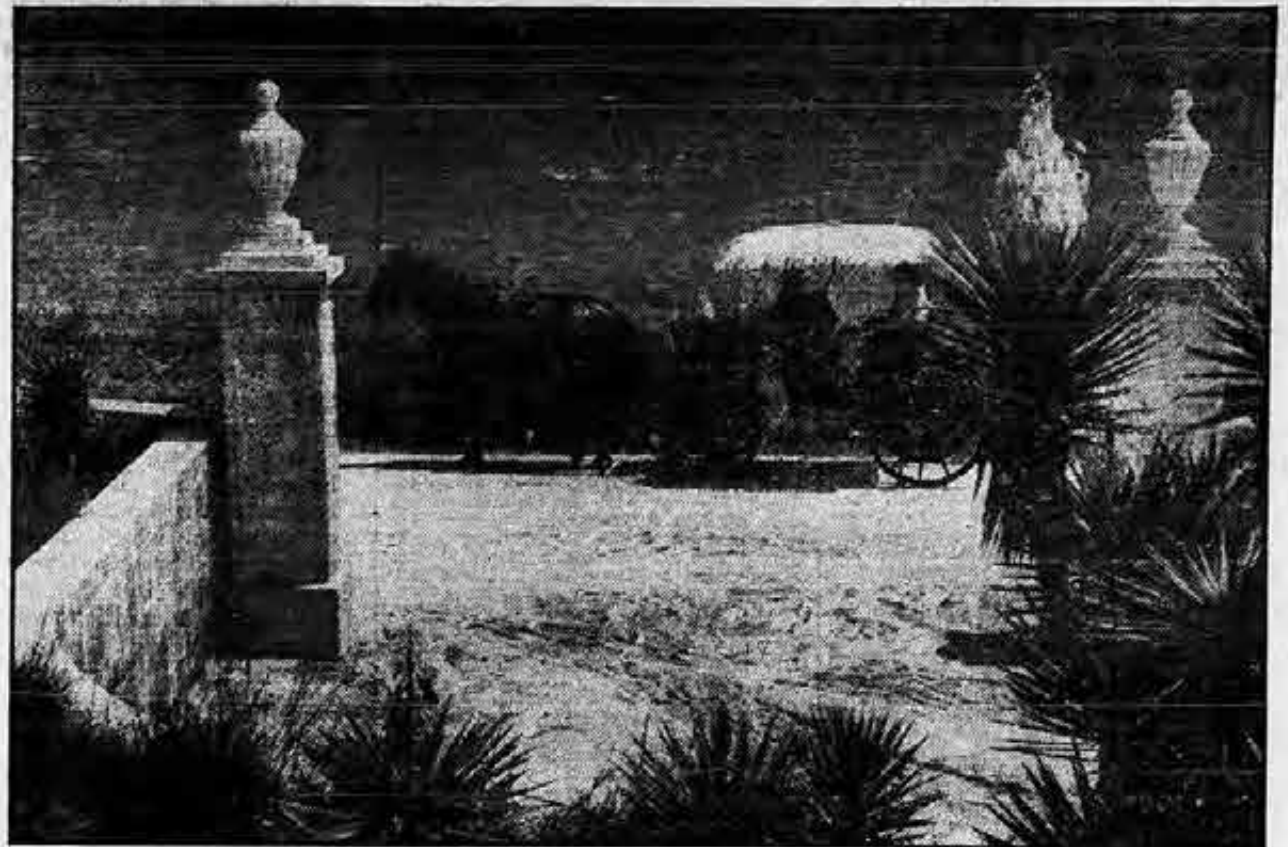
Having no industry, the islands derive the bulk of their revenue from the exportation of bananas, vegetables, lily bulbs and flowers, from customs receipts and from the many tourists to whom they play host each year.

Have Old World Charm

Chief among the islands' tourists attractions are their climate, their beautiful scenery, and the Old World, 17th Century charm of such places as St. George, their oldest settlement.

The placid, unhurried way of life found in St. George is typical of that found throughout the islands with the exception of Hamilton, the capital, where a quicker and more modern tempo prevails.

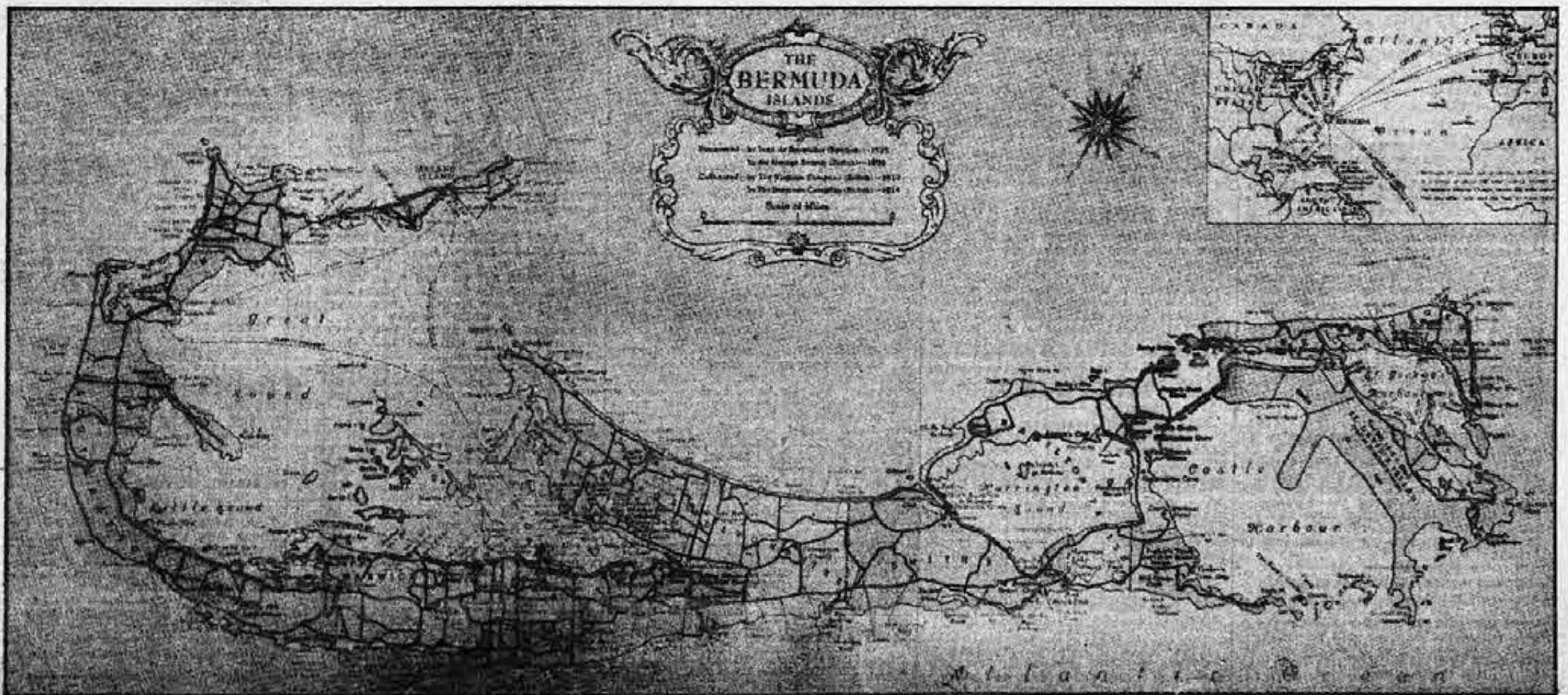
The islands are particularly attractive to vacationers who delight in the sports and recreations of the sea, and are famous for their bathing and boating, and for the opportunities they offer to explore underwater caverns in diving helmets or fish for bonefish, wahoo, tuna and marlin.



Before World War II, the only motorized vehicles on the Bermudas were taxis and a few busses. Since the war, small English cars have been permitted, but bicycles and horse-drawn carriages, as shown above, are still the most popular modes of conveyance.



Among the foremost of Bermuda's attractions for visitors are the coral grottoes, such as the one shown at the right. But early mariners refused to visit the islands because they thought the grottoes were filled with witches and demons.



DIGEST of SHIPS' MEETINGS

(Continued from page 24)

light on the machine to tell whether it is working or not. Ice box needs a new handle. Steward and his department got a vote of thanks for the good food they are putting out and for their cooperation to the entire crew.

SALEM MARITIME (Cities Service), June 27—Chairman, Joe Cave; Secretary, W. T. Felts. Feeding beef was reported to the Seattle patrolman. Men who missed ship were reported to him; one was hospitalized, the other missed ship. Motion was passed to have each man donate \$5.00 to the ship's fund. Headquarters will be contacted on cooling system throughout crew's quarters. Men leaving the ship should clean up fo'c'sles.

ANTINOUS (Waterman), July 5—Chairman, D. Varni; Secretary, H. C. Kilmon. There is a \$28.95 balance in the ship's fund. Question of who will make coffee in the morning on Saturdays and Sundays will be taken up with the New Orleans patrolman. Men coming back to the ship late at night should not disturb men who are sleeping. Men who sit up late on the stern should have some consideration for the men sleeping on the main deck aft.

QUEENSTON HEIGHTS (Seatrada), June 19—Chairman, Robin Brown; Secretary, Henry Martin. L. R. Smith was elected ship's delegate by acclamation. Canvas awning for back aft will be referred to the patrolman. Wiper will make coffee in the morning. Poker players should keep the messhall cleaner. Ship's fund will be increased in order to purchase radio and electric iron. June 25—Chairman, Robert Brown; Secretary, Henry Martin. One man left ship. Hotplate for the messroom will be put on the requisition list.

TRINITY (Carrara), July 4—Chairman, John Chermellino; Secretary, M. Westphal. There is \$29.40 in the ship's fund. Ship left New Haven three men short. Black gang would like to have two men in a fo'c'sle, so man is not disturbed when watch is called. Discussion was held on the lack of watermelon and cantaloupe. Steward will call the Coca Cola company to see if they will deliver some cokes.

FAIRISLE (Waterman), June 6—Chairman, Ray Queen; Secretary, George Dunn. John De Gando was elected ship's delegate unanimously. Transportation money beef will be taken up with headquarters. Port agent in the next port will arrange to have stores put aboard the day before sailing; if this is not possible, shore gang should do the work. Each watch will keep the messhall and crew pantry cleaned and swept and wash dishes and silver.

EUGENIE (Oro), May 23—Chairman, Woodrow Posen; Secretary, R. McCulloch. Keys for rooms will be secured in Japan as well as bed springs. Chief engineer is checking on the fans. New duck boards were made for the gangway. Slopchest prices will be discussed with Union on arrival in the States. Motion was passed to have all unlicensed fo'c'sles, heads and showers souged and decks painted at the first opportunity. Discussions were held on loud talking in passageways, new parts for fans, launch services, running a fresh water line outside house for longshoremen. Steward asked the crew to cooperate in returning soiled linen. Steward department got a vote of thanks for good show and service. One brother was removed from the vessel by a lifeboat crew of MSTs transport General Base for hospitalization.

ALICE BROWN (Bloomfield), July 5—Chairman, not listed; Secretary, J. D. McGoldrick. Sam Vincius was elected ship's delegate by acclamation. One man quit ship in New Orleans. Portfoie fans should be turned off when not in use, as there are no parts on board for them. Each man should clean the washing machine after using it. Steward should keep the ship's iron in his room when not in use.

ROBIN SHERWOOD (Seas Shipping), June 20—Chairman, Wallace; Secretary, Thomas Williams. Special meeting was held on the purser selling SIU slopchest to port officials in Nacola. Captain was contacted and said he gave the purser no permission. Ship's crew has been on short rations of cigarettes since arriving in Capetown on May 18th. Purser said that the New York patrolman gave him permission to sell the slopchest in foreign ports. Patrolman will be contacted on getting this purser removed from the ship.

STEEL RANGER (Isthmian), June 21—Chairman, C. Treouson; Secretary, A. Tolan. One man was left in Honolulu on account of sickness. Chief engineer refused request to put a steam pipe in cold water in the laundry. Repair list should be handed in as soon as possible. A few minor beefs will be ironed out as soon as possible. All ships railing will be renewed. Water lines leading into showers aft should be checked, as the shower does not work right all the time. Chief engineer will be contacted by ship's delegate on this.

WILLIAM A. CARRUTH (Transfuel), July 7—Chairman, Hans Skaelegaard; Secretary, Werner Pedersen. Ice water for drinking should be checked, as well as ship's water. Deck and engine departments will alternate the cleaning of the laundry room. SWEETWATER (Metro Petro), June 13—Chairman, S. Homka; Secretary, A. Kavel, Jr. Beef about chief engineer will be referred to boarding patrolman.

IRENESTAR (Triton), June 16—Chairman, R. M. Goodwin; Secretary, not listed. Ship's delegate called Seattle and was told to sign on if there were no beefs. Crew was asked to sign on by the captain who said that he would see that new mattresses and a new washing machine were put on and that minor repairs would be done. All agreed to sign on. Steward said that most of the stores were received and the rest he would get in Aberdeen. June 28—Chairman, R. M. Goodwin; Secretary, T. Sullivan. Most repairs were taken care of, and the rest are being worked on now. Most repairs were made. New innerpring mattresses and new washing machine were received. Unnecessary noise should be cut out in the passageways. All are to come into the messhall properly dressed. Notice will be posted on how to make coffee. All new men are to take part in ship's meetings. Crewmembers were asked to report any needed repairs.

HURRICANE (Waterman), July 12—Chairman, Norman Mable; Secretary, Charles Achoy. \$29 in the ship's fund was turned over to the new ship's delegate. Wood, elected by acclamation. Steward will be contacted by the delegates on the number of cots needed. Chief electrician agreed to see that the washing machine belt be placed aboard.

WESTERN TRADER (Western Navigation), June 31—Chairman, F. Vykruza; Secretary, O. P. Oakley. Ship's delegate saw the mate and captain about painting the galley; it will be done in a while. One man found the price of talcum twice as high as ashore and thinks that the captain is overcharging on the slopchest. Motion was passed to have a price list posted. Books should be changed in Japan, if possible, with any other SIU ship that may be in port at that time.

SOUTHLAND (South Atlantic), July 3—Chairman, Fred Boyne; Secretary, E. L. Baker. Captain okayed sougeing and painting in black gang quarters and steward rooms. Ship's delegate was asked to contact agent or patrolman on mattresses. Steward's attention should be called to all faulty linen.

YOUNG AMERICA (Waterman), April 5—Chairman, Pat Ryan; Secretary, H. Krohn. Patrolman will see the captain about milk and fresh stores in Japan. More fresh milk should be put on the ship before departure from the States, as no allowance is made for officers and passengers. Men getting off should leave fo'c'sles and bunks clean and stripped of soiled linen. Ship's delegate will find

Get New Books Through Agents Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books. If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent. Under no circumstances however, will the books be sent through the mails to any private addresses.

All stores will be checked by three-man committee, patrolman and shoreside representative. Crew is not to sign on until all essential repairs have been made. Lifeboat will be inspected, as it is thought it leaks. Steward claimed the company ignored his stores requisitions in New York. Chief mate got a solid vote of confidence.

AZALEA CITY (Waterman), June 31—Chairman, Paul M. Whistlar; Secretary, Eddie O'Rourke. \$50 key deposit will be collected when keys are issued and given back when men leave the ship. There will be two draws per trip. All lockers should be fixed. There should be more salad plates and side dishes. Cups should be put back after use. Men using the laundry should keep it clean.

GATEWAY CITY (Waterman), July 12—Chairman, Jim Davis; Secretary, Thomas. Hand rails were put on the catwalk aft. Captain said he would see the overtime at the end of the voyage; chief mate and chief said they would ask for it when they wanted it. Motion was made to find out why the Captain refused to get ice at the Canal Zone. Steward has no room to make ice and the boxes are badly in need of repair. Better care should be taken of cots, washing machine; poop deck should be kept clean and feet kept off chairs in the messroom.

MARY ADAMS (Bloomfield), June 23—Chairman, Red Fink; Secretary, Marion Kaminski. Repairs have been turned in to mate and painting will be done before ship reaches Baltimore. An insufficient supply of fresh fruit and vegetables was stored in Japan. Steward should do a better job of storing in San Pedro. Repair list will be turned over to department delegates.

DEL CAMPO (Mississippi), June 6—Chairman, Elec. F. V. Vigo; Secretary, Walter Christian. J. Latapie was elected ship's delegate. Crewmembers should take better care of the washing machine.

STEEL AGE (Isthmian), July 5—Chairman, M. E. Webber; Secretary, L. Johnson. Motion was passed to start a ship's fund with a \$1 donation. Cookies and rolls should be put out at coffee time. Chief engineer will be contacted about having hot water in the laundry room and having the galley and crew pantry cuppers unstopped. Ship's delegate will see the chief mate about building a bench for the steward department shower.

MAE (Bull), July 12—Chairman, F. Hipp; Secretary, E. Hogge. There is a \$19.37 balance in the ship's fund. G. Campbell was elected ship's delegate; M. Jones was elected deck delegate.

FRANCES (Bull), June 27—Chairman, Frank Pandino; Secretary, G. C. Butenkoff. Baker complained about not being

out from the chief mate if the crew quarters, showers, toilets and passageways can be painted. Steward will give the ship's delegate a copy of the requisition list, and notify him of any discrepancies or shortages. Night cook and baker should have a fo'c'sle to himself, as he does not get his proper rest under the present set-up.

CHIOLORE (Oro), June 22—Chairman, Samuel H. Mills; Secretary, O. C. Harris. There were several beefs on the cooking. Cooks state that the stores were in several instances very old and of poor grade. There should be more variety of food. Request was made that men not spit on the deck and on the deck of the recreation room. Dirty cups should be returned to the pantry. Feet should be kept off the recreation room chairs. Laundry should be removed from the machine when it is finished.

BATTLE ROCK (US Petroleum), May 31—Chairman, C. Tobias; Secretary, E. J. Odrowski. New man was signed on in Sasebo, Japan. There was one beef on the food. Letter will be written to headquarters about the department heads backing the contract and generally making things miserable for all hands.

LAFAYETTE (Waterman), June 28—Chairman, J. P. Thrasher; Secretary, Jay C. Steele. Motion was passed to start a ship's fund. Chief engineer will not cooperate on repairs for the crew.

MANKATO VICTORY (Victory Carriers), June 7—Chairman, M. M. Manning; Secretary, A. W. Perkins. Seattle patrolman will be asked to check repairs that were not completed in Stockton. Crew messroom, recreation and passageways need sougeing and painting. Washing machine needs a new wiper. New library will be procured in Seattle.

June 13—Chairman, Herbert Knowles; Secretary, A. W. Perkins. Action will be taken against gashounds and performers.

TAINERON (Actium), June 21—Chairman, Frank Buhle; Secretary, William Oswinkle. Henry Poy was elected ship's delegate. Fo'c'sle lockers will be repaired. Deck and engine departments will clean the laundry; steward department will clean the recreation room. Extra linen should be turned in to the steward. Extra pillow cases will be issued in hot weather. Crew will help keep the messhall, pantry and recreation room. Torn linen should be put aside and turned over to the steward.

LAFAYETTE (Waterman), June 12—Chairman, Clyde Garner; Secretary, J. P. Thrasher. It was voted that each man clean the laundry room when he is finished with it. Pantryman will make coffee in the morning before going off duty.

STEEL SEAFARER (Isthmian), April 24—Chairman, A. Gregoire; Secretary, J. Shearer. Membership agreed to donate \$1 apiece to buy a floral wreath for deceased brother, and to pay for other expenses incurred. Suggestion was made that wipers take care of the laundry for the rest of the trip. Vote of thanks went to the ship's delegate and to the chief engineer and the oiler for their work on the old washing machine.

STEEL ADVOCATE (Isthmian), June 19—Chairman, W. J. Mitchell; Secretary, W. G. Povey. One man was taken off the ship by the consul in Saigon. OT is not being divided equally. Captain is interfering in deck department work. Ship's stores are running low and many items are missing. There are several beefs against the officers. Chief cook asked for more cooperation from galley workers.

MONROE (Bull), June 21—Chairman, Steve Munsko; Secretary, Varosa. Suggestion was made to paint crew's quarters aft. Shower curtains will be procured from the steward. Washing machine is to be overhauled and repair list made out by department delegates. Watch standers will keep messhalls clean. Coffee urn needs repairs on valves. Galley needs a fan. Ship's delegate will make payoff collection to the chief engineer for the fish bought in Puerto Rico. Steward department got a vote of thanks.

MALDEN VICTORY (Mississippi), June 17—Chairman, V. Szymanski; Secretary, Walker. Salty Wilburn was elected ship's delegate by acclamation.

June 25—Chairman, V. Szymanski; Secretary, Walker. Overtime record is kept on the chief mate working on deck. Deck delegate will check the overtime. Cashing machine should be checked so the chief engineer can order new parts. Account will be kept for all overtime, no draws or liberty of launch in Ulson and Kusan. Krea, Patrolman will be notified of the delay in getting medical slips to go to the Army hospital in Kusan.

QUEENSTON HEIGHTS (Seatrada), July 7—Chairman, James Clarke; Secretary, E. H. McGurk. One man missed ship.

MASSILLON VICTORY (Eastern), July 4—Chairman, John D. Lane; Secretary, Charles Eisey. Ice trays will be procured in San Pedro. Some of the shower

ers and baths have not been repaired. Men were asked not to throw cigarette butts in the deck.

WILD RANGER (Waterman), June 22—Chairman, Otto Hoopner; Secretary, J. T. Robinson. There was a beef about butter and coffee for the watch. Special time should be set for drawing linen. Laundry should be painted and repair list made up.

ELIZABETH (Bull), June 30—Chairman, not listed; Secretary, not listed. Chief mate was contacted about the shower lock not working. Ice box should have a lock installed.

SEATRAN GEORGIA (Seatrana), June 21—Chairman, Eric Semmer; Secretary, Robert D. Medermeyer. \$24.25 was spent on a new frame and picture for the movie projector, leaving a balance of \$3.13 in the ship's fund. William Smith was elected ship's delegate by acclamation; John Reilly was elected treasurer. Fan should be installed in the wheel house.

June 16—Chairman, H. S. McKenna; Secretary, Alfredo O. Arron. Repair list will be turned over to the ship's delegate. One man missed ship in Singapore. Suggestion was made to have more fresh fruit and more hot sauces. Vote of thanks went to the engine delegate from the black gang. Money drawn in foreign ports should be classified by the patrolman. There should be more cool drinks procured by the stewards for the next trip; steward and ship's delegate should check the fresh fruit supply.

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PERSONALS Eugene Flowers Ann Calabrese is holding a package for you. Car for Sale Buick convertible for sale, 1946, Super, radio and heater; in New York. For information call ENright 9-4197 and ask for George Quinones. Xenophen Young, Sr. Your son is very ill. Get in touch with your wife as soon as possible at 308 Lamanche Street, New Orleans, La. Alonzo Sisirunk Robert Terrafiat Get in touch with Jack Parker. He has refund checks for you. James C. Sheldon Contact your sister, Mrs. Dallas Dayhuss, 1502 Luxton Place, Seaside, Cal. Bob Williams Write to Private John J. St. John, US 51205788, APO 94, 171 Station Hospital, c/o PM San Francisco, Cal. Angelo Miglio Please contact Thomas M. Breen, 220 Broadway, New York 38, NY. BEekman 3-3740. Ex-Crewmembers Stratheape, French Creek Men who wish to get in touch with Ray Sneider can do so by writing to him on the Greenstar, c/o Triton Steamship Company. Addie F. Morris Get in touch with Russell Brandon, Room 710, 70 Pine St., New York City, as soon as possible, giving him an address where you can be reached by mail. Edward J. Taylor Get in touch with your wife. Jerker Nilsson Report to Seatrain Company for your W-2 form for 1952. Your address is wrong. Francisco Agostia Contact your wife at 63 St. Marks Place, New York 3, NY. Urgent.



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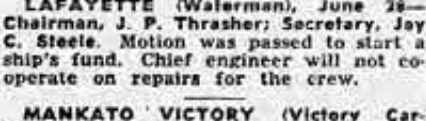
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Quiz Answers (1) (b) Benjamin Franklin. (2) (c) Flag. (3) Battleships, aircraft carriers, cruisers, destroyers, submarines. (4) (a) Asia. (5) Augusta, Maine, Albany, New York; Atlanta, Georgia; Austin, Texas, Anapolis, Maryland. (6) 18. (7) Sam Tilden. Bill was the tennis player, Sam was the presidential candidate. (8) They are knots. (9) (b) 12 feet (actually 11 1/2 feet). (10) 49.

Puzzle Answer

AMAH POPS FOG BOZO ARAL ATA BOOM SECURITY ANVILS TEAR NEARS ILKA BAGGAGE CLAIM ALI KETCH NEO NELLY CHILDLY DEBO THANE ENNA RABAU MARGARET ROPE ART IDLE UNDO RAS FOLD NEON

NOTICES Carl Jensen, Jr. Your wallet, along with some personal items which it contained, was found on the Carrol Victory. Please pick it up at Seafarers LOG office. Thomas D. Reese Your suitcase is at the SIU hall in Seattle, Wash.



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Dads Show They Know All The Ropes



When mom's away or busy, these Seafarer-dads take over without a qualm. At left is Seafarer Wesley J. Smith, with daughter Madeline; at right, Seafarer Pat Ryan, his two sons, and new daughter Jean Marie. Photos were taken by visiting Welfare Services representative who delivered maternity benefits.

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.

James Robert Lewis, Jr., born May 13, 1953. Parents, Mr. and Mrs. James R. Lewis, 522 Charleston Street, Mobile, Ala.

James P. Lomax, Jr., born May 26, 1953. Parents, Mr. and Mrs. James P. Lomax, General Delivery, Satsuma, Ala.

George Michael Sanders, born April 9, 1953. Parents, Mr. and Mrs. Union H. Sanders, PO Box 115, Minette, Ala.

Herman Lee Carter, Jr., born June 18, 1953. Parents, Herman L. Carter, 119 Habersham, Savannah, Ga.

Bonnie Ann Black, born June 18, 1953. Parents, Mr. and Mrs. James Black, 2132 Lafontaine Avenue, New York, NY.

Sondre Delysle Carlson, born June 20, 1953. Parents, Mr. and

Mrs. R. Carlson, 2245 Savannah Terrace, Southeast, Washington, DC.

Eric Michael Schmiedel, born July 1, 1953. Parents, Mr. and Mrs. Frank W. Schmiedel, Jr., 865 47th Avenue, San Francisco, Cal.

Marjorie Teresa Smith, born May 9, 1953. Parents, Mr. and Mrs. Eugene Smith, 917 Forrest Avenue, Chattanooga, Tenn.

Shelley Lynn Simmons, born May 15, 1953. Parents, Mr. and Mrs. Harold Simmons, 2301 Georgia Street, Vallejo, Cal.

Raymon Eugene Harr, born June 22, 1953. Parents, Mr. and Mrs. Sidney Harr, 120 1/2 South Logan, Texas City, Tex.

Paul Maurice Hebert, Jr., born June 29, 1953. Parents, Mr. and Mrs. Paul M. Hebert, 716 First Street, New Orleans, La.

Melvin Earl Fairecloth, born April 25, 1953. Parents, Mr. and Mrs. John W. Fairecloth, 2718 Mill

Street, Crichton Station, Mobile, Ala.

Michael Vincent Meyers, born June 3, 1953. Parents, Mr. and Mrs. Louis E. Meyers, 4617 1/2 Mead Street, Seattle, Wash.

Denis Scott Campell, born June 20, 1953. Parents, Mr. and Mrs. Solomon Z. Campell, 1832 Marigny Street, New Orleans 17, La.

Clyde Wilson Mariner, born May 17, 1953. Parents, Mr. and Mrs. Clyde W. Mariner, 209 Sixth Avenue, Portsmouth, Va.

Janise Marie Piersall, born June 6, 1953. Parents, Mr. and Mrs. Gilbert J. Piersall, Mamou, La.

John Michael Rogowski, born May 17, 1953. Parents, Mr. and Mrs. Walter Rogowski, 518 South Ann Street, Baltimore, Md.

George Francis Robertson, born June 27, 1953. Parents, Mr. and Mrs. George E. Robertson, 278 49th Street, Brooklyn, NY.

Roberto Cabrera, born April 14, 1953. Parents, Mr. and Mrs. Angel Cabrera, PO Box 174, Playa Ponce, Puerto Rico.

Diane Sullivan, born May 19, 1953. Parents, Mr. and Mrs. John J. Sullivan, 63 Blue Hill Avenue, Roxbury, Mass.

Karon Ann Lachney, born April 23, 1953. Parents, Mr. and Mrs. Hilton Lachney, 2307 Melpomene Street, New Orleans, La.

Constance JoAnn Vaughn, born July 1, 1953. Parents, Mr. and Mrs. Joseph T. Vaughn, 2210 Avenue O, Galveston, Tex.

Tanya Rosa Evelyn Roberts, born March 28, 1953. Parents, Mr. and Mrs. John R. Roberts, 4209 Gulf Boulevard, Belle Vista Beach, St. Petersburg, Fla.

Edwin Douglas Felker born January 20, 1953. Parents Mr. and Mrs. Edwin M. Felker, 408 South 14th Street, Lawton, Okla.

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, STATEN ISLAND, NY
 James Adams
 John Basoa
 Robert Borland
 Joseph Bracht
 E. Bulik
 Maurice Burnstine
 Frank Cainan
 Benito Centero
 Sixto Escobar
 John Foley
 Lawrence Franklin
 Bruton J. Fraxer
 F. J. Frenette
 William J. Geary
 Joe Carl Gibbs
 James W. Hamilton
 John Hamilton
 Floyd M. Hansen
 C. Houlis
 Walter A. Johnson
 Paul Jokubesak
 Hans Kehlenbeck
 L. Kristiansen
 Stanley Lesko</p> | <p>USPHS HOSPITAL, STATEN ISLAND, NY
 Luther R. Milton
 Leonard G. Murphy
 Michael Nash
 Frank Nering
 G. Nunez
 Jerry J. Palmer
 Abe Partner
 John Reksin
 Jesus Rodriguez
 G. O. Rosado
 Virgil Sandberg
 A. L. Sargent
 P. W. Seidenbergh
 Walter Sudnick
 Thor Thorsen
 D. Trevisano
 Harold S. Tuttle
 Alfonso Vallejo
 Joseph H. Wilkin
 Henry A. Core
 Jim Corna
 J. C. Sorel
 Stephen Sloneski
 Rexford Roberts</p> | <p>USPHS HOSPITAL, MOBILE, ALA.
 John Ziegler</p> |
| <p>USPHS HOSPITAL, MIAMI, FLA.
 Howard Parker</p> | <p>USPHS HOSPITAL, BROOKLYN, NY
 Walter Chalk
 C. M. Davison
 Emilio Delgado
 Antonio M. Diaz
 John J. Driscoll
 Jose G. Espinoza
 Enrique Ferrer
 Robert E. Gilbert
 Bart E. Guranic
 Hohn B. Haas
 Thomas Isaksen
 Frederick Landry
 James J. Lawlor
 James R. Lewis</p> | <p>USPHS HOSPITAL, NEW ORLEANS, LA.
 T. L. Ankerson
 James E. Belcher
 D. Bissett
 E. Bracewell
 R. D. Carbera
 Wm. R. Carroll
 Jessie A. Clarke
 Jose A. Colls
 S. Cope
 Adlon Cox
 Rogelio Criz
 Henry Durney
 Frank E. Edmonds
 F. Farthing
 Lionel Gormandy
 Harry M. Hankee
 C. M. Hawkins
 Philip Horowitz
 Gustav Hoyzam</p> |
| <p>USPHS HOSPITAL, FORT WORTH, TEX.
 Joseph P. Wise</p> | <p>USPHS HOSPITAL, SEATTLE, WASH.
 Michael Dietz
 John W. Dolan
 Alfred Johansen
 V. E. Kane</p> | <p>USPHS HOSPITAL, SAVANNAH, GA.
 W. W. Alfred
 E. F. Cetti
 F. W. Grant
 James M. Hall</p> |
| <p>USPHS HOSPITAL, BOSTON, MASS.
 John A. Duffy
 John J. Fisherty
 H. A. Gnittke
 S. R. Greenridge</p> | <p>USPHS HOSPITAL, GALVESTON, TEX.
 Tom L. Bowers
 E. K. Bryan
 A. P. Copa
 W. W. Lipscomb</p> | <p>USPHS HOSPITAL, BALTIMORE, MD.
 Roland Bell
 Carl E. Chandler
 Braxton S. Conway
 Jeff Davis
 J. W. Eickenberg
 Gorman T. Glaze
 Jose Herno
 C. E. Johnson
 John W. Jones
 Vincent Jones
 Karl Kristensen
 Edgar L. Krotzer</p> |
| <p>USPHS HOSPITAL, PROVIDENCE, MOBILE, ALA.
 Oscar Stevens</p> | <p>USPHS HOSPITAL, SAN FRANCISCO, CAL.
 Marcelo B. Belen
 John C. Ramsey</p> | <p>USPHS HOSPITAL, VA HOSPITAL, BALTIMORE, MD.
 Ben J. Lawson
 James T. Lassiter
 George A. Logan
 Earl Mansfield
 Melvin Mason
 Thomas Mungo
 Earl G. McNab
 Thomas Nicholas
 Telesfro Roman
 S. A. Sargeant
 David F. Sykes
 Gustave Loeffler</p> |
| <p>USPHS HOSPITAL, SAILORS' SNUG HARBOR, STATEN ISLAND, NY
 Joseph Kozlusk</p> | <p>USPHS HOSPITAL, NORFOLK, VA.
 N. A. Baubour
 L. N. Childress
 W. F. Henderson
 S. E. Roundtree</p> | <p>USPHS HOSPITAL, VA HOSPITAL, BALTIMORE, MD.
 Leonard Franks</p> |

He Knew Where To Turn When Trouble Struck Him

The value of SIU Welfare Services in an emergency was never better illustrated than by the case of one Seafarer who suffered a heart attack recently. The Seafarer, who was in a bad way, couldn't get any help until he was able to get the idea across that Welfare Services should be contacted.

In this particular case, the Seafarer happened to live in a rooming house in Brooklyn not far from the hall. When he got the attack, he was temporarily unable to talk, and the people in charge of the rooming house made several unsuccessful efforts to get help. Knowing he was a seaman, they called the Coast Guard in an attempt to get him hospitalized, but without success. After that they tried several other places and were equally unsuccessful.

Ambulance Came

By this time, the Seafarer had recovered sufficiently to say a few

words. The first thing he gasped out was "call SIU Welfare Services." A call was put through to SIU headquarters, and inside of a half hour a US Public Health Service ambulance came to the door, picked the man up and took him to the Staten Island USPHS hospital. He is now well on the road to recovery from the attack.

The incident points up the fact that an increasing number of Seafarers recently have taken to carrying a slip of paper on their person with the name and telephone number of the Welfare Services office, as the place to call in the event anything should happen to them. That way they are sure of having their emergency needs taken care of come what may.

Ship Has Own Maternity Benefit



Seafarer Alvis Weddle and Mrs. Weddle pose for the cameraman on the deck of the Seamonitor.

Not to be outdone by the SIU, crewmembers of the Seamonitor came up with their own maternity benefit recently for Stacy Wayne Weddle, son of one of their shipmates, Alvis Weddle. That well-known SIU bachelor, Frenchy Michelet, informed the LOG that several crewmembers, including the skipper and the chief mate, chipped in to buy the baby a \$100 US defense bond.

The crew figured that by the time Stacy, who was born just two days shy of Christmas, 1952, got old enough to sail, the \$100 would come in handy to get him launched on his career in the SIU. Captain Andrew Jackson presented the bond to Mr. and Mrs. Weddle on board the vessel while she was in Portland, Oregon. Weddle is well known up in the Northwest as a leading contender for Golden Gloves middleweight honors in recent years.

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.)

Seafarer William R. Smith, just off an Alcoa vessel, just came in from New Orleans to New York like a sock in a wind tunnel. He had some business up this way and he dropped by headquarters to let us know about it. Didn't waste no time, though, in getting back to the Bayou country. Doesn't seem to take to big town living.

Right now he's down in New Orleans again, where he's been for some time, just soaking up the sun and the local tradition. He's doing better than all right and expects he'll be shipping out when he gets tired of that good old southern cooking.

Phil Jordan, who last shipped as FWT on the Tadel, came east for awhile after shipping steadily on the West Coast. Out there, he says, shipping is easier than breathing.

Jordan came in this week to see the doctor about his eyes. Seems he needs a pair of glasses to correct his troubles and he's in the process of getting them right now. He would have liked to stay out in sunny California, he said, because the shipping out there is first rate.

A brother who has been keeping up a steady stream of correspondence with the Welfare Services department is Saul Harb. Harb is on the George Uhler as chief steward and doing a top-drawer job.

He's all set for his citizenship papers to come through. About the only thing he's got to do now is get back here from Germany where he is on the George Uhler at the moment.

A regular old seafaring man is Seafarer Domnick Desel, recently the boson on the Fairland. Desel got off to go into drydock out at the Honolulu hospital, but he's in tip-top shape now and ready to ship out.

Last we saw of Desel he was heading back to his home town in Pennsylvania. He didn't let any grass grow under his feet here in New York, when he was in town, but headed back for the wide open spaces of the Keystone State. He expects to come up this way again when the Fairland hits New York so he can pick up his gear and souvenirs from far away places.

William Geary just hit the Staten Island hospital with a busted jaw after meeting with an accident aboard the John Paul Jones. Geary, FWT on the vessel, comes from Riverdale, NY, which is just a stone's throw from the Bronx, although most people don't. Not in the Bronx. He expects to be in the hospital awhile, recuperating.

From reports reaching this office, it appears that the accident rate is definitely not decreasing, to put it mildly. Of course, if a man is hurt aboard ship, he can see that his rights are enforced.

In our book, however, no amount of money could repay us for the loss of even a finger. Why not try to avoid the accident in the first place instead of having to look for money to compensate yourself.

A gremlin crept into this column last issue and had us saying that one of the brothers got his hospital benefits from the company. The brothers collected from the company all right, on maintenance, unearned wages and other items, but those hospital benefits, as always, came from your Union's Welfare Plan.



Smith



Harb

Alert Crew Helps In Emergency

Crewmembers of several SIU ships showed their heads up alertness recently when they notified SIU Welfare Services of details of accidents and deaths aboard ship. As a result in two of the cases, the families were able to make necessary arrangements which they otherwise would not have been able to, and in the third instance, the family learned of the death only through SIU Welfare Services. They hadn't even been notified by the company.

In the first instance, a brother on a Cities Service tanker died aboard the ship at sea. The body was taken off in Panama and as soon as the crew got the opportunity they wired headquarters informing us of the circumstances. Welfare Services in turn immediately got in touch with the man's family in Mobile, Alabama, and found that they were considerably upset and confused. They wanted to get his body back for burial but didn't know how to go about it. Consequently, when they heard from the SIU they asked the Union to make all arrangements.

Cities Service, meanwhile, had offered to pay \$200 of the costs. Welfare Services further arranged to pay the balance of the costs out of the \$2,500 death benefit to which the man is entitled.

As a result, the body was returned and a proper funeral held according to the family's wishes, thanks to the alertness of the crew in notifying Welfare Services of the incident.

Never Notified

In the second instance, one of the brothers was lost at sea off a ship about a month ago. The ship's delegate and other crewmembers mailed a letter into the Union notifying Welfare Services of the death. When Welfare Services contacted the family, they found that the company in question had not even notified the man's wife and it was the first she had heard about it. Since the ship involved was a tanker out on a long Near East shuttle run it might have been months before the family even found out about the death, were it not for the crewmembers aboard that ship.

The third incident dealt with a brother who had suffered injury and was taken to a hospital in the Far East. The ship's delegate sent a letter informing headquarters of the circumstances. Since this man too had a family, because of the notice received from the ship's delegate, Welfare Services was able to make arrangements for his allotment to continue.

These three incidents show the value to all parties of notifying the Union whenever anything untoward happens it sea. It can save considerable time and energy, and avoid a great deal of discomfort that would otherwise result if much time were lost due to lack of information.

Seafarer Gets Rapid Payoff From Welfare Service Office



Seafarer James Morris (left), is delighted as he receives checks representing money due him from Eastern SS Company, from Welfare Services representative Milton Flynn.

The simple, easy way of collecting money due afforded by Welfare Services was illustrated recently by the case of James E. Morris. In his instance a telephone call followed by a letter of confirmation proved sufficient to get immediate collection of \$365.25 in wages, transportation and maintenance owed him by the Eastern Steamship Company.

Morris was aboard Eastern's Massillon Victory his last trip out when he suffered an attack of appendicitis and had to be hospitalized in Europe. After he recovered, he was repatriated back to the States and was fully fit for duty on his arrival.

Delays In Offing

However, we had a couple of matters to square away with the company including earned wages due, transportation from New York to Houston, Texas, two day's maintenance and unearned wages as well. Since the company's headquarters are in Boston, and Morris had been repatriated to New York it meant that he would have had to make application by mail and probably wait some time before he would get his money.

Instead Morris went into Welfare Services office in New York and explained the situation to them. A phone call was placed into the Eastern Company office in Boston and arrangements were made over the phone to handle the payoff in New York, subject to confirmation by mail. Checks and vouchers went out in the return mails and Morris received his payoff directly from the Welfare Services representative in headquarters. Then he went and cashed them at the cashier's desk within a few minutes.

Morris' case was unusual in that it was the first time that Welfare Services had ever handled a payoff of this kind directly. Usually a man has to go to the company office for his money, or else get

vouchers in the mail, sign them, send them back, and then wait around some more for his checks to come through. Sometimes by the time the checks arrive the man has shipped out again and it takes several months before he actually has the money in hand. Welfare Service's speedier procedure saved Morris considerable time and left him free to ship knowing he had no unfinished business lying around.

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.

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.

James F. Riddle, 48: On November 7, 1951, Brother Riddle was drowned near Aalberg, Denmark, and was buried in nearby Frue Cemetery. A member of the engine department, he had joined the Union in New York in December, 1942. Surviving is his wife, Susan Riddle, 58 West Newton, Boston, Mass.

Paul A. R. Franks, 31: A member of the engine department, Brother Franks, died on June 8, 1953, in Yokohama, Japan. He had been with the SIU for 10 years, joining in the port of New York. He is survived by his sister, Mrs. John B. Elder, 613 A Thomas Street, Orange, NJ.

Homer O. Diamond, 31: A cerebral concussion and a spinal fracture caused Brother Diamond's accidental death on April 10, 1953, in

New Orleans, La. He had joined the SIU in New York as a messman in the steward department in July, 1951. Burial took place at Goodhope Cemetery, Montgomery, Ala.; surviving is a brother, Herman H. Diamond.

Ernest E. Hudson, 58: A member of the SIU since December 5, 1938, Brother Hudson died of coronary thrombosis in Boston, Mass. A cook in the steward department, he had joined the SIU in Boston and he was buried there, at the Mt. Hope Cemetery. The estate is administered by his cousin, Rosalie Watts, 77 Humboldt Avenue, Boston, Mass.

James Linwood Sturgis, 34: While the George Uhler was enroute to New York from Germany on May 4, 1953, Brother Sturgis died on board of pneumonia. He had joined the SIU in Norfolk in 1947 and sailed as a member of the deck department. Burial took place at Riverside Memorial Park, Norfolk, Va.; the estate is administered by Beulah Sturgis.

WHAT'S YOUR WORRY?

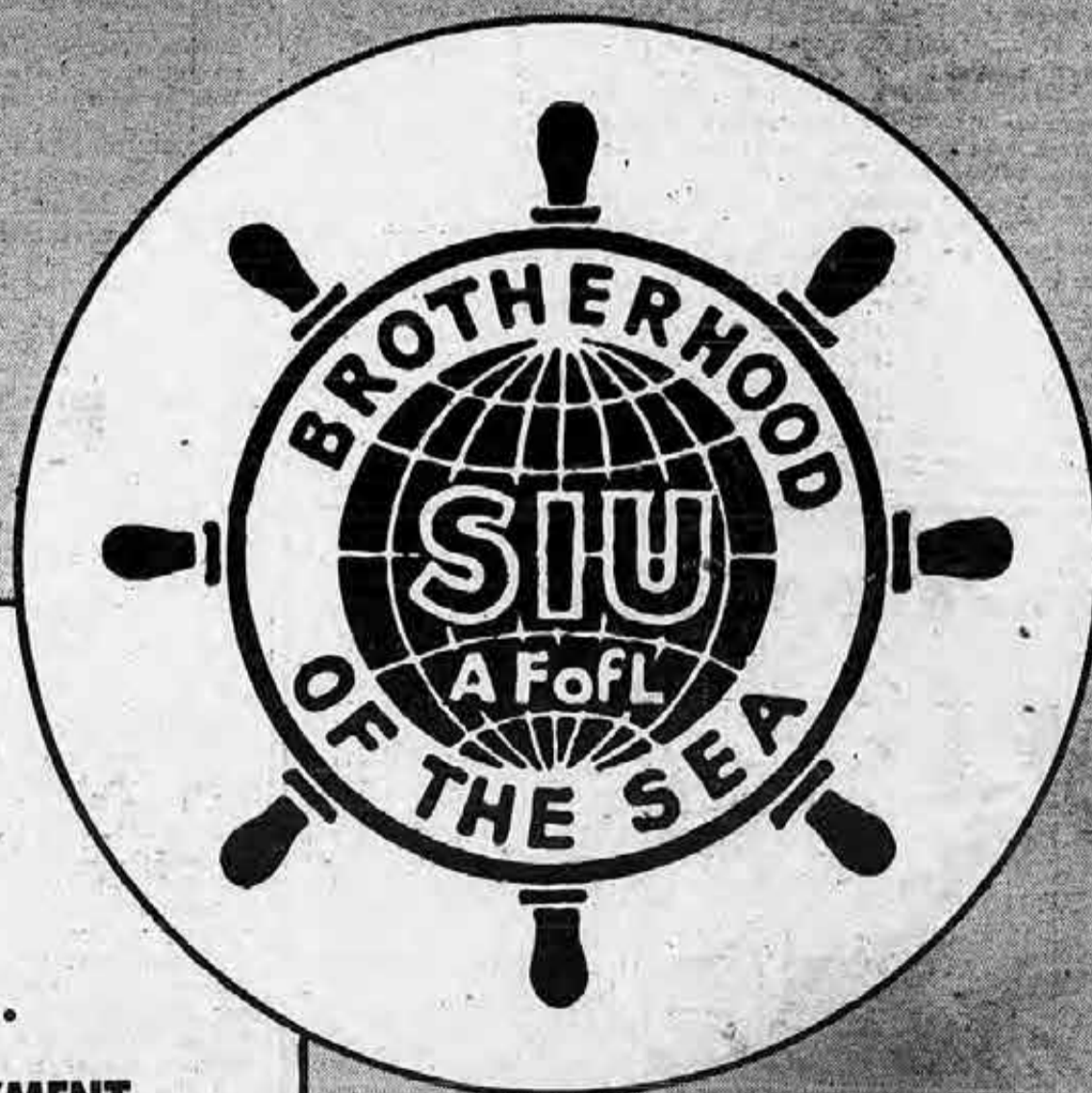


YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT



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FINANCIAL ADVICE • IMMIGRATION
MATTERS • DRAFT BOARD PROBLEMS •
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INSURANCE • SOCIAL SECURITY • HOUSING
MAINTENANCE ENFORCEMENT • ALLOTMENTS •
REPATRIATION • AND PERSONAL PROBLEMS**