

UNION, OPERATORS OK CLARIFICATIONS

—Story on Page 3



Beach Party. Inhabitants of Korea's Cheju Island get a real close-up view of an ocean-going vessel with the SIU-manned San Mateo Victory (Eastern) resting well up on the shores of their homeland after running aground on a trip to Sasebo, Japan. The crew is still aboard the ship, which is believed to be in no danger despite some flooding in its forward compartments. Several weeks salvage work is expected. (Story on Page 5.)



Anchor Man. One of the last entries in the SIU Art Contest prior to the decision to extend the entry deadline to May 31 in answer to requests for more time, Seafarer Richard Howell displays chain carved out of single piece of wood. (Story on Page 2.)

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SPECIAL FOUR-PAGE SUPPLEMENT

FEATURING

Clarifications
OF THE

SIU Freight Agreement



Seafarer Peter Pfeifer, bottom left, and G. L. Pitour, right, display their entries in art contest for the camera. Pfeifer's is a brass and steel gyroscope and Pitour holds a landscape scene of southern France. Top photo shows Labor Temple in New York City where some of Seafarers' art entries are on display before the contest along with works of members of other unions.

May 31 Set As New SIU Art Deadline

Another thirty days' time for Seafarers to get their entries in to headquarters has been allowed for the SIU Art Contest in response to a number of requests from the ships.

As a result, the deadline has been set back one month, to May 31. Judging will take place in the early part of June.

Meanwhile, many of the SIU art entries have gone on exhibit at a special show of work done by union members sponsored by the New York Public Library. The display is at the New York Labor Temple, 242 East 14th Street, and includes a variety of items by New York labor people.

Fancy Knot Work

As the original deadline neared, a large number of entries came piling in by mail or were brought in person to SIU headquarters. Several Seafarers at the Staten Island hospital contributed some intricate examples of fancy knot work and weaving. Amazingly-detailed drawings of steam locomotives, done from imagination, were contributed by Seafarer James F. Byrne of Staten Island.

Seafarer G. L. Pitour came in a week before the old deadline with the oils still wet on his painting of a scene in Aix En Provence, France, he had finished the night before. Pitour visited southern France while on vacation last summer. Other entries included an ingenious collapsible stool of his own design and two brass gyroscopes by Seafarer Peter Pfeifer.

Another entry that's sure to arouse considerable comment was a wooden chain carved completely out of one piece of wood with not a break anywhere in any of the links. This was done by Seafarer Richard Howell. Three oils by Norman Maffie, well known for his illustrations in the SEAFARERS LOG in past years, came via the mails.

Panel Of Experts

The three top entries in each class—oil paintings, watercolors, drawings and handicrafts—will be awarded valuable prizes. Judging will be done by a panel of art experts including the LOG's art editor and all entries will be on display for a week after the awards are made. Both Seafarers and outside visitors will be invited to view the display.

Seafarers mailing in entries to headquarters should clearly label

their work with name, address and selling price if they are interested in sales. Registered mail, or at least special delivery, is suggested. Address all entries to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, New York, or bring them up in person if possible.

Plan 2 New Ship Roads For Mobile

MOBILE—Construction of two new ship channels planned for this section of the Gulf Coast in the near future should stimulate shipping in the Mobile area.

The first project is planned for Point Aux Pins, near Grand Bay, Ala., about 25 miles west of Mobile. The second channel is proposed for Bayou Cassote, which is a few miles east of Pascagoula, Miss., and about 40 miles west of Mobile.

The Defense Department has requested \$26,000,000 for construction of a large military depot at Port Aux Pins. A House committee in Washington approved the request and recommended the appropriation be included in the overall armed forces bill.

Full details of the Alabama depot were not made public, but it is located between Grand and Portersville Bays and will include several hundred acres of land. A 32-foot ship channel is proposed from deep water of the Gulf of Mexico to the depot.

The new project will replace the present ammunition depot at Theodore, Ala., which has facilities to accommodate two ships.

Yarmouth On 'Hula' Run?

The disclosure that the East Coast passenger ship Yarmouth (Eastern), formerly manned by Seafarers on the Boston-Nova Scotia run, would resume this service under Liberian-flag operation, appeared premature this week, with the report that the 28-year-old vessel may be destined to go on the San Francisco-Honolulu run for a new US-flag company.

Reports featuring the Yarmouth, which has been idle for some time, have been flying thick and fast lately, with the result that no one knows what the future of the 5,000-ton ship will be. Built in 1927, the Yarmouth had been a popular cruise ship on this coast for many years and had been manned by Seafarers on the Nova Scotia run since the early days of the SIU.

Challenge To Matson

The projected West Coast operation, serviced by the newly-formed Hawaiian Steamship Company, Ltd., would be the first to invade the field now dominated by the Matson Navigation Company, which has been operating the service between San Francisco and Honolulu for 70 years. No other shipping company provides regular service on this run today.

Matson presently operates a much larger vessel, the 18,564-ton Lurline, on this run.

MCS-AFL Wins Schooner Vote

On the eve of the wind-up of the election in steward departments on West Coast ships, the Marine Cooks and Stewards-AFL won an overwhelming vote victory on West Coast steamships. Not a single man voted for the rival union, the Communist-dominated National Union of Marine Cooks and Stewards, as MCS-AFL garnered 20 votes to two no-union ballots.

Six other votes on the steamships were challenged, but they cannot affect the outcome either way.

An MCS-AFL victory on the steamships had been expected, but the overwhelming tally for the SIU-affiliated union surprised even its most optimistic backers.

The win was especially gratify-

ing in light of the fact that in an earlier election, held in November and December, 1952, the NUMC&S whipped the steamship men in line to vote for that union. The election was subsequently thrown out by the National Labor Relations Board when MCS-AFL brought up convincing proof of intimidation and coercion of the crewmembers of those ships. MCS-AFL leaders believe that the new steamship vote is an indication of the way the wind is blowing and proof that West Coast steward department men are swinging to the AFL.

Meanwhile, the Labor Board is winding up the job of voting all ships affiliated with the Pacific Maritime Association, representing the bulk of West Coast shipping. All the ships have been voted, with possibly another handful of votes due to come in from men of the

beach. All voting will come to an end on May 10, and the Labor Board will start counting the ballots a week later.

The PMA election is a three-way proposition with Harry Bridges Longshore Local 100 calling on stewards to vote "no union." With the opposition split between "no union" and NUMC&S, the MCS-AFL is figuring to have a very good chance of coming out on top of the heap.

Seafarers' Friends Visit New York



Paul Hall, SIU Secretary-Treasurer, extends greetings to Joe Palughi, center, and son Peter as they visited SIU headquarters in New York recently. The elder Palughi is well-known in Mobile, Alabama, as a friend of seafaring men.

McCarthy Vs. Baseball

Senator Joseph McCarthy was the innocent cause of a small-scale controversy in SIU headquarters this week when the membership was divided over what channel the television set should be tuned to. One group wanted to watch the current McCarthy-Army hearings in Washington, while the other was all for the New York Yankees-Chicago White Sox ball game from Yankee Stadium.

The dispatcher resolved the situation by calling for a voice vote. The McCarthy hearings won by a narrow margin.

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AFL-ILA organizers attend strategy meeting before stepping up drive on docks in preparation for new longshore election, scheduled for late in May.

Union, Operators Finish Dry Cargo Pact Clarifications

A complete roundup of all contract clarifications made in the SIU standard freight agreement is being printed as a special four-page supplement in this issue of the SEAFARERS LOG. The clarifications are the product of a standing contract clarifications committee consisting of Union and company representatives, who have been meeting from time to time as the need arose.

All told, some 60-odd clarifications in general rules and working rules have been made in the agreement. They deal with such items as repatriation, penalty cargoes, standby work, port time, shifting ship, rest periods, payoff procedure, gangway watches, docking and undocking, sanitary work and various other clauses.

Interpret Contract

These clarifications, of course, involve changes in the existing contract. They are separate and apart from negotiations of amendments and new clauses that would be included in the signing of a new contract. They are simply interpretations of existing clauses that have come into dispute for one reason or another.

The standing clarifications committee was set up after the SIU freight contract was completely rewritten from top to bottom late in 1952. There were a large number of brand new clauses in this contract, as well as many others that had been considerably amended by the negotiators.

Accordingly, it was decided at

the time that for smooth handling of contract matters, a permanent clarifications committee representing both the Union and the shipowners would be set up. The committee would deal with any questions as to interpretations of the various clauses that could not be regarded as the usual shipboard beef to be disposed of by the patrolman at payoff time.

Passenger Or Not?

Typical of such a situation, for example, was one which arose in (Continued on page 17)

NLRB Orders Dock Balloting In May, Sets Up Strict Rules

A new election for longshoremen, hedged around by strict regulations to assure every dockworker an absolutely free vote, has been ordered by the National Labor Relations Board. The NLRB's long-expected action called for a vote sometime between now and May 26, with all evidence indicating that the vote will be held late in May.

AFL-ILA representatives, who

have been fighting for eight long months to organize a new union on the docks, hailed the terms of

the election order as virtually ruling out the kind of mass intimidation of longshoremen that preceded the first dock election last December. That election was overturned by the Labor Board when the AFL presented proof of violence, threats, and overwhelming pressure exerted on the working longshoremen by dock supervisors, old ILA officials and strong-arm men for the old ILA.

Got 7,500 Votes

Even under these circumstances, and despite the fact that the new union was only three months old at the time, the AFL garnered 7,500 votes against 9,000 for the old ILA. The new union is confident that under the more favorable circumstances of today, it will win a solid victory and put the old ILA out of business for good.

The detailed regulations drafted by the Labor Board were obviously designed to prevent any recurrence of what happened last December. For one thing, the vote will be limited to workers employed by member firms of the (Continued on page 17)

New Galveston Hall Open; Seattle Ready Next Week

GALVESTON.—Seafarers began shipping out of the new SIU hall here this week, completing the move from the old hall on 23rd Street with no major hitches. The new location, at 21st and Mechanic Streets, was obtained a few weeks ago after a long search for suitable space.

Meanwhile, the SIU branch in Seattle was getting ready to move into new quarters also, with the opening of the new SUP hall in that port scheduled for May 7. The new Sailors Union hall is located at First Avenue and Wall Street, and commands a pleasant view of Puget Sound.

Pitched In to Rebuild

Prior to the relocation of SIU facilities in Galveston, Seafarers and port officials pitched in to rebuild and redecorate portions of the second floor space rented by the Union for a two-year period. The energy and enthusiasm with which the job was undertaken indicated the feeling of the membership that it had really been ready for a change for a long time.

It had long been felt that the facilities of the old hall were inadequate to meet the needs of the port, but suitable space had been difficult to locate until the present location, a block from the docks and virtually at the center of the port, was found.

The new site, which covers 2,800 square feet of floor space, including three partitioned offices, boasts fluorescent lighting throughout, tiled washroom and lavatory facilities, plus a roomy area which serves as the registration, dispatch and recreation space during the day and a meeting room at night. The membership already utilizing the facilities has expressed considerable pleasure at the improvement.

Virtually on schedule, the open-

ing of the new SUP hall and sailors' home in Seattle will provide a cafeteria, bar, gymnasium, baggage room, cigar store, shower room, plus office space and a combination auditorium-dispatch hall. The upper story of the two-story building houses the sailors' home, featuring 22 lying units for the use of SUP oldtimers, and the ill and disabled. Ground-breaking ceremonies were held at the site last June and followed by six months the opening of a new SUP hall in Wilmington.

District 50 Quits CAMU

District 50, United Mine Workers of America, announced its withdrawal last week from the Conference of American Maritime Unions.

In a letter addressed to the Washington Committee of the CAMU, A. D. Lewis, President of District 50, advised the members of the Conference that his union was withdrawing its membership from the group on the grounds that the deliberations of the Conference "do not hold sufficient interest for the membership."

The action by District 50, the catch-all unit of the UMW, representing some of the tugs on the East Coast, was seen as "a stab in the back" to the joint sea union effort to save the USPHS hospital budget from further "economy" cuts. Like seamen, the tugboatmen depend on USPHS hospitals for medical care.

US Halts All Transfers; 80 Ships Apply

Although two more ship transfers have been approved in recent weeks, the Maritime Administration has called a halt on over 80 pending applications until both Senate and House Committees complete reports on the transfer problem.

The last two transfers to get through under the wire were the Omega, an SIU-manned Liberty, and the Paul Revere owned by the Amtron Tanker Corporation. The Maritime Administration said that these two transfers were processed before Representative Thor Tollefson, acting chairman of the House Merchant Marine Committee, had written the department asking that the transfers be halted.

Tramp Operators

Most of the companies applying for the transfers are the operators of tramp ships which have been unable to pick up much in the way of charters in recent months. The tramp shipping fleet was extremely active during the Korean war, but since then a large number of these ships have gone into lay-up.

The operators have requested either Government subsidy or permission to transfer, and have made no secret that they would prefer the latter so that they could operate unhampered under Panamanian or Liberian flags.

Some hearings have been held in Washington on the transfer problem, but thus far no reports have been made by the committees involved.



Galveston Seafarers gather in front of counter as dispatcher Mickey Wilburn calls off the jobs. SIU port offices are now operating full swing at the new hall.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: May 5, May 19, June 2.

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

70-Ton Mounted Whale Touring United States



Twenty longshoremen fill the mouth of Mrs. Haroy, a whale owned by Leif Soegaard, of Norway, as he waves to crowd in Brooklyn harbor from motorship Jessie Maersk. The 70-ton whale has been taken on a tour of the US mounted on a railroad flatcar.

New Red Propaganda Drive Starts

As an outcome of growing US concern over developments in Indo-China, the Communist Party's waterfront section on the East Coast is stirring up some action after several months of lying dormant. Crewmembers of several SIU ships reported receiving mailings

of "Floodtide," a one page mimeographed sheet calling for the US to stay out of Indo-China and stop H-bomb experiments. The sheet is published by the self-styled "Maritime Committee For Peace" in New York City.

The mimeographed sheet is the latest successor to several that were put out during the Korean War. At that time they parroted the standard Communist Party line about South Korean "aggression" and Red Chinese "volunteer" troops and called for increased trade with China and the Soviet Union.

When the Korean cease fire was signed, the sheet ceased publication but is now becoming active

again in light of the new crisis in Southeast Asia.

In addition to calling on American seamen to protest the H-bomb tests and aid to French forces in Indo-China, it puts in a plug for trade with the Soviet Union in all commodities, including those considered strategic materials for war purposes.

The mailing of mimeographed statements like these through the mails represents the last feeble contact that the Party's waterfront section has with ships on East Coast where it once threatened to take control of all of maritime.

On the West Coast, the party still maintains its grip for the time

being inside the National Union of Marine Cooks and Stewards (Independent) and Harry Bridges' International Longshoremen's and Warehousemen's Union.

Sweepstakes Puzzle Grows For Seafarer

The mystery of the "missing" \$140,000 Irish Sweeps winnings of Seafarer John Hals was deepened when Mississippi Shipping Company's agents in Curacao said they had no information about any sale of a lottery ticket to the Seafarer.

The letter from the agent, in response to an inquiry by the SEAFARERS LOG, directly contradicted accounts of Hals himself, and of Del Norte crewmembers. According to the original story, Hals was sold a lottery ticket by an agent of S. E. L. Maduro and Sons last December, while on the Del Norte. Subsequently, he believes he discarded the ticket when he got off for the purpose of speeding up his citizenship application.

Told He Had Winner

On the next trip around, crewmembers who remained on the ship said the ticket-seller came aboard and told them that Hals had won \$140,000 in the sweepstakes, which incidentally, hadn't even been run at the time. Hals was unable to locate the "winning" ticket.

His plight drew a big play in New Orleans newspapers and attracted the usual swarm of salesmen, tax experts and others, but no winnings. Since the Irish Sweeps had not yet been run at the time and winners are usually notified direct from Dublin by cable, there was some question as to just what had happened.

Accordingly, the LOG wrote to Maduro and Sons in Curacao inquiring about the matter. The company answered that "we have no information whatsoever on the purported sale of a lottery ticket to a crewmember of the 'Del Norte.'"

"Our representatives who usually board and handle the Delta Line vessels on arrival in Curacao know nothing at all about this matter."

chair, with Patrick Fox as recording secretary and William Jenkins serving as reading clerk. Biskas is a native of Attleboro, Massachusetts, and still makes his home in the Land of the Cod. He joined the SIU in New York on May 14, 1948. He's 36 years of age and sails in the engine department.

Fox is another black gang man, whose been with the SIU for 11 years, joining in Baltimore on April 19, 1943. He's a native of New York and is 44 years old.

Jenkins, a North Carolina native, sails with the steward department. He's another SIU old timer, having

joined the Union in New York on February 2, 1939. He's 44 and lives with his family in New York City.

Out in San Francisco, a Brooklyn man, Thomas Connell, took charge of the port meeting

there, along with Fred Lyman of Alabama as reading clerk. Connell, a deck department member, was born in Brooklyn 42 years ago next month. He joined the SIU in New York on March 13, 1948.

Lyman, who lives in Mobile, also joined up in New York, on January 22, 1940. He's 40 years old and sails in the galley.

BROTHER CHAIRMAN!

Back from Mexico City College where he has been studying journalism, Seafarer Milburne "Red" Darley took over the chair at the last SIU port meeting in Mobile.



Darley

whose father and brother both sail with the SIU has been an SIU man since 1946 when he started sailing out of the Alabama port.

The 28-year-old Seafarer did a hitch in the Navy during World War II before starting shipping with the SIU. He's married and has two children, and sails in the deck department.

The recording secretary at the Mobile meeting was a long-time Seafarer who has been a Union member since January 6, 1939. He is Seafarer John Roberts, who sails in the steward department on passenger ships.

Roberts, a Florida native, is 41 years old and lives in St. Petersburg, Florida, with his wife and child. In between trips he likes to drop a line in the water and see if he can't come up with a nibble or two.

Baltimore's port meeting had Seafarer William Biskas in the



Jenkins

As I See It . . .

Paul Hall



THERE ARE NOT TOO MANY MEN AROUND THE MARITIME industry today who can recall the days of the 1921 strike. There are a few brothers in your Union though, who can tell you about what happened on May 1, 1921, 33 years ago tomorrow, when the operators ordered a wage cut and told the union that existed then, the old International Seamen's Union, that they wouldn't do business anymore.

That was the end of it as far as the union was concerned because the operators ran their ships with Government trainees, and the professional sailor was left out in the cold or had to come crawling back at the operator's terms.

Some of these same brothers who went through that 1921 strike can view the May 1 date with a different kind of feeling today, because they, like other Seafarers who can no longer sail for a living, are getting the disability benefit through your Union's Welfare Plan. This benefit, it so happens, began as of the same date, May 1, only the year was 1952 instead of 1921.

\$25 Weekly Benefit

The brothers who hit the bricks in 1921 in an attempt to preserve a monthly wage of \$85 for ABs probably never dreamed that the day would come when disabled Seafarers could count on \$25 a week for not working.

But that's just the way it happened because no matter how hard the operators tried, they couldn't hold the seamen down. The union cause was plunged to defeat in 1921, but there were seamen who kept the idea alive until the day came for a new revival of maritime unions.

ONE OF THE IMPORTANT ASPECTS OF OUR BUILDING PROGRAM has been providing shoreside facilities for Seafarers that they could count on for reliable service when they needed it. It's been a notorious fact for years gone by that the seaman was the number one target of all the phonies and shady characters on the waterfront when he came off a ship. They would give him a rough time when he wanted to buy himself a new set or gear, got himself some chow, a place to stay, or some refreshment.

Accordingly, your Union some time back set up a Union-owned corporation, the Sea Chest, where the Seafarer, if he so chose, could outfit himself with the knowledge that he was getting a square deal on the merchandise all around.

Extend Retail Services

At the beginning the Sea Chest was operating one retail store in headquarters, while supplying merchandise on a competitive basis to ships' slopchests. But it has been the long-range objective of the Sea Chest to extend its retail services to all of the major ports out of which Seafarers sail.

Now the Sea Chest has found it has been able to conduct these retail operations in the ports of New Orleans and Baltimore. Mobile will be the next port on the list to get this kind of service, just as soon as facilities can be located close by the Mobile branch hall of the SIU.

As it is set up now, the Sea Chest serves two distinct purposes. One is to supply the ships' slopchests with the kind of first-class work gear and equipment that the Seafarer wants and needs, as well as to make available to the Seafarer ashore a variety of items in work and dress wear, appliances and other supplies of the right quality and at the right price level. The second is to act as a kind of yardstick to keep the waterfront peddler and ship chandler from victimizing seamen.

With the Sea Chest around, those people on the waterfront who have been milking the seaman for years on his gear find it hard to get by unless they play it square with the men who go to sea.

IT'S BEEN AN OLD STORY IN THE MARITIME INDUSTRY THAT the coastwise railroad lines, both on the East and West Coasts, have been doing their best through the years to put the ships out of business. They have been concerned with the coastwise and intercoastal shipping outfits and that is why these branches of the shipping industry have had a tough time of it the past several years. Wherever there's been a coastwise operation, the railroads have chopped their rates on freight way down. Where they don't face any competition from ships, the rates are considerably higher.

Seatrains In Middle

There's been a lot of complaints from the shipping industry over the years on these freight rate set-ups which have been permitted to exist even though they were obviously discriminating against the inland sections of the country. Those sections had to shell out the additional dough so that railroads could cut rates to the bone on the coastwise operations.

One of the companies that's really been in the middle of the fight has been the SIU-manned Seatrain Lines because of the fact that the company carries railroad freight cars. Ever since this outfit went into the coastwise business in 1932, the railroads have been after them hammer and tong. Just recently, the company wound up a 2½ year fight before the Interstate Commerce Commission for the right to carry cargo between Savannah and New York. Nobody would be surprised if the railroads' appealed the case to the courts and dragged the matter out a few more years.

Offhand, maritime people agree, it would seem that one of the best places to revive US shipping is in the protected trades, the coastwise and intercoastal service that is reserved for the US flag. It would seem only sensible then, that some steps should be taken in Washington to give these particular services consideration and study when it comes to issuing permission to operate and to setting cargo rates.

Actually the way the shipping business shapes up, the problems of the coastwise and intercoastal operation are quite different from those of offshore shipping. Both of these problems merit the consideration of our Government leaders and the members of Congress who between them set our national policies.



Ships' Libraries Get Solid Confidence Vote

Although the six-week SEAFARERS LOG poll on the subject of the SIU ships' library program is not due to end until tonight at midnight, results tabulated from the response so far indicates the library distribution aboard SIU ships will definitely continue, with some changes in the proportions of the types of books in each 50-book assortment.

Aside from the negligible factor of the two lone votes urging a stop to the program, 43 percent of those taking part in the poll favor keeping the libraries as is, while the remaining 57 percent recommended slight changes.

The poll got underway March 19 so that the Union could secure a sampling of membership opinion on the library program before committing itself to the purchase of new books for the next quarterly distribution of books on all SIU-contracted vessels. Distribution of the libraries began last August in the Port of New York and was eventually extended to all major SIU ports.

Louisiana Meeting

A typical response to the poll was received last week from the crew of the Seatrain Louisiana (Seatrain), a majority of which voted at a recent ship's meeting in favor of more novels and non-fiction, then for more detective and mystery fiction, humorous books and books on sports, in that order. The Louisiana crew also recommended there be less Westerns in each library assortment, and added a request for a "few good sea stories," according to E Steele, ship's delegate.

The response on the Louisiana itself corresponded with the results so far from poll questionnaires delivered in person and by mail to the LOG office, and in a 50-man sample poll taken in the New York headquarters hiring hall a month ago. Thus, the feelings of Seafarers on the library question appear clear-cut.

In addition to the recommended changes in the proportions of types of books in the library assortments, a number of specialized requests have been made, principally for "sea stories" and "how-to-do-it"

books on photography and other practical subjects.

First Aid Book

A recent one was for a book on first aid to assist the crew in caring for emergency medical needs as well as a reliable copy of an almanac to help settle shipboard disputes on sports questions, historical events and the like.

Following the end of the poll tonight, all the recommended changes will be studied in advance of any new purchases of books by the Union, and attempts made to adjust all future assortments in line with the wishes of the membership.

Deck Officers Seeking Special Mariner Scale

A special wage scale for Mariner ships as differing from other classes of freight ships is being sought by the Masters Mates and Pilots, AFL, in negotiations with the ship-owners.

The MM&P has proposed that the Mariners be put in the A-1 class calling for higher rates of pay for the ship's deck officers and hiring of an additional mate for the ships, at a meeting with Atlantic and Gulf Coast operators.

At present, the MM&P proposals may be largely academic since no A&G shipping operator has contracted to purchase the vessels. They would have a bearing, however, on Mariners operated temporarily by private operators for the Military Sea Transportation Service, and on any ships that the operators might buy.

Thus far, no bids have been reported for the 35-Mariner-class ships on the basis of a Government-set price of between \$4,120,000 to \$5,072,000 depending on when the ships were built and whether they would be for passenger or freight use.



San Mateo Victory, high and dry on rocks off Cheju Island, Korea, shows long gash ripped in hull. Curious crowd of onlookers above is composed of crewmembers and Koreans who wondered how it all happened. Vessel ran on the rocks while on run to Sasebo, Japan.

Korea Salvage Tugs Struggle With Grounded SIU Victory

Hard aground on the rock-strewn shore of Cheju Island, Korea, the San Mateo Victory and its crew is prepared to sit matters out for a few weeks while emergency repairs are made and tugs struggle to inch the ship back into water.

Seafarer H. C. McCurdy, steward on the vessel, writes that crewmembers were looking forward to up-coming shore leave in Sasebo, Japan, after a

stop in Korea "when this rocky beach jumped out in front of us." Apparently the island's shores fall away very steeply into the

water because the vessel's bow ran well up the beach, completely out of water, while the stern still rests in the drink. Judging from photos sent to the SEAFARERS LOG by McCurdy, the salvage job will be quite a difficult one. In going up on the extremely rocky beach, the vessel ripped a tremendous jagged gash in the port-side way up forward near the bow. The gash is just above the keel in the ship's double-bottom.

Plant Still Operating

Despite the grounding, McCurdy writes, the plant is still going with lights, water, heat and cooking facilities except at the extreme low evening tide. At last word, all the crew is aboard but some men may be taken off to conserve water.

All hands are safe, McCurdy says, with not a scratch suffered in the grounding. However, mail is a considerable problem as the ship is a long way from any habitation. However, it has become a prime attraction to local Korean natives who swarm down to the beach to look in awe at the big steel monster stranded on the rocks.

SIU Disability Benefit Passes 2nd Birthday

Moving into its third year of operation tomorrow, the SIU disability benefit plan today has 27 Seafarers receiving weekly payments of \$25 from their Union to assist them to lead fuller, more secure lives for as long as they are unable to work.

At the launching of the disability payment by the SIU Welfare Plan two years ago, ten Seafarers were receiving the \$15 benefit paid at the time. The benefit was subsequently upped to \$20 weekly in October, 1952, and six months later to its present \$25 level.

A total of 34 Seafarers have at one time or another received the benefit, which is paid to Seafarers who are no longer able to work, regardless of age, who meet the requirement of seven years of prior seetime on SIU-contracted vessels. Seven of them, George Arnold, James Crone, Otto Preussler, J. A. Scara, George Steinberg, Abdon Sylvera and Benno A. Zielinski, died while receiving benefits under the plan.

Paying Out \$675 Weekly

At the present time, the Union is paying out \$675 in disability benefits each week to the 27 current beneficiaries of the plan. The last man to qualify was oldtimer Matt Little, 92. Age, however, is not a real determining factor in extending the disability benefit to a qualified applicant, since several of the men receiving the benefit are well under 65. The benefit is awarded primarily to those no longer able to work because of a disability which bars them from resuming their livelihood at sea.

Since the start of the benefit, on May 1, 1952, a total of \$39,220 has been paid out in disability, three-fourths of it in the past 12 months. The substantial increase is accounted for by the gradual rise in the number of Seafarers receiving the benefit as well as the boosts in the benefits them-

selves since the inception date.

Moreover, the regular weekly payments have enabled the affected men to escape the necessity of turning to charity for help. In addition, the SIU payment has no affect on the amount disabled Seafarers over 65 can collect in US social security benefits. With the \$25 weekly SIU disability payment, the monthly income for Union oldtimers no longer able to work can run up to a maximum of \$236, all tax free.



Attending SIU headquarters branch membership meeting early last year, Union oldtimers (front row, l-r) George Steinberg, Earl Spear, Edward Hansen, Joe Germano and William Kemmerer listen to report read to Seafarers at the meeting. All of them, except Steinberg, who passed away last September, are among 27 Seafarers now receiving \$25 weekly SIU disability benefit.

YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "All reports by committees and the Secretary-Treasurer under this article, except those of the Polls committees, shall be entered in the minutes of the port where headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions."



As part of the permanent record, headquarters, as well as the other ports, maintains complete reports of all committees and officials. On file in headquarters and the SIU port offices are records of all reports made in the Union.

Retail Sales A Hit In Outports

Seafarers have been quick to take advantage of the new Sea Chest retail stores in the ports of New Orleans and Baltimore, which were opened for the first time late this month in an extension of Union service previously offered only at headquarters in New York.

In Mobile, meanwhile, the Union is going forward with plans to move its existing warehouse and retail store to a location within hailing distance of the SIU hall on South Lawrence Street. Since the present operation is conducted at a site located quite a distance from the hall, it has not yet been fully utilized by the branch membership.

Considerable Savings

The launching of retail sales by the SIU Sea Chest in the three ports assures Seafarers in those areas first quality, union-made merchandise at considerable savings on all purchases of work and dress gear, jewelry, luggage, radios, electrical appliances, tobaccos and toiletries. Prices on many nationally-famous brand items have been reduced wherever possible, at handsome savings to the membership.

The retail operation, however, does not affect the existing slop chest service offered by the Sea Chest in these or other ports on a competitive basis, with the Union continuing to service the ships and take orders from its catalog at the same time. Moreover, efforts are being made to extend the retail service to other ports and set up retail outlets in other ports, where the demand for this service calls for it.

Located in Building

At the New Orleans hall, with the store located right in the build-



Seafarer A. J. Pontiff, right, buys a pair of dungarees from Morty Kressner, SIU Sea Chest salesman, as retail sales of merchandise begin in New Orleans Sea Chest.

ing itself, heavy play has been given to all types of items straight through since opening day. The Baltimore store, located a short distance from the new hall being completed on East Baltimore

Street, is likewise enjoying good business, both from Seafarers and the public. It will have spacious facilities of its own right in the new Baltimore hall when the building is completed later this year.

New Orleans Bridge Crossing Due For Completion In '58

NEW ORLEANS—A \$54,000,000 project for building the New Orleans-Algiers bridge across the Mississippi River is now underway and is expected to be completed by January, 1958.

Engineers already at work on the project say the bridge, when completed, will be one of the monumental structures of the world and that it will be the largest bridge of its type in existence.

More than 800 million pounds of

steel, concrete and pilings will be used in construction of the bridge and its approaches. The cantilever-type structure will span the Mississippi from Thalia St. on the New Orleans side to Bringier St. in Algiers, where many Seafarers make their homes.

The bridge will rest on four massive piers, one of which will be in the river and will burrow some 230 feet below mean low water into the river bed. From the bottom of the river to the top of the bridge structure will measure 550 feet.

1575-Foot Central Span

The bridge will have a 1575-foot central span, second only to the Quebec Bridge across the St. Lawrence River. The Quebec Bridge, however, is an arch cantilever bridge with no superstructure above the roadway. By comparison, the central span of the Huey Long Bridge across the Mississippi at New Orleans is only 790 feet long. The Huey Long Bridge also is 20 feet lower than the planned height of the new span.

Overall Length

The overall length of the bridge and approaches will be 2.2 miles. The main engineering feat will be the construction of the huge river pier. The biggest portion of this pier, which will be the main support for the bridge, will be unseen. It will be a building-size concrete caisson based in the river bed and occupying a space 133 feet high, 95 feet wide and 165 feet long.

From this giant support will tower a steel support reaching 170 feet above mean low water and 150 feet above mean high water. The roadways and steel superstructure will rise another 190 feet above this. About 340 to 360 feet of the bridge actually will be above water. The bridge is being financed by bonds to be retired by toll fees.

SIU COMMITTEES AT WORK

A Seafarer who had been suspended for two years by a New York trial committee last February filed an appeal in headquarters recently. The man had been tried and found guilty of acting as a spy against the crew and a tale-bearer to the officers as well as threatening permit-card holders on the ship that he would have their cards pulled when the trip was over. He was found guilty of threatening crewmembers with physical violence.

The appeal filed by the crewmember did not attempt to excuse the incidents but sought a reduction in sentence on the grounds of his previous trouble-free record in the union.

A committee chosen by the last headquarters membership meeting met on the case. The committee consisted of R. C. Cowdrey, J. Cook, E. E. Kunchich, P. L. Motchan, J. Faircloth and P. Vieira. The accused did not appear at the hearing, rest-

ing his case on his written appeal. After reviewing all the evidence in the case, the appeals committee decided that the trial committee had been justified in imposing sentence as it did. Accordingly, it upheld the verdict of the trial committee.

Another committee chosen at the last membership meeting was the all-important quarterly finance committee which takes the quarterly audit of all Union financial records as well as physical properties of the Union. It then reports back to the membership and makes recommendations accordingly.

Elected by a hand vote for the six-man body (two sailors, two firemen, two cooks) were: Joseph Keelan, Edgar Johnston, Alexander Dudde, R. Cowdrey, S. Hannay and M. Nomicos. They are now buckling down to their job, with a report to be filed at the upcoming membership meeting.



Keelan



Motchan

SIU NEWSLETTER from WASHINGTON

In case of an all-out war involving the major powers, each member of the North Atlantic Treaty Organization (NATO) will immediately send to London all the data as to the characteristics of their shipping, and where the vessels are located, so as to form a centralized pool that would be used by the Allies.

However, the disturbing fact is that even if this country should reach its goal, as to numbers of merchant ships, we still would have to embark on a tremendous shipbuilding program in the event of war.

Some Government agencies feel that the US would be called upon, in any future war, to engage in a building program possibly even larger than World War II ship construction.

In World War I, it took 2,500 ships to do the job—in World War II, this nation built over 5,000 vessels—if World War III ever comes, depending on how long it lasts, it could take upwards of 10,000 vessels to win the war.

The "essential trade route" issue continues to remain one of the hottest problems before Congressional committees. Under the 1936 Merchant Marine Act, only those lines operating on these particular routes are eligible for operating differential subsidy. As a result of that law, some 32 routes have been declared by the Government to be "essential" trade routes—15 American lines serving those trade lanes have been subsidized.

Many other American lines want to get in on the subsidy scheme but for various reasons do not want to go along with the present subsidy principal of the essential trade route concept. Rather, these companies argue that any route, where cargo is moving, is essential to the US.

Although this essential trade route matter is being presented to Congress, it is not likely that it will be settled in the near future.

Before World War II, the average tanker in use was around 11,600 deadweight tons. The T-2 war-built tankers had a big influence in larger ship design, so that by the end of the war, the average world tanker had increased 2,000 tons in size.

Although the more recent trend has been toward much larger size tankers, there are many trades where the restricted petroleum movement and permanent physical restrictions will require the continued use of moderate-size tankers. Limitations imposed at loading and discharging terminals and the corresponding increases in capital investment, for large size tankers, will mean that the smaller tanker will be around for a long time to come.

The Department of Commerce is highly gratified over the response to its invitation to manufacturers to submit bids on proposals to engage in laboratory experiments on Liberty ships to improve their speed. This favorable response is encouraging the Commerce Department to take similar steps to enlist the aid of American industry in another design improvement program.

About 60 percent of the time of dry cargo ships is spent in port today while the vessel, on the average, remains at sea for the remaining 40 percent. The Maritime Administration hopes to bring into maritime practice the latest improvement in hoisting gear, and in the not-too distant future will ask industry to submit proposals for automatic quick opening hatches.

The Navy Department recently made the hard-cold statement to Congress that the US shipbuilding industry simply is not prepared today to meet the sudden challenge of a full-scale emergency.

The situation is this: In December 1941 there were 366,400 employees in our private yards—in January 1954 there were 118,100. In 1941, the yards had under construction or on order 886 merchant ships—today we have about 29 ocean-going vessels under construction, all of which will be completed this year.

At the present time, about the only ray of hope for the private yards is the naval construction and conversion program on which private industry is becoming more and more dependent.

Therefore, the US Navy has recommended, as an interim program, that Congress approve a Government-sponsored or emergency construction program of about 20 ships a year. This is viewed strictly as a temporary and not a permanent solution to the problem.

As of the present time, American shipping companies have applications pending seeking permission to transfer foreign some 82 vessels—predominantly tankers and Liberty dry cargo vessels.

On December 31, 1953, the combined merchant fleets of the world, totaling 14,370 ships of 85,102,000 gross tons, were larger by 351 ships and 3,178,000 gross tons than their counterparts on December 31, 1952.

Practically every fleet experienced some change during the calendar year, either in size, quality or composition. The most conspicuous changes in size occurred in the merchant fleets of Germany, Japan, Liberia and Norway.

During the past year, maritime fleets of other nations remained about the same in size, although some qualitative improvements were made.

The expansion of the German merchant marine in the postwar period is outstanding. On December 31, 1952 Germany's fleet was comprised of 363 ships, while a year later it totalled 469 ships, an increase of 106 ships and 399,000 gross tons.

The Japanese merchant marine, which today ranks eighth on a gross tonnage basis among national fleets, totals 567 ships.

The Liberian merchant marine is a postwar phenomenon. Nonexistent in 1939, this fleet at the end of 1953 consisted of 182 ships of 1,808,000 gross tons.

Your S.I.U. Washington Reporter

Top of the News

US CRITICAL OF COSTELLO'S PAJAMAS—The trial of Frank Costello for income tax evasion opened in the Federal Court House in New York City as Government attorneys said they would prove he spent far more in the years 1946 to 1949 than he reported as income. Costello is accused of evading over \$70,000 in income taxes over the three year period. As evidence of his lavishness, the Government cited monogrammed pajamas at \$72.50 a pair, a free spending of \$100 bills, night club parties and other expenditures totaling \$213,000 instead of the \$75,000 he reported as his income.

NIXON ROUSES FUSS ON INDO-CHINA—An "off the record" statement by Vice-President Richard Nixon that the US might have to send troops to Indo-China if the French pull out has stirred up a lot of argument in the capitol with most of the sentiment being against the move. Meanwhile though, Communist forces are tightening the net around trapped French troops in the Laos village of Dienbienphu and the future looks dark in this greatest battle of the Indo-Chinese war.

HOUSING SCANDAL BREAKS—A new racket involving the Federal Housing Administration and private builders is under Congressional scrutiny. The racket involved builders who got FHA-insured mortgages for more than the amount they spent in housing construction and pocketed the difference. Some top officials of the FHA are also implicated.

TOP ATOM SCIENTIST SUSPENDED—The Government revealed that Dr. Robert Oppenheimer, top atom scientist responsible for development of the original atom bomb, has been suspended and denied access to atomic secrets pending an investigation of his status as a possible security risk. The investigation will deal with charges that he was associated with Communists in the late 1930's and that he opposed development of the hydrogen bomb. Oppenheimer's supporters have retorted that previous investigations agreed Oppenheimer had long since severed any connections with the Communists, and that many scientists had believed the hydrogen bomb was not a practical or possible development.

AUSTRALIAN RED SPY RING EXPOSED—A Soviet diplomat, Vladimir Petrov, has asked the Australian Government for asylum in that country, and has given the Government details of a Soviet spy ring there. The incident parallels the famed case of Igor Gouzenko, Russian code clerk in the Soviet Embassy at Ottawa, Canada, who exposed a spy ring in Canada several years ago. Petrov is under heavy guard, while his wife was dramatically snatched from armed Russian couriers just before she was about to board a plane that would have carried her back to Moscow.

NEW YORK FACES DRY SUMMER—With city reservoirs at an all-time low for April, the city government has ordered drastic conservation of water supplies, banning lawn sprinkling, street flushing and other practices that use large quantities of water. Reservoirs are normally full in spring and at a low point in October but this year water storage is at 70 percent of full capacity. A dry, hot summer could bring supply down to dangerously low mark. Average daily consumption in the city runs about one billion gallons.

ARMY, McCARTHY DUEL AT HEARINGS—With television cameras watching, the long-advertised investigation of Senator McCarthy's fight with the US Army got under way in Washington last week. The Army charges that McCarthy and his staff used undue pressure to get a commission for G. David Schine, a McCarthy staff consultant who was drafted as a private. The Senator retorted that Army Secretary Stevens was trying to get him to call off his investigations of the Army. Senators on the committee indicated a perjury indictment of one of the principals was a possibility.

Seafarers Crew New Mariner

MOBILE—Having completed her sea trials to the satisfaction of all concerned, the Peninsula Mariner crewed up out of the Mobile SIU hall yesterday for the Waterman Steamship Corporation.

The Peninsula Mariner was one of the latest of the new Mariner ships to come out of the shipyard for a temporary run under MSTs. All of the Mariner ships are getting at least six month's service before being sold to private operators, if possible, or retired to the Government reserve fleet.

The new Mariner was the first ship of its type to be equipped with a specially-designed deck for transportation of aircraft. The ship was launched at Ingalls Shipbuilding Corp. at nearby Pascagoula, Miss., in January.

The Peninsular Mariner was scheduled to depart from Mobile today, bound for New York to load military cargo for the US Navy to be delivered to an undisclosed destination.

Another mariner due for delivery next month to an SIU-contracted company is the Cracker Mariner, to be operated by South Atlantic. The company is currently operating the Badger Mariner as well.



Seafarer Solomon Harb, above, is decked out in gear obtained in various countries he visited during his travels with the Union. Sword at his side comes from Japan, while head gear is a product of Mecca which he visited recently.

Seafarer Makes Trip To Mecca

The life-long dream of every Moslem, to visit the holy city of Mecca, was achieved by Seafarer Solomon Harb on his last voyage. The 51-year-old cook and steward took advantage of a long-sought opportunity when his ship, the Steel Navigator, stopped for a couple of days at Jeddah, Saudi Arabia, on the Red Sea.

Since Jeddah is the port for Mecca, and the ship was expected to stay there for a while, Harb got permission from the skipper to take two days off for the visit. He rented a private car and chauffeur and had himself driven to the holiest shrine in the Moslem world.

There after a 50-mile trip, he toured the castles and mosques of the city which is renowned in the Moslem world as the birthplace of the prophet Mohammed, who was the founder of the Moslem religion.

"It was quite an experience for me," he said, "since it's the ambition of every Moslem from the time he is a small boy to some day get to see Mecca. I was very happy that I had the opportunity this

time, because you never know when you will be in that part of the world."

Among souvenirs of his trip, Harb brought back a pure silk white square and the braided circle which Arabians use as their headgear. He purchased it in the bazaars of Mecca which are noted for their silk weaving.

Mecca is visited by an average of 150,000 pilgrims each year, and is forbidden territory for non-Moslems, although there have been occasions when Westerners have entered the city in Arab guise. One of them was Richard Burton, famed as the translator of the Arabian Nights stories.

Harb, a native of Egypt, has been sailing US ships since 1942 and is a long-time SIU member.

When not shipping, he makes his home at Norco, California. He is currently a crewmember aboard the Steel Artisan.

Be Sure to Get Dues Receipts

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

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Beating the Milk Gouge

On board ship you don't have to measure your consumption of food or count the pennies it costs. But if you're a family man, the familiar milk bottles, which are so vital to your children, represent one of your biggest financial headaches. A family with two youngsters needs about 20 quarts of milk a week for adequate nutrition. But with milk priced at 20-24 cents a quart, depending on whether store-bought or delivered, the week's bill totals up to \$4-\$5 for one item alone.

The strange thing about the high cost of milk is that there is a surplus. That's why you read in the papers that the Government has been buying up surplus milk products such as butter, cheese and dried milk, and storing them away.

The reason for the surplus is that moderate-income families do not use their full quota of milk because of its high cost. Ever since the price of milk started to go up in 1946, people have been drinking less. The average family now consume 12 per cent less than when the wartime OPA price ceiling on milk was removed.

Since there is an excess of supply at present prices, why doesn't the price drop under? In the case of milk, it happens that some of the biggest distributors also manufacture milk products, like butter, cheese and ice cream. So it is to their benefit if a high price for fluid milk—drinking milk—keeps demand down.

That may seem a little hard to believe; you would

think the big dairy companies would want to sell all the milk they could. But in some metropolitan areas like New York, the farmer gets the maximum price for milk to be sold as fluid milk, but gets a lower price for the surplus milk that goes into butter, cheese and ice cream. The less milk that is sold in fluid form, the more the dairies can buy at a lower price to use in manufacturing.

They can get a higher mark-up on milk turned into ice cream or processed cheese.

What's needed is to correct the differential dairies are permitted to pay for milk and to reduce the cost of distributing milk, such as the duplication of deliveries and the uneconomical one-quart bottle. The farmer used to get close to 55 per cent of the price you pay for milk, but nowadays he gets less than 50 per cent in many areas.

But until there's action to correct that situation, there are ways your family can beat the high price. We suggest these money-savers:

Use non-fat dry milk for cooking and drinking whenever you can. At a cost of nine cents a quart it has all the food value of whole milk except the butterfat. So you need not fear you are doing your children an injustice. Reconstituted non-fat milk has acceptable flavor when properly prepared and chilled before serving. One reader reports his family saved \$80 a year (on 21 quarts of milk a week) by switching to dry non-fat milk. If a family is reluctant to use the dry milk for drinking, it can still save by using it for cooking. For example, you can use the dry milk for cake and cookie mixes. You can also

use the dry milk for soups, chowders, sauces, meat patties, omeletes, custards and other desserts. Another cost cutter is to use evaporated milk for cooking. While not as cheap as non-fat dry milk, it does have the butterfat but costs less than fresh milk.

Don't pay extra for homogenized milk. Plain milk has exactly the same food value, and in many areas costs a penny a quart less. Nor need you pay extra for so-called "rich" milk which may have one-third of one-half ounce more butter. If your children really need extra fat, give them a little extra margarine in their meals.

Where the store price is noticeably less than the home-delivery charge, take advantage of it. Modern pasteurized milk keeps fresh a week under usual refrigerator temperatures. In some cities you can now buy milk in half-gallon and even gallon containers, at savings of six to eighteen cents a gallon.

Natural cheddar cheese is one of the best buys these days in protein foods (meat alternatives). But avoid so-called "cheese products," like cheese sold in jars, which cost about 50 per cent more than natural cheddar. Moreover, what makes them easier to spread is what makes them less nourishing than natural cheese—they contain more water and emulsifiers. Similarly, grated cheese already prepared and packaged costs about 50 per cent more than ordinary sharp cheese which you grate yourself. Also, buy cottage cheese instead of cream cheese. Cottage cheese not only costs less but has more protein value.

Orphaned Puppies Find Brand New 'Mom and Dad'



Seafarers feed and fondle puppies from a litter born at headquarters in New York City. Taking tender care of the pups above are, left to right, Morris "Maggie" Abrams, Bill "Tiny" McDonald and Walter Gillis.

Those banshee-like wails heard around SIU headquarters these past few nights mean something special to three husky Seafarers who "adopted" a couple of new-born puppies after they were orphaned two weeks ago when their mother

lost a race with a motorcycle. The wails are a signal for the trio to wake from their slumbers and get out the "formula" for feeding the pups who, like all growing youngsters, seem to thrive best only when they can get a couple of meals after everybody else has gone to sleep. The menu, incidentally, is a combination of evaporated and regular milk which the pups devour with a great deal of pleasure.

Eight In Litter

The puppies, two of a litter of eight born early in April, are the offspring of an unknown suitor and a collie which belonged to Seafarer Frank Pasulak. Seven of them actually survived, but 11 days later the mother was killed in an accident when she got too close to a motorcycle. Since then, Pasulak and two other Seafarers, Morris "Maggie" Abrams and Bill "Tiny" McDonald, have been officially tending to the infants.

Actually, only two of the pups are together now. Five of them

were given away to Seafarers who promised to look after them, while Pasulak, a veteran at this sort of thing, is tending to one by himself, and Abrams and McDonald split the chores in taking care of the other.

Serious Business

According to McDonald, the youngsters are "getting pretty frisky, but we make sure they get their milk down when they have to. Our being both a mother and father to them is pretty serious business," he commented.

New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed recently by the telephone company. All Seafarers calling headquarters are asked to use the new numbers to get faster service.

The new headquarters telephone number is HYacinth 9-6600.



Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN CAFETERIA IN THE NEW YORK HALL ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 4-12-54 To 4-23-54

No. Seafarers Receiving Benefits this Period	1137		
Average Benefits Paid Each Seafarer	56.98		
Total Benefits Paid this Period		64,787	78

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5955	00		
Death Benefits	14489	07		
Disability Benefits	1375	00		
Maternity Benefits	4600	00		
Vacation Benefits	38368	71		
Total			64,787	78

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	477,740	00		
Death Benefits Paid Since July 1, 1950 *	927,680	00		
Disability Benefits Paid Since May 1, 1952 *	39,220	00		
Maternity Benefits Paid Since April 1, 1952 *	24,800	00		
Vacation Benefits Paid Since Feb. 11, 1952 *	3,259,924	29		
Total			4,946,364	29

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand.	Vacation	623,888	61		
	Welfare	660,806	61		
Estimated Accounts Receivable	Vacation	278,008	50		
	Welfare	210,602	00		
US Government Bonds (Welfare)		1,979,255	38		
Real Estate (Welfare)		603,077	74		
Other Assets - Training Ship (Welfare)		119,060	97		
TOTAL ASSETS				4,424,699	31

COMMENTS:

During the month of March, the Plan paid out eighteen death benefits, making a total for the year so far of sixty. The Plan also paid out 875 hospital benefits during the month, making a year to date total of 2,770. The amount of maternity benefits paid for the month was 61, which gives the Plan a year to date total of 154. Only 26 disability benefits were paid during March, making a year to date total of 233.

From the above report, it can readily be seen that the benefits paid under the Plan are increasing.

Submitted 4/26/54

Al Kerr
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.

Rock Fall Threatens To Close Panama Canal To Shipping

BALBOA.—Intercoastal shipping maybe be suspended altogether in coming weeks if a threatened landslide in the Gaillard Cut of the Panama Canal takes place. Maintenance crews are working feverishly around the clock to avert the pending disaster.

The possibility of a landslide that would block passage through the Canal stems from a huge crack in a rock ledge overhanging the face of Contractor's Hill in the Gaillard Cut, about a dozen miles from this city on the Pacific side of the Isthmus. Gaillard Cut was formerly known as the Culebra Cut

ago, the crack was so narrow that a person could step across it with little difficulty. However, it recently began widening, with the result that today it is about 600 feet deep. An earthquake this week and the start of the heavy rainy season combined to produce the present condition.

According to Canal officials, the large quantity of rock in Contractor's Hill and the difficulty of excavating in the area might result in indefinite suspension of traffic (Continued on page 17)



Map shows location of Contractor's Hill in Gaillard Cut of Panama Canal, where maintenance crews are working to avert a threatened landslide.

and is one of the major links in the 50-mile stretch of canal.

When first discovered some years

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.

Seatrain Has Gov't OK On Georgia Run

The Interstate Commerce Commission's granting of permanent authority to Seatrains to operate ocean-going freight car ferry service between Savannah, Ga. and New York was hailed as a victory and a definite basis for development of the run, Donald Smith, president of the company, said.

Up until now shippers had been cautious about committing cargo to the run because the ICC might have revoked the permit. However, he expects that the company's long legal fight with railroad interests, dating back to 1932, will continue.

Since 1951, two ships have been serving the Georgia port under a temporary authority as part of the New York-New Orleans run. The spokesman said business had held up well. In addition, Seatrains operates four vessels between New York and Texas City.

Each of the six vessels can carry 100 fully loaded railroad cars which can be placed aboard sealed and removed at either terminal ready to run to inland destinations.

Major Eastern railroads, which have opposed the Seatrains bid, have the right to ask the commission to reconsider its decision and also may appeal to the courts to bar the permanent authorization.

'21 Strike Wrecked Unions; '34 Walkout Revived Them

May is a notable month in maritime history, for it was in the fifth month of the year that two of the most important strikes in the US maritime industry were staged. The 1921 strike of the ISU and the 1934 West Coast strike of seamen and longshoremen mark the low ebb and one of the high points, respectively, of maritime unions.

In 1921 the shipowners and the Government combined their efforts to abolish the old International Seamen's Union and destroy the gains seamen had made in the early years of the century. It was tantamount to relegating seamen to the days of sailing ships with wages to match. In 1934, thirteen years and one week later, the West Coast strike breathed new life into the nearly-dead maritime unions.

The background of the 1921 strike grew out of the inflated maritime economy brought on by the war years. Union-busting employers, with the sanction of the old US Shipping Board, conspired to break the union and to lower wages to suit their own pleasure. In 1919 during the peak of the post-war shipping boom, the ISU had signed the best contract the industry was to know up to that time, with a base wage of \$85 a month for ABs and \$90 for firemen.

The employers, however, were preparing to break the union. A wartime Government training program designed to train novices for merchant marine work, begun in 1918, was continued after the war's end. Non-union seamen, 24,000 strong, known as the "hooligan navy," threatened the power of recognized unions.

The 1919 agreement expired on April 30, 1921. The shipowners, with a huge reservoir of strike-breakers in the persons of non-union seamen to fall back on in case of trouble, refused to negotiate. The day before the contract ran out, the employers announced they would no longer recognize the ISU and its hiring halls. In addition, they cut wages 17½ percent.

On May 1, 1921, union men quit the ships in protest of the action, but the shipowners were ready for them. Under police protection non-union seamen were put aboard the ships, which promptly went back to duty without feeling the squeeze. The strike was broken easily and the union virtually disintegrated.

In 1934, the shoe was on the



Waterfront striker of 1934 gets aid from companions after being shot in head during clash with San Francisco police and National Guardsmen.

other foot. A growing number of job actions in the 1930's reflected the low wages and conditions imposed upon seamen in the 20's and 30's. Wages were pile-driven down until ABs received only \$35 a month.

For these and other reasons, resentment grew into action, touching off a strike of longshoremen on the West Coast. Led by the Sailors Union of the Pacific, seamen walked off the ships and joined the longshoremen on May 9, 1934. Although hard-pressed for funds, the strikers stayed on the picket lines around the clock. Local police were called in by the shipowners, to no avail, as the ships continued to stand idle by the docks. On July 5

the strike reached a crucial point as the harassed shipowners persuaded Governor Merriam to call out the National Guard.

A pitched battle followed on Rincon Hill with tear gas, riot guns and night sticks brought into play by the Guardsmen and police. Two pickets were killed and 109 suffered injury in the battle.

The strike was won on July 31 when the SUP and longshoremen returned to work, having won recognition from the shipowners. From that time on maritime labor became a force to be reckoned with, establishing itself solidly on both coasts. It won full recognition, hiring halls and true contracts for the first time since 1919.

Cartoon History Of The SIU

SIU Fights Anti-Labor Laws

No. 62



In the thick of the fight, just as in 1947 when the Taft-Hartley Act was adopted, the SIU joined trade unions all over the US, in May, 1949, in an all-out fight to upset the restrictive law. Pro-labor Congressmen took up the battle, taking their cue from the results of the national elections in 1948.



Seafarers flooded Congress with messages urging passage of an AFL-backed bill to amend the law, but action by a combination of anti-labor forces in both houses of Congress doomed the effort. The unions set their sights on the 1950 elections, hoping to return a greater pro-labor majority to Congress.



Meanwhile, a direct threat to all sea unions was posed by a bill in the House urging a uniformed "Merchant Marine Reserve," which the SIU charged could be used to force seamen into breaking their own strikes. As a result of SIU protests, the bill got nowhere and was quietly allowed to die in committee.

PORT REPORTS

Mobile:

Government May Move Ammo Depot Site

Shipping in the port for the last couple of weeks was pretty good with approximately 147 men shipped to regular jobs and 106 men shipped to various relief jobs in and around the harbor. We had a total of 14 payoffs, five sign-ons, and one ship in transit that kept the port fairly busy.

Payoffs included the following ships, Clipper, Puritan, Pilgrim, Runner, Corsair, Patriot, all of Alcoa line; the Chickasaw, Mobilian, LaSalle, Claiborne, City of Alma, Fairisle, Monarch of the Sea, Arizona, all of Waterman. Sign-ons were the LaSalle, Puritan, Pilgrim, Runner, and Corsair. Ships in transit were just the Del Santos of Mississippi.

Prospects for the coming two weeks don't look as bright with only eight ships scheduled to hit the port. However, we have five ships in idle status here now and some of these will probably crew up within the coming weeks which will take a lot of the men off the beach. These ships are the Chickasaw, Peninsula Mariner, Mobilian, Lafayette, and the Fairisle.

For our Seafarer of the week we nominate brother Earl McCaskey. Brother McCaskey joined the SIU in 1942 and makes the area around Mobile his home, although he has been shipping pretty steadily off the West Coast for a couple of years. Earl usually sails in the deck department as deck maintenance.



McCaskey

While on the beach he usually spends most of his time hunting and fishing up the Alabama River, which is about the best area for those sports in Alabama. He is single and is of the opinion that the Vacation Plan is the biggest step forward taken by any organization. To prove his point, he states that in the period of rather slow shipping a lot of guys eat on their vacation money which formerly was lost as very few seamen stayed with a company long enough to claim vacations.

The only hospital patient that we know of from this area is brother Willie Reynolds in the USPHS hospital in New Orleans.

A few of the oldtimers currently sweating out the beach in Mobile now include the following: R. Burnsed, J. Mullis, Gerald Thaxton, Andrew Thompson, R. Ray, W. Smith, J. Madden, J. H. Dickinson, W. Thompson, J. Kirkland, J. Moore, J. Kulakowski, H. Smith, H. Curry.

Homeowners Win

At this writing there are strong rumors that the Government intends to move the Theodore ammo dock to Grand Bay, Alabama, which is a distance of approximately thirty miles from Mobile. This will not affect the port to any great degree as Mobile will still serve the Grand Bay area. If and when the change is made, the Government will have to spend about 22 million dollars to set up a new ammunition depot and dredge a channel into Grand Bay. The Government's decision to move the depot from Theodore came after vigorous protest from homeowners in the Theodore area about taking in more land and dispossessing people from their homes.

As the membership can see, we have recently had all pool tables in the recreation deck recovered,

and cue sticks renewed, and we urge all members to take care of their recreation gear and keep it in first class shape as it is for your benefit.

Baggage Disposal

We are again asking all members who have gear in the Mobile baggage locker to claim same as we intend to renovate the racks and need the space for storing supplies. All members who have old gear that has been here for some time please get it as we intend to take all old gear that is not claimed and donate it to some charitable institution.

Any of the members who know they are going to be out of the state in the coming election are urged to go to their local county probate office and secure an absentee ballot, this can be done by stating your reasons for voting an absentee ballot and depositing your ballot with the judge of the Probate Court in your city.

As reported in the last issue of the LOG, the Mobile branch of the Sea Chest intends to open a retail outlet in the very near future. We are making plans at the present time as to where we can open and also when, and will inform the membership through the LOG as soon as we are definitely able to get started.

Cal Tanner
Mobile Port Agent



Savannah:

Shipping's Fair, Little Change Seen In Future

Shipping continued fair for the past two weeks and little change is expected.

Ships paying off in Savannah were the Southstar and Southport of South Atlantic. Both ships signed on again during the past two weeks.

In-transit ships were the Andrew Jackson and Hastings of Waterman; Robin Wentley of Seas Shipping; and the Seatrans Savannah and New York of Seatrain.

On the beach we find J. H. Morris, C. E. Lee, J. Rosa, J. H. McDonald, G. B. Gapac, C. A. Gardner and A. Mackin.

Shipmates in the Marine hospital include H. C. Kemp, R. Carrolton, T. Adams, C. Middleton, A. Morse, M. Goins, L. Vaughn, J. C. Whately, J. B. Sellers, W. Bedgood, P. Jakubcsak, J. Littleton, R. B. McCorkel, F. Paylor, B. Blanchard, J. Kramer and N. Wright.

Jeff Morrison
Savannah Port Agent

Baltimore:

New Building Taking Shape More Rapidly

Shipping continues to be slow in the Port of Baltimore as we shipped approximately 190 men and the outlook for the coming two weeks doesn't look too bright. So, unless you are holding plenty of loot, I wouldn't advise you to come to Baltimore to ship.

Ships paying off were the Edith, Mae and Evelyn of Bull; Venore, Chilore, Felton, Marore and Ballore of Ore; J. B. Waterman and Hastings of Waterman; Oremar of Calmar; Robin Goodfellow of Seas; Steel Apprentice of Isthmian and Logans Fort of Cities Service.

Signing on were the Oremar, and Bethcoaster of Calmar; Baltore, Venore, Chilore, Felton and Marore of Ore; Steel Fabricator and Steel Apprentice of Isthmian; De Soto and J. B. Waterman of Waterman. Ships in transit were the Hilton of Bull; Fairisle of Waterman; Alcoa Partner and Alcoa Ranger of Alcoa; Steel Advocate and Steel Seafarer of Isthmian; Government Camp of Cities Service and the Penmar and Yorkmar of Calmar.

Men to Vote

Since my last report, I am glad to state that quite a few of the brothers have gone to the Board of Election Supervisors and registered to vote, as they fully realized that without registering, they would not be eligible to vote in the primaries. Those of you who have not registered, please do so at your first opportunity. It is not only a duty, but it is an obligation. I understand that there are approximately 2,000 who are running in the state of Maryland for various offices which I think is the largest amount of candidates that has ever been recorded in the state of Maryland. I wouldn't be surprised at all if some of these fellows are looking for job security too.

Going Up

I was down to the new building Tuesday morning. The contractor has tripled his force of workmen and the building is really shaping up. All of the steel beams were placed for the four-story addition, at noon on Tuesday, and the bricklayers are going right up with the building itself. The contractor assured me that the second, third and fourth floors, with the exclusion of the hiring hall, will be



Long

ready within six weeks or two months at the very latest. So as you can see, at long last, they are going all out towards completion. We have a very large air-conditioning unit which I am sure will keep the membership cool, calm and collected at all times. As the building itself is set up, there will be more than ample space for all of our activities, including a very large parking lot which will be of a great benefit to the membership.

Allen Question

Since my last report on the alien situation, it seems as though some of the boys were going on hearsay instead of actual facts. I appreciate those who came in and talked this matter over with me and everything has been squared away to everyone's satisfaction. I am sure that henceforth this question will not be brought up again.

Lester C. Long, around the hall this week, has been a member since 1946 and sails in all ratings in the deck department. This is what he has to say about the SIU: 'I have found that the SIU is tops in the maritime industry and would quit sailing if I had to make any changes. I have the utmost confidence in the leadership of our organization and am fully aware of their abilities to make more gains for us as we are a progressive organization which all in our field are aware of. With the help of the membership there is no question in my mind that we will still forge ahead and make for further gains.'

Earl Sheppard
Baltimore Port Agent



San Francisco:

Better Shipping Is Predicted On Pacific

Shipping has picked up a little in the past two weeks and the future looks a little brighter than has been the recent past in these parts. The Topa Topa of Waterman paid off, while signing on were the Jean Lafitte and Topa Topa of Waterman, and Alcoa's Pegasus and Planter.

In-transit vessels were the Bienville, Fairport, Young America and Yaka of Waterman and the Massmar of Calmar.

Oldtimers on the beach include C. Ridge, R. Hassey, H. Krohn, L. Knickerbocker, E. Schroder, F. Edgett, C. Hasz, R. Montcalm, D. Missimer, C. Gates, E. Matte and W. Busch.

Men in the marine hospital are W. Dasput, S. Sue, A. Keller, P. Walsh, M. Prissament, J. Perreira, R. Nicholls, T. Connell, C. Coburn and A. Seegmiller.

Tom Banning
San Francisco Port Agent

Seattle:

Ship Spurt Clears Beach Of Members

Shipping has been very good here. We had 30 bookmen at the last meeting and three days later after shipping a full crew to the Kyska we had only 11 bookmen registered. Shipping looks extremely good for the future as we expect to crew three Libertys before the end of the month.

Paying off was the Kyska of Waterman, while signing on were the Western Rancher of Western, William Carruth of Transfuel and the Ocean Betty of Ocean Trans. Ships in transit were the Alcoa Pegasus of Alcoa, the Yaka of Waterman, and the Seamar and Massmar of Calmar.

The new SUP hall here is close to completion and we should be moving to the new location about the first week in May. The address of the new hall is First and Wall Streets. It is really a nice building and will have accommodations for other affiliated unions with cafeteria and bar in the basement.

Hanging around the hall now is Brother C. F. Aycock who joined the SIU in 1944. He sails in the steward department, having shipped there in the NMU and turning in his full book there for a trip card in the SIU. He has never regretted the decision to move to the SIU because he felt it was a forward-looking organization. Aycock was active in the 1946 and Isthmian strikes, as well as other major strikes on the East Coast. He said that he is enjoying his stay on the beach, especially since we are having such fine weather now.

Oldtimers on the beach include R. B. Groseclose and J. L. Barton, while in the hospital are R. Yonce, R. Barnes, N. Korolchuck, S. Johannessen, J. Martin, C. Johnson and V. King.

Jeff Gillette
Seattle Port Agent



Philadelphia:

Watch Out For Phony Mochers On SIU Ships

We don't know what the reason is but it seems all the ships are headed for the good old Port of Philadelphia for payoff. In the past two-week period, we paid off approximately ten ships which gave the old Port of Philadelphia a shot in the arm that it really needed. In fact, we shipped 15 more men than we actually had registered. However, that doesn't mean that we actually have cleaned the beach of all the men. So to you boys who read this, don't come whooping into the Port of Philadelphia expecting to ship right out.

We have had a little trouble with various characters going aboard ships stating they are SIU men and that they are broke, and they not only panhandle a meal but also panhandle money or anything they can steal. So a warning to the membership—we still have the rule in effect that a man is not allowed aboard a ship unless he is cleared by the port agent. In the event he is, he is given a slip. So, don't fall for these panhandlers.

We had a surprise visit from the lover boy of Atlantic Refining, one John Sweeney. John Sweeney is now aboard the Dorothy and is quite happy and contented. He said he would be happy if he never saw another Atlantic Refining Company ship in his life unless they are under an SIU banner.

A. S. Cardullo
Philadelphia Port Agent

SIU HALL DIRECTORY	
SIU, A&G District	
BALTIMORE	14 North Gay St. Earl Sheppard, Agent Mulberry 4540
BOSTON	276 State St. James Sheehan, Agent Richmond 2-0140
GALVESTON	21st & Mechanic Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La.	1419 Ryan St. Leroy Clarke, Agent Phone 6-5744
MOBILE	1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
NEW YORK	675 4th Ave., Brooklyn Ernest Tilley, Agent Terminal 4-2874
NORFOLK	127-129 Bank St. Gen Rees, Agent Phone 4-1083
PHILADELPHIA	337 Market St. S. Cardullo, Agent Market 7-1635
SAN FRANCISCO	450 Harrison St. T. Banning, Agent Douglas 2-5475
SAVANNAH	2 Abercorn St. Jeff Morrison, Agent Phone 3-1728
SEATTLE	7701 1st Ave. Jeff Gillette, Agent Elliott 4334
TAMPA	1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
WILMINGTON, Calif.	505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
HEADQUARTERS	675 4th Ave., Bklyn. Paul Hall
SECRETARY-TREASURERS	
ASST. SECRETARY-TREASURERS	Robert Matthews Joe Algina
	Claude Simmons Joe Volpian
William Hall	
SUP	
HONOLULU	18 Merchant St. Phone 5-8777
PORTLAND	522 N. W. Everett St. Beacon 4338
RICHMOND, CALIF.	257 5th St. Phone 2-5999
SAN FRANCISCO	450 Harrison St. Douglas 2-8369
SEATTLE	2700 1st Ave. Main 0290
WILMINGTON	505 Marine Ave. Terminal 4-3131
NEW YORK	675 4th Ave., Brooklyn Ernest Tilley, Agent Terminal 4-2874
Canadian District	
MONTREAL	834 St. James St. West Plateau 6161
HALIFAX, N.S.	128 1/2 Hollis St. Phone: 3-8911
FORT WILLIAM	118 1/2 Syndicate Ave. Ontario Phone: 3-3221
PORT COLBORNE	103 Durham St. Ontario Phone: 3591
TORONTO, Ontario	272 King St. E. Empire 4-5719
VICTORIA, BC	517 1/2 Cormorant St. Empire 4531
VANCOUVER, BC	583 Hamilton St. Pacific 7824
SYDNEY, NS	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone: 545
THOROLD, Ontario	52 St. Davids St. Canal 7-3202
QUEBEC	113 Cote De La Montague Quebec Phone: 2-7078
SANT JOHN, NB	177 Prince William St. Phone: 2-5233
Great Lakes District	
ALPENA	133 W. Fletcher Phone: 1236W
BUFFALO, NY	180 Main St. Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT	1038 3rd St. Headquarters Phone: Woodward 1-6857
DULUTH	531 W. Michigan St. Phone: Helios 2-4110
SOUTH CHICAGO	3361 E. 92nd St. Phone: Essex 5-2419

PORT REPORTS

New York:

Spring Hits Big Town; Ships Livelier Too

Springtime has finally arrived in the big city and the warm weather and sunny skies are a welcome change. The boys are now able to sit out in the yard and soak up some of the sunshine instead of huddling around the steam heaters, that is, the ones who do not prefer to take their fresh air at the track. We seem to have quite a few horse lovers around here as there are a lot of the boys to be seen taking off for Jamaica around noon every day. Let's hope they have more luck than our New Orleans brother had with his sweepstakes ticket.

Business is picking up considerably in the Port of New York since the end of the waterfront tie-up and shipping has improved to some degree although it is not booming. There is now a much greater turnover in jobs and we expect things to improve more in the coming period.

Payoffs

We paid off a total of 15 ships in the past two weeks, signed six on foreign articles and serviced 15 in-transit ships.

Ships paying off were the Robin Mowbray and Robin Trent of Seas; Val Chem of Valentine; Bradford Island; Salem Maritime, French Creek, and Council Grove of Cities Service; Afoundria and Raphael Semmes of Waterman; Suzanne and Show Me Mariner of Bull; Trinity of Carras; Steel Seafarer and Steel Rover of Isthmian, and the Seatrains New Jersey of Seatrain.

Signing on were the Robin Wentley and Robin Kirk of Seas; Steel Rover and Steel Advocate of Isthmian; Trinity and the Show Me Mariner.

In-transits

In-transit vessels were the Antinous, Raphael Semmes and Maiden Creek of Waterman; Seatrains Louisiana, Savannah, Texas, Georgia and New York of Seatrain; Winter Hill of Cities Service; Ann Marie and Elizabeth of Bull; Tarraron of Actium; Portmar and Alamar of Calmar; and the Alcoa Partner of Alcoa.

These ships were all in clean shape with very few beefs on any of them. We are happy to report that nearly all of the ships are coming in this way for the past few months. There seems to be more harmony and cooperation among the crews and officers than we formerly had and this with both sides living up to the contract makes for smooth sailing and clean payoffs.

Claude Simmons
Asst. Sec.-Treas.

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New Orleans:

La. Membership Fights Anti-Union Legislation

The SIU membership in New Orleans is taking a big part in the Louisiana trade union movement's fight against anti-union shop legislation which various management groups propose to introduce in the state legislature when it convenes in May.

Members have been writing letters of protest to their representatives in the legislature and have been urging their friends and acquaintances to join them in supporting the fight against the bill.

Any members who desire information about arguments against

the bill to be used in letters to various legislators are urged to contact the New Orleans branch, either in person or by mail. Literature on the subject is available and will be supplied to anyone who requests it.

SIU officials in this port are active on both the AFL and joint AFL-CIO committees opposing this vicious legislation. The SIU membership has been among the most energetic of any union organization in this area in expressing our views on the subject to those who will pass on the bill in Baton Rouge.

Since our last report, G. M. Curl, N. Tala, Paul Boudreaux, L. Tickel, C. Cobb and M. Laca have been admitted to the USPHS hospital here.

Mike Reed, John Picou, J. N. Hull, J. A. King, R. D. Roberts, L. Seidle and J. Dooley recently were discharged from the hospital and expect to be ready to ship out in the near future.

J. C. Fernandez is being transferred to the Staten Island USPHS hospital for surgery.

Shipping continues to be fair here, but it is not by any means booming. About one-third of the men dispatched to jobs here in the last two weeks were permitmen, so bookmen are continuing to move out at an even pace.

Outlook About The Same

The outlook for the immediate future indicates that shipping will continue at about the same pace. Watermen coastwise ships are running again which should stimulate shipping somewhat.

The Del Aires (Mississippi) is still in temporary lay-up, but is expected to be brought out about the middle of May.

Since our report two weeks ago, the Steel Recorder (Isthmian) Del Oro, Del Alba and Del Mar (Mississippi) and the Marie Hamil (Bloomfield) paid off here.

The Del Santos, Del Mar and Del Oro signed on.

The Alcoa Cavalier, Alcoa Pennant and Alcoa Pilgrim (Alcoa), the Steel Artisan (Isthmian), the Del Santos and Del Oro (Mississippi), the Seatrains New York and Savannah (Seatrain), the Choctaw, Claiborne, LaSalle, Fairisle, Iberville and Monarch of the Seas (Waterman) and the Margaret Brown (Bloomfield) called in transit.

Lindsey J. Williams
New Orleans Port Agent

Lake Charles:

Catfish And Politicos Running In Louisiana

From way down in the canebreaks and cypress trees of Louisiana we report that everything is going along nicely and although we haven't had too many jobs, some of the boys are getting out. We still have plenty of boys left here and the foreseeable future looks none too bright.

Calling in here during the past two weeks were the Salem Maritime, Logans Fort, Cantigny, Fort Hoskins, Bents Fort, Council Grove, Winter Hill, Government Camp, Bradford Island, Chiwawa, and the Lone Jack of Cities Service. The Cantigny and the Logans Fort returned again during this period. The Petrolite of Tanker Sag and the Del Oro of Mississippi also called.

On the labor front, all is well with everyone working who has a desire to do so. After the long shutdown in construction work here, things are really humming.

We attended the meeting of the Central Trades Council last week and can report that all went well. The so-called "right to work" bill coming up in the next session of the State Legislature was discussed and we have the promised support from representatives of this area that they will do their very best to beat the bill. We intend to continue to corner the politicians every chance we have to get more support in our fight against this labor-wrecking set-up, and all over Louisiana, labor is supporting the fight.

On the local political front, the candidates for various offices are glad-handing everyone in sight and promising them the moon if elected. We shall see.

Enjoying Port Charms

On the beach enjoying the sunshine, pretty gals and fishing we find R. Boyd, Paul Brady, Ezeb Manuel, S. McGowan, Joe Cave, G. B. McCurley, J. A. McKeon, "Blackie" Merrell, A. Baker, H. H. Schultz, Andy Kusich, Jim Canard and many others.

Our nomination for Seafarer of the week is Brother Paul Brady, one of our old members who sails in the steward department and, according to messroom reports, can cook in a manner that pleases everyone.

Our river reporter, or we should

say, our creek reporter, tells us that the catfish are really biting now. He reports the best time to hunt catfish is at night. I overheard several of the brothers planning a trip and it puzzled me what type of fish they were trying for when their list of supplies included Budweiser, Schlitz and Regal.

Leroy Clarke
Lake Charles Port Agent

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Boston:

Union Settles Beef, Gets OT For Aliens

Shipping has been good in Boston in the past two weeks, but we are not so sure of future conditions.

Ships paying off were the Queenston Heights of Seatrade; the Seacliff of Coral; Petrolite of Tanker Sag and Fort Hoskins of Cities Service. Signing on were the Queenston Heights, Petrolite and Fort Hoskins. In-transit vessels were the Ann Marie of Bull; Alexandra of Carras; Robin Trent of Seas; Raphael Semmes of Waterman and Steel Rover of Isthmian.

There were four Chinese aliens on the Seacliff and even though they had their clearance from the Immigration authorities to land for 29 days, the company refused to pay them off. The company made these men stand by from Friday until Tuesday because of the holiday weekend. When we got these men paid off they were paid eight hours OT for Saturday, Sunday and Monday, because Monday was a legal holiday. They also received maintenance and wages for the three days.

Takes Full Crew

The number of men on the beach has been lessened by the fact that the Evangeline took 28 standbys, and the Seacliff, which laid up Friday night, called in Tuesday morning for a full crew to sail at noon.

The men in the marine hospital are P. Mianini, R. Rogers, F. Alasavich, T. Mastaler and J. Penswick.

On Monday, April 19, which was Patriot's Day, the Boston Marathon was run from Hopkinton to Boston, a distance of 26 miles 385 yards. It was won by a Finn, Viecko Karvonen, who came in second the year before. This race is held annually on the same day of each year.

James Sheehan
Boston Port Agent

Wilmington:

Crew Warned About Visitors Aboard Ships

For the last two weeks we have had what we thought was a fair showing, shipping 45 men to ships in port with only one payoff. The outlook for the next two weeks, however, is on the poor side.

I want to pass the word along to all ships coming into the Port of Wilmington to ask the man on the gangway to keep all newsboys off the ship. It is not that we want to deny the crew the latest news, but it seems that all of the crews are complaining of losing money when there are two or three newsboys running about the ship.

If you want a daily paper, why not give the money to the man on the gangway and ask him to get one for you. In this way you may help save yourself a few bucks in the long run. This would also help the man on the gangway enforce the Union rule that all persons coming on ships must have a pass from the Union hall. All you need to do is ask the man coming on ship for his pass. If he does not have one, tell him that it is best not to come on the ship until he obtains one.

The only ship paying off in the past two weeks was the Alcoa Planter of Alcoa.

Good Ship

The Marymar of Calmar was the only ship in transit. It was a pleasure to visit on this ship and hear the crew tell of what a good feeder she was; good news when it comes in from Calmar ships.

Two men are now in the hospital at Long Beach. Fred O. Fondilla is at Seaside Hospital and Walter R. Sylvis is in the VFW Hospital.

E. B. Tilley
Wilmington Port Agent

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Galveston:

Members Dispatched From Brand New Hail

Shipping picked up a little these past two weeks, with one payoff, one sign-on and a full crew for the Alice Brown of Bloomfield, which came out of idle status. Also there were nine ships in transit. Counting the full crew and replacements for the Bloomfield ship, 43 of the 46 aboard were full bookmen.

The Frederic C. Collin of Drytrans paid off, while signing on was the Margaret Brown of Bloomfield.

Ships in transit were the Southern States of Southern; Alexandra of Carras; Lone Jack of Cities Service; Steel Recorder of Isthmian, Del Alba of Mississippi and the Seatrains Texas, Louisiana, Georgia and New Jersey of Seatrain.

We are in our new hall and all of the men are pleased with it. We have just a few more little things to do then it will be shipshape.

Oldtimers on the beach include A. Manuel, W. Vickers, B. Luna, L. Suares, R. Ayers, R. Perry, F. Sullivan, V. Riddle, W. Adams, Do Leh Chen, R. Clark, C. Jordan, J. McGoldrick, J. McLain, Bobby Ethridge, and J. Haynes.

Keith Alsop
Galveston Port Agent

A & G SHIPPING RECORD

Shipping Figures April 7 to April 21

PORT	REG.				SHIP.			
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	TOTAL
Boston	16	15	3	34	29	24	18	71
New York	142	111	116	369	68	71	57	196
Philadelphia	24	31	26	81	41	37	30	108
Baltimore	92	73	62	227	85	59	49	193
Norfolk	12	5	7	24	19	14	8	41
Savannah	11	14	13	38	8	8	10	26
Tampa	20	23	19	62	2	4	2	8
Mobile	69	55	78	202	50	46	51	147
New Orleans	69	57	63	189	74	53	44	171
Galveston	25	24	23	72	28	25	22	75
Seattle	37	27	27	91	47	46	29	122
San Francisco	25	35	30	90	33	28	33	94
Wilmington	17	12	11	40	21	20	10	51
Totals	559	482	478	1,519	505	435	363	1,303

IN THE WAKE

Stranded whales had been sought and cut up as long as there were American colonies, but it was not until 1715 that a Nantucket merchant fitted out a ship specially to hunt the sperm whales and tow them ashore for treatment. Soon after this the Nantucket men learned to erect brick-built tryworks aboard their ships, and by this means managed to cut up and treat their catch far out at sea. The industry was in a flourishing condition when the Revolutionary War broke out, but at the end of it was practically defunct. The slow-sailing whaler and her valuable cargo proved to be a tempting and easy victim for British privateers.

Early records show that in 1578 no fewer than 400 European vessels were engaged in whaling and fishing along the New England coast. This was 42 years before the Pilgrims landed at Plymouth (Mass.) on the Mayflower, in 1620. . . . The Mayflower, incidentally, was not the only ship which started out on the historic voyage to the New World with the Pilgrims. A smaller vessel, the Speedwell, carried them from Holland to England, where the Mayflower was fitting out for the voyage. Both ships started on the trip, but the Speedwell proved unseaworthy and had to turn back.

Although many people believe that only the moon is responsible for the tides, the fact is that the sun also exerts a gravitational attraction on the waters of the earth. However, the effect of the moon on the tides is nearly two and a half times greater than that of the sun, which is so much farther away from us. It is now believed that all heavenly bodies, including stars, planets and satellites, play some part in producing our tides. Tidal forces are at work on all bodies of water, large and small, from pools to oceans. Each is affected according to its size.

The Greeks and Romans were the first to spatter their war craft and triremes with offerings of red wine

to win the protecting favor of the gods. These offerings were made in the name of Bacchus, the god of wine, and to Neptune, god of the sea. But although Neptune was the god of the sea, a goddess' head was invariably used to decorate the bow of a ship, and the wine offerings were made only to her. This, some authorities believe, is the reason why a ship is still called a "she." Nowadays women perform the ceremony of launching and naming a ship, but it was strictly a man's job up until the 19th century, when the Prince of Wales broke the precedent and began to have women of the court act as sponsors.

There is no longer any mystery to the fact that a seashell held to the ear sounds like the surf against the shore. The feeble sound waves which produce this impression upon the ear gain sufficient strength from reflection back and forth between the walls of the shell to become audible. This is possible because of the peculiar shape of the shell and the smoothness of its interior. The slightest vibration produces an echo, and many such echoes blend into a rumble, with the sound heightened because the shell magnifies the pulses in the head as the sounds are produced near it.

It is a fact and not a superstition that some oysters grow on trees. Oysters are often found attached to the roots of mangrove trees which reach into the ocean. . . . In America, the Indians, long before the white men arrived, were consuming oysters in huge quantities. One "middin," or shell heap, at Damariscotta, Maine, is said to contain seven million bushels of shells. . . . Oyster farming in America began when a Chesapeake schooner, loaded with oysters for the Connecticut market, dumped them overboard at New Haven for lack of buyers. These transplanted oysters proved much more tasty than the home-grown variety, with the result that oyster farming began on a wholesale basis.

THE INQUIRING SEAFARER

Question: Do you have any system for keeping cool during hot weather?

Guillermo Castro, AB: The best way I know to keep cool aboard a ship is to lay on your back on a cot on the fantail, with a pitcher of ice-cold water by your side to cool you off. If you can't get ice water, iced tea or lemonade will do just as nicely. Stripping to the waist and staying in the shade are helpful, too.

John Fitzgerald, FWT: I would stay cool on shore by hoisting a couple of cool ones. That, however, is not a very good policy on board a ship. There are many modern appliances aboard a ship, such as ventilators and fans, which can keep the seaman cool if he takes advantage of them.

Julio Bernard, bosun: Drink plenty of ice-cold water, if you can. If you can't get the water from the tap or refrigerator, the next best idea is to get beer from the steward. Some seamen are liable to think that is the best way, instead of water. Get on the stern with a cot and go to sleep. That will help.

Charles Wallace, OS: One way to stay cool aboard a ship is to stick your head out of the porthole. Then you can pitch a cot in the shaft alley, its nice and cool down there, drink a few Tom Collinses in the afternoons and always keep your head, on your beer, that is. The next best way is to move up to Nova Scotia.

Earl Cronsell, OS: I suppose the best way to stay cool aboard a vessel is to go up on the highest part of the ship and lie down in the shade. Cool drinks are always a good way to keep the temperature down. Possibly the best way to stay cool in hot weather, or any other time, is to refrain from work completely.

Monseirato Saliva, AB: I like orangeade very much in order to stay cool in the tropics or on a Persian Gulf run. It's good for hot weather anywhere, as are cold drinks of other sorts, such as lemonade and ice water. If you get the proper ventilation aboard ship, it should not be much of a problem.

MEET THE SEAFARER



JULIUS "DUTCH" BOLZ, pumpman

Around the world in 21 years, more times than once, is Seafarer Julius "Dutch" Bolz's modern version of "Tour Of The World In Eighty Days" by Jules Verne. Verne only did it once, fictionally, in the eighty-day period, but Bolz has gone around the globe so many times since he started shipping he's lost count.

Starts in 1933

Bolz, to be sure, in order to accomplish his world-wide travels, has been shipping for 21 years. He started in 1933, at the height or depth of the depression, however one looks at it economically. He was in no position to bandy securities with Wall Street at the time, so he took to the seas in search of sustenance, security and adventure.

His first ship was a tanker belonging to Standard Oil of New Jersey, running from New York to Aruba on a perpetual round-trip basis. The round trip took 15 days then and he stayed on as wiper for four months. He's been in the engine room of innumerable vessels ever since and he says he wouldn't trade the life for all the francs in France.

Speaking of France, which is one of his favorite subjects and countries on a Mediterranean run, Bolz rhapsodized about the beauties of Paris in the spring and all other times of the year. "I've only been there once," said Bolz, "and that was in the fall. It doesn't make any difference at all, however, when you're in Paris because in Paris there is eternal spring. In the hearts of the lovers if not in the weather, Paris, in short, is good anytime."

Other countries and ports Bolz likes to visit on his favorite Mediterranean run are Bordeaux, Marseilles, Le Havre, Hamburg in Germany, and Venice, Genoa and Naples in Italy. He prefers, he says, to do his shipping to those ports on freighters, although, during the war, he spent most of the time on tankers in and out of combat zones.

The 47-year-old Seafarer started

sailing on tankers for the SIU early in the war when pumpmen were hard to get and he had his pick of jobs. He's never been sorry since, getting his book in 1944 as well as picking up a few close calls along the way.

Bolz had two ships torpedoed under him, although neither one suffered major damage and but one of the pair went to the bottom. The first torpedo treatment took place off Port Of Spain, Trinidad, in the spring of 1942. The tanker he was on was brash enough to take these waters without a convoy, and suffered the consequences attached thereto when a submarine let fly with two tin fish. The attack took place one day out of port in the Caribbean and the crew spent the next two days drifting about 300 miles offshore in lifeboats. No one was hurt beyond a few minor bruises and some of the men having been shaken up by the blows. A Norwegian freighter picked up the crew and took them back to Port Of Spain where they lived to sail again.

Torpedo A Dud

The second submarine incident took place about one year later in the North Sea when his ship, again a tanker, was attacked once more. This time the vessel withstood the blow, reported by Bolz to be a "dud" in all probability, because all it did was put a minor hole in the side of the ship and nothing more. The vessel was towed into Southampton where it underwent repairs for a period of two weeks while Bolz and the rest of the crew went to see the sights.

Born in Everett, Mass., in 1907, Bolz lived there until his middle 20's when he moved to New York City and started to ship out, which he's been doing ever since from the same port. His family consists of a sister in Wollaston, Mass., about 15 miles from Everett, and another sister who lives in Fall River, making it an all-Massachusetts family, at least from its beginning. Bolz is a recent benedict, having been married three years ago.

TEN YEARS AGO

Allied invasion plans became more apparent, as London restricted the movements of foreign diplomats and clamped down on the use of diplomatic mails and messages. All overseas travel was also sharply curtailed. . . . The French coast was constantly battered by heavy bombing attacks. . . . The SIU stepped up its drive to have war and area bonuses for seamen returned to the pre-April 1 level, when cuts were put into effect. . . . Finland again rejected Russian peace terms. . . . Russian planes bombed Brest-Litovsk in Poland, which the Germans had held since 1941.

US forces landed in the Humboldt Bay area on the northern coast of Dutch New Guinea, encircling some 60,000 Japanese troops. Five days later, all enemy resistance in that area had ceased. . . . Frank Knox, Secretary of the Navy, 70, died of a heart attack in Washington. . . . German forces suffered heavy losses in attempting to escape from the Crimean naval base at Sevastopol, under siege by the Russians.

The Bolivian government announced that it had suppressed a revolutionary conspiracy. . . . Yugoslav partisans, supported by Allied

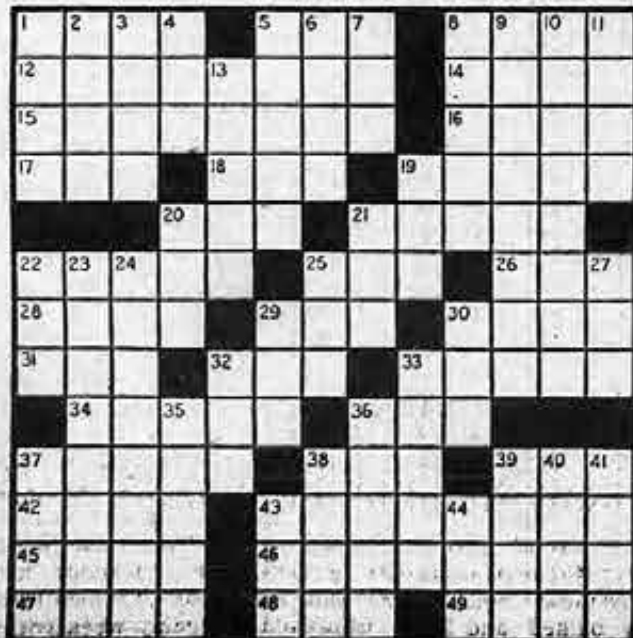
planes and naval forces, invaded the island of Miljet in the Adriatic, flanking the German-held supply port of Dubrovnik on the mainland. . . . The 1944 major league baseball season opened. . . . Berlin inflicted one night bombing raid on London, while the Allies, in 1,000 and 2,000-plane raids, plastered key industrial, rail and air installations throughout France, Germany and the Balkans. . . . In China, Japanese troops of two armies developed a spring offensive.

Talks paced by an SIU-SUP delegation with representatives of foreign seamen's unions stressed the need for post-war unity among all sea unions. . . . The Japanese invasion of India was blunted by Allied forces, principally Chinese troops under US Lieut. Gen. Joe Stilwell. . . . A powerful Allied fleet, aided by carrier-based fighters and bombers, made a surprise raid on Sabang and Lhonga in northern Sumatra, leaving considerable damage in its wake. . . . Aided by Army MP's, the US Government took possession of the Montgomery Ward mail order concern after board chairman Sewell Avery defied Presidential orders. Avery was carried bodily out of his office and deposited on the sidewalk.

The Seafarers Puzzle

- | | | | |
|------------------------------|--------------------------------|-------------------------------|-------------------------------|
| ACROSS | DOWN | 11. Squirmy | 32. Island of Bahamas |
| 1. Part of a ship | 1. Cape in Newf. | 13. Yellowish color | 33. Former Russian aristocrat |
| 5. Kind of plane | 2. Image | 19. Sore on eye | 35. Recliners |
| 7. Kind of seed | 3. Shipboard "clock" | 20. Regular. Abbr. | 36. Comedian Kaye |
| 12. Capital of S. Australia | 4. Slow. Ref. sp. | 21. Soak up | 37. Locate |
| 14. On the beach | 5. Changed course | 22. United States Ship. Abbr. | 38. One nautical mile an hour |
| 15. Where Santa Marta is | 6. Revise for publication | 23. Wild rush, as of cattle | 39. Man's name |
| 16. Of grandparents | 7. Beverage | 24. Capital of Bermuda | 40. Where China is |
| 17. Part of building | 8. Lariat | 25. Our Pacific affiliate | 41. Widest part of ship |
| 18. Wager | 9. Urge adoption of | 27. Finish | 43. Americans. Abbr. |
| 19. Rocky | 10. Tiny organisms in seawater | 28. A destroyer | 44. Months. Abbr. |
| 20. Communist | | 30. Tree | |
| 21. It lets out smoke | | | |
| 22. Theatre worker | | | |
| 25. Kind of bean | | | |
| 26. Chowder | | | |
| 28. Party for men | | | |
| 29. It holds coffee | | | |
| 30. School in England | | | |
| 31. Man's nickname | | | |
| 32. Lid | | | |
| 33. What most whiskey is now | | | |
| 34. City in Italy | | | |
| 36. Joe DiMag's brother | | | |
| 37. Bad break in bowling | | | |
| 38. Nickname for Katherine | | | |
| 39. Chemist's workshop | | | |
| 42. Nickname for Peter | | | |
| 43. People from Indo-China | | | |
| 45. Smell | | | |
| 46. Capital of Liberia | | | |
| 47. Sawbucks | | | |
| 48. Pigpen | | | |
| 49. Old name for Thailand | | | |

(Puzzle Answer On Page 25)



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Propaganda Renewal

It's no surprise to find that with the coming of a new international crisis in Indo-China, the Communist Party's waterfront section is once again busy on the propaganda front, after being dormant for several months. The mimeographed bulletin "Floodtide" published by the self-proclaimed "Maritime Committee for Peace" is once again being distributed to the ships with the standard Party propaganda pleas. Apparently, the Communist Party considers seamen and ships important enough to expend some of its dwindling funds on an attempt to reach the ships, even though it has been rebuffed time and again in the past. The Communist Party knows that in any world crisis, the merchant marine is a key to the outcome. It's too bad that others in the US aren't equally aware of this fact.

Dock Election

The National Labor Relations Board order calling for a new election for New York longshoremen is a welcome move that should bring the AFL-ILA much closer to full representation of East Coast dock workers. As the text of the election order shows, the Labor Board has taken every possible precaution to see to it that the longshoremen will be able to cast their votes in an atmosphere free of intimidation. The Board is also taking steps to assure that an orderly election procedure is established to prevent the confusion that attended last December's "quickie" vote, which led to approximately 4,500 challenged ballots.

This time too, the AFL-ILA has had a chance to set up its union machinery, with a full staff of organizers and shop stewards on practically every pier in the city, assuring the fullest representation for the longshoremen. The old ILA, on the other hand, debt-ridden and weakened, is currently selling out its tugboatmen to the United Mine Workers and dickering with Harry Bridges and his cohorts in a desperate attempt to bail itself out.

The new election then, is the golden opportunity for New York longshoremen. From now on in, it's up to them.

West Coast Vote

Another important election now in progress is the one on the West Coast in which the Marine Cooks and Stewards, AFL, is challenging the Communist-dominated National Union of Marine Cooks and Stewards for representation of galley crews on West Coast ships. A third entry in a three-cornered race is the ever-present Harry Bridges who has been advising the men to vote no union.

This election will come to an end May 10 and the results will not be known until after the ballots are counted on May 17. But a second, smaller election on West Coast steamships may indicate the way things are going. There, MCS-AFL got 20 votes, NUMC&S, zero, and two votes were no union. The results clearly reversed a previous vote where NUMC&S had won by intimidation, with the result that the NLRB threw out the first election.

Landslide At Panama

Disturbing news that the Panama Canal could be blocked in Gaillard Cut by a landslide focuses attention once again on the importance of this link between the East and West Coasts. Should the landslide take place in spite of efforts to prevent it, merchant ships would be compelled to make the long trip around, via Cape Horn, adding several thousand miles to any intercoastal voyage.

With intercoastal shipping having a tough time of it, closing of the canal would be a damaging blow, to say nothing of defense considerations and its effect on the US Navy.

From time to time there's been talk of building a second canal through Nicaragua as an alternative route and as a means of permitting the US to build both merchant and Navy ships with a broader beam. In the light of present circumstances, it might be wise to take a second look at the Nicaraguan project.

LETTER of the WEEK

Offers Ideas For LOG Features

To the Editor:

I have a couple of ideas for the LOG that I think might be used if there is enough interest in them. One concerns a sort of "swap and shop" column, which could be printed regularly to allow the membership to offer odd items for trade.

One man, for example, might have an electric shaver or an out-board motor that he didn't need and wanted to sell, and with a "swap and shop" column, he'd have the chance to get something else that he wanted in exchange. He might wind up with a lawn mower or a good set of binoculars from somebody who wanted the shaver or motor he was looking to trade away.

A lot of seamen I know own odd lots of land in different places around the country. I don't see why they couldn't offer it to another SIU member through a trade, instead of some real estate shark. The second man might wind up with just the piece of land he needed as a place to build a home for his family and the owner of the land could wind up with something just as useful for himself.

Real Service
Lots of newspapers have a column like this and the LOG, as one of the best, could do the same. It would be a real service to the men, I think.

The other idea I had in mind was a photography contest, like the art contest that the Union runs every year. Most seamen have a camera and plenty of subjects to choose from on their travels and a lot of the fellows take some real good pictures, which appear often in the LOG. The contest could be judged on the basis of the best five or ten pictures submitted, with suitable prizes for the winners.

"Taking Pictures Anyway"
I think this would go over well with the guys on the ships; they're taking pictures all the time anyway. A lot of the entries could be printed in the LOG every two weeks and would show what SIU men are doing at work on the ship as well as ashore in different ports of the world.

Besides, taking a picture with a camera, from my way of seeing it, is a lot easier for most of us than painting or drawing one, although I've seen some really fine ones entered by the membership in the last two art contests. A photography contest, however, would enable a lot more Seafarers to submit stuff, arty or otherwise.

Tom Maynes

(Ed note: As the official newspaper of the SIU, the LOG always welcomes suggestions for news, features and other ideas for publishing a good Seafarers' paper. Other Seafarers are invited to let us know their feelings on Brother Maynes' ideas. If there's enough interest in them, the LOG will be happy to try them out.)



Maynes

'Same Old Stand'



LABOR ROUND-UP

Government figures show that unemployment is increasing at a dangerous pace. The Bureau of Employment Security reported that initial claims for unemployment compensation in the week ending April 10 jumped 49,000 over the previous week to 388,000. The increase also represented a rise of 95,000 in two weeks. About three-fifths of the nation's work force is covered by unemployment compensation.

The John B. Stetson Co., largest manufacturer of men's hats in the US, and the United Hatters, Cap and Millinery Workers International Union, AFL, signed a two-year wage agreement in Philadelphia which marks 20 years of strike-free relations. The agreement increases annual pension fund contributions by the company from \$100,000 to \$125,000 in order to pay higher retirement benefits. The limitation of \$100 a month pension for workers has now been upped to \$103 and the new agreement included a cost-of-living clause.

Members of the American Federation of Grain Millers struck and shut down 27 plants in 21 cities across the nation belonging to General Mills. Chief issue in the strike is the company's determination to employ swing and split shifts without premium pay, according to the union.

The right of unions to picket in protest against stores being open on Sundays was upheld in court in Denver, Colo. The petition of a shop's proprietors for an injunction directed at Meat Cutter Local 634 and Retail Clerks Local 7 was denied, with the judge holding the picketing was done in a legal manner to halt the threat to legitimate union goals. The unions could use their freedom of speech to defend their standards, the court ruled.

Members of the Air Line Stewards' Association, a unit of the AFL Air Line Pilots, have won their fight against retirement because of age limits required by American Airlines in Chicago, Ill. The company wants the girls to retire after reaching 32, but the girls balked and won. However,

any girl hired by the airline after Dec. 1, 1953, will have to retire at that age unless the rule is changed.

Bricklayers of Local 1, Washington, DC, engaged in commercial construction, have won a 20-cent increase, bringing their hourly pay to \$3.50. They get 10 cents added May 1 and another 10 cents on July 1. Meanwhile, Local 4 of the same union reached a tentative agreement with the contractors to continue their current \$3.30 rate because of stiff competition by nonunion men in residential construction. The agreements affect 2,000 members.

Employees of Munsingwear, Inc., Hominy, Okla., voted for the ILGWU as their collective bargaining agent in an election conducted there recently by the NLRB. The company manufactures ladies' lingerie.

Some 500 persons, unable to support their families because they have no income, have become the first Johnson County, Ky., residents to receive surplus food under a new federal relief program. About 400 of the persons who received relief were miners who lost their jobs because of recent shut-downs in the coal fields. Thousands of miners throughout the US have been similarly affected.

Publication of five daily newspapers by the International Typographical Union (AFL) in several small communities has been discontinued for lack of advertising revenue. The papers were published in the first instance where there were no union operations in those cities. The papers, all named Daily News-Digest, are published in Meriden, Conn.; Texarkana, Ark.; Huntington, West Va.; Allentown, Pa., and Monroe, La.

A four-day week to avert layoffs has been adopted by 2,800 employees of two Westinghouse Electric plants in New Jersey. The agreement between the company and Local 410, International Union of Electrical Workers, CIO, calls for a Monday to Thursday work week. If business picks up, the five-day week will be restored.

Dessert From Hawaii...

THE PINEAPPLE RUN

The exotic pineapple, once a rare delicacy, has become a mealtime commonplace thanks to modern shipping services. A good deal of the East Coast's supply comes from Hawaii via SIU-manned Isthmian ships operating on the "pineapple run." Here are some of the steps involved in producing and shipping the popular fruit.



SIU-manned Steel Maker, sister ship of the Steel Fabricator and one of many Isthmian ships that stop regularly at Hawaii, is shown in-bound to Honolulu to pick up cargo of canned and fresh pineapple for East Coast. Pineapple run is important cargo source for a number of shipping companies.



Scientific contour plowing of pineapple fields to resist erosion makes interesting pattern in this aerial view of a Hawaiian pineapple plantation.



Before fields are planted, machines put down mulch paper, which looks like tar roofing paper on fields. Paper keeps moisture and fertilizer in soil, retards weeds.



Pineapple slips are hand-planted by punching holes in the mulch paper and inserting slips into the soil beneath. This is the only hand operation in the fields.



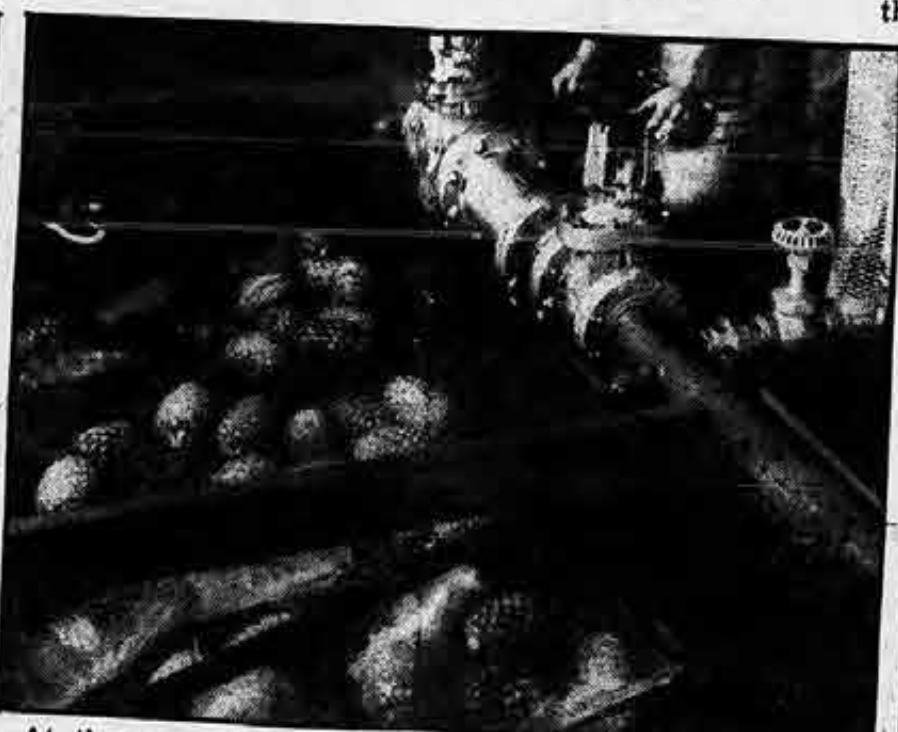
To keep out weeds, tractors spray weed-killers on base of young pineapple plants while at same time attached cultivators uproot weeds between plant rows.



Pineapple is ready for harvest in 18 to 22 months. Pickers drop ripe pineapples on 50-foot conveyor belt which transfers the fruit into the truck bin.



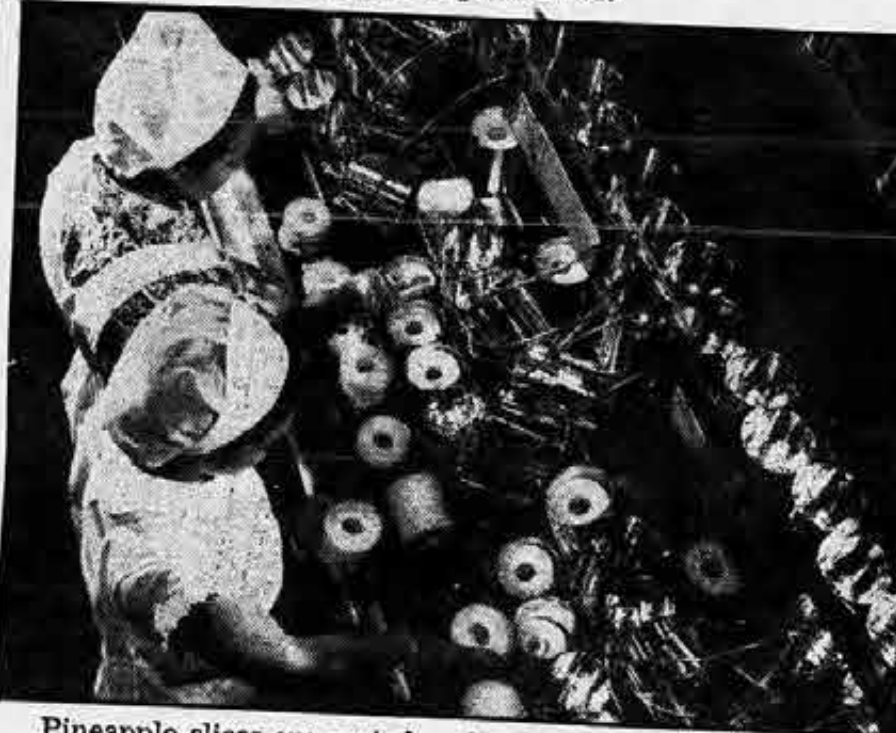
Young Hawaiian miss shows off fully-ripened pineapples on one of the plantations. Pineapple industry is a mainstay of the territory.



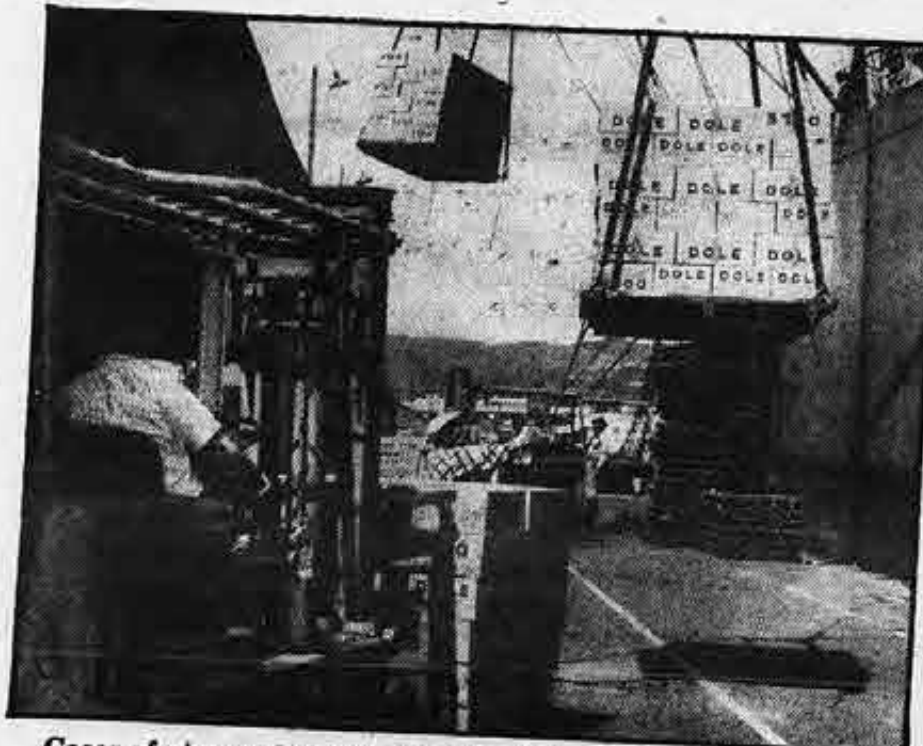
At the cannery rubber conveyor belts carry pineapple through high-pressure water sprays so as to give the prickly rind a thorough washing.



Rube-Goldberg-like Ginaca machine slices pineapple, trims off shell, and then reclaims edible parts from end of shell. Shells are made into cattle feed.



Pineapple slices are sorted and packed into cans. A cable conveyor system keeps cans coming to and going from packers' tables.



Cases of pineapple headed for East Coast are swung aboard the Steel Fabricator at Honolulu. Fabricator is one of several SIU ships on pineapple run.



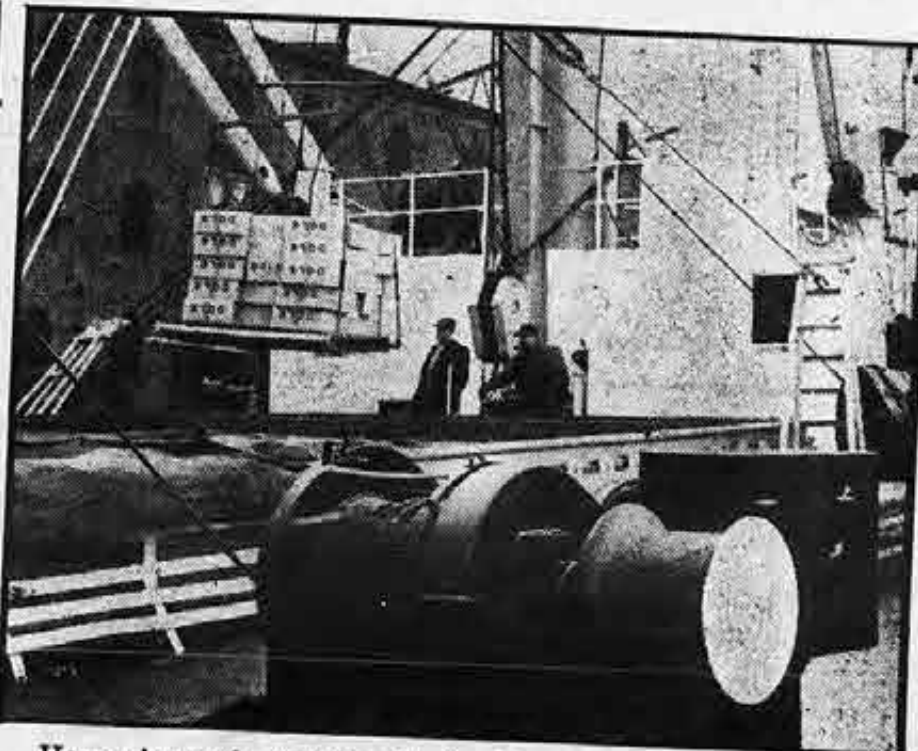
Seafarer Walter Nash takes some refreshment from Fabricator's refrigerator while ship pays off and unloads its cargo at Erie Basin, Brooklyn.



SIU Patrolman Freddie Stewart (right) checks Union books of Fabricator crewmember Jose Gomez while Seafarer C. P. Rose stands by.



Longshoremen attach sling to stacked cases of canned pineapple in the Fabricator's hold, preparatory to swinging the load ashore.



Here pineapple load heads for dockside and warehouse, later to be distributed to stores and kitchens throughout the New York metropolitan area.

MARITIME

Still a navigation menace in many areas, World War II mines claimed another victim this month as the 478-ton Danish freighter Etly Danielsen sank in the North Sea. All 15 crewmen were rescued after the vessel rammed a mine about 25 miles north of Bremerhaven, Germany . . . The former Matson passenger ship Mariposa will shortly sail from San Francisco to Italy and refitting for trans-Atlantic passenger service. She will be operated as the Homeric for Home Lines . . . Docking day ahead of her nearest rival, the 5,600-ton British freighter Isaac Carter won Quebec's gold-headed cane race for 1954. The National Harbor Board's gold cane is awarded annually to the skipper of the first overseas vessel to reach Quebec.

Five Italians who tried to get to Australia the cold way have been returned to their homeland aboard the liner Sydney. Each had paid almost \$700 to a member of the ship's crew to smuggle them into the refrigerator room and fix the temperature so they wouldn't freeze. They were discovered after two weeks . . . Another coal-burner is on the way out, as the Canadian Pacific Railway announced that conversion to oil is underway on the summer steamer Assiniboia in a Canadian shipyard . . . A reduction in tolls on the Suez Canal will go into effect July 2. The new charges will be \$975 a Suez net ton for loaded ships and \$444 a ton for vessels in ballast.

A new freight line, Coinmar, has begun regular service between Port au Prince, Cap-Haitien and Miami. Ships will leave Miami for Haiti on the first and fifteenth of every month . . . The 644-foot tanker Margarita, under charter to Gulf for Middle East service, has been launched at Bethlehem's Quincy, Mass., yards. The 29,250-ton vessel has a 250,000-barrel capacity and a speed of better than 16½ knots . . . The Maritime Association of the Port of New York has asked Congress to act favorably on a bill to make quarantine inspection service available to ship operators 24 hours a day. The shippers assert that losses caused by delays in quarantine inspection could be cut sharply by the measure. The bill would provide day and night inspection through the payment of overtime to USPHS officers at ship company expense.

Ship safety achievement awards have been presented to the three ore boats of the Pittsburgh Steamship Division of US Steel. The awards, in the form of pennants, were given for the vessels' aid in the rescue of 14 men from a freighter that foundered in a violent storm on Lake Superior last year . . . Despite a list of 90 degrees after it ran aground near Stockholm, the crew and 50 passengers on the 102-ton Swedish vessel Prins Gustaf were also rescued . . . A lack of profitable business has brought an end to the regularly-scheduled trans-Atlantic cargo service offered for the last seven years by the Danish Maersk Line. The service will formally end May 4.

The new combination bauxite and oil carrier Sunbrayton of Saguenay Terminals, Ltd., will soon begin shuttle service between British Guiana and Trinidad for the Aluminum Company of Canada, ferrying bauxite ore to Trinidad and returning fuel oil to Guiana. The 7,850-deadweight-ton Canadian vessel just completed sea trials in Great Britain . . . The opening of trade between Japan and the US 100 years ago was commemorated recently by a special ceremony aboard the new OSK Line cargo vessel London Maru in connection with the ship's first appearance in the Port of New York . . . Direct freight service between San Diego and Hawaii will be inaugurated May 15 by the Matson Navigation Company, when the Hawaiian Lumberman arrives there.

Latest vessel to feature anti-roll ship stabilizers, the new 29,000-ton British liner Orsova is now on her maiden voyage between Great Britain and Australia for the Orient Line. The stabilizers are airplane-wing-shaped fins that can be extended and rotated from both sides of the ship's hull below the waterline by electro-hydraulic machinery . . . The last key link in the Great Lakes navigation system—the Lachine Canal at Montreal—was opened to traffic last week . . . The privately-owned, ocean-going US merchant fleet comprised 1,237 vessels of a total of 15,270,189 deadweight tons on April 1, seven ships less than on March 1. Dry cargo and passenger ships totalled 800 vessels of 3,339,094 tons. Tankers accounted for the remainder.

All 31 men in the crew of a British Navy minesweeper which burned and sank in the English Channel off Dunkirk last week were rescued when a French freighter and a Dutch coastal steamer arrived on the scene and picked up survivors . . . The action of a bystander saved Miss Liberty, a new ferryboat for service on the Statue of Liberty run in New York harbor, from getting an "unlucky" label at her launching at Warren, RI. After the wife of one of the owners twice was unable to break a bottle of champagne on the steel bow of the vessel, a bystander ran after the ship as she slid down the ways and smashed the bottle of champagne with one blow.

SEAFARERS in ACTION

Those excellent and unusual photos of the San Mateo Victory (Eastern) which you can see in this issue of the SEAFARERS LOG were contributed by the ship's steward, Horace C. McCurdy. McCurdy also contributed the details on the ship's grounding off southern Korea and her subsequent plight. He is currently keeping the galley department going while hoping that his food, power and water supply holds out.

Meanwhile, he intends to keep his camera busy as salvagers attempt to patch up the holes and refloat the Government-owned ship. McCurdy, a native of Florida, has been an SIU member since 1946 when he joined up in the port of New Orleans. Right now, he and his wife make their home in Charleston, North Carolina, when he is not out on a trip. He's 28 years old.

Another ship's delegate who wrapped up a good period of service recently was Norman A. Kirk of the Seatrain New Jersey. This Seafarer got a warm vote of thanks from his shipmates for his services in representing them on their usual shipboard beefs.

Kirk has been with the SIU for nearly a dozen years, joining up in the Port of New York on November 10, 1942. He's a native and resident of Michigan, 37 years of age, and sails in the deck department.

Seafarer James Flanagan of the Golden City (Waterman) had a sound suggestion for his shipmates about a simple matter that often causes a good deal of unhappiness—the amount of money available for a draw. If crewmembers would list the full amount desired in a draw at the time that the draw is requested, then, Flanagan says, they can be sure that enough cash will be brought on board for the skipper to dispense, and everybody will be able to go ashore happy—for a while at least.

Flanagan, a deck department man, has been sailing as an SIU member since October, 1946, when he joined in the Port of New York. He's a native of New York, 43 years old and lives in Huntington Station, Long Island.



McCurdy



Flanagan

On the Job

Lubrication Methods

A wide variety of methods for applying lubrication can be used on board ships ranging from the simple squirt can and swab brush to rather complex lubricating oil systems in turbines and the use of pressure guns.

On reciprocating engines a good deal of the oiling is done by the hand oil can. Cups or boxes are placed in convenient places where they can be reached by the can and oil lines run from the box to the part that requires lubrication. Crank pin bearings on Liberties are oiled in this manner with the oil running down a tube attached to the connecting rod and the box attached to the crosshead.

Piston rods and valve stems are lubricated by long-handled swabbing brushes. Engines using saturated steam get sufficient lubrication for their rings and valves through the moisture in the steam and the cylinder oil entering the cylinders and steam chests with the piston rods and valve stems. Newer engines making use of superheaters have to have cylinder oil supplied to valve chests and cylinders by means of pumps. The small pump employed for this purpose forces oil into the HP valve chest. From there it is carried along with the steam to the various moving parts.

Gravity Or Pressure

Bearings are usually lubricated either by the gravity system or the pressure system although there are many types of bearing lubrication. The gravity system can employ either a wick feed or a drip feed. Where the wick feed is used, strands of wool are tied together with a wire and the outer section of the oil cup is filled with oil. A tube is inserted in the cup and the unit screwed into the bearing housing. Part of the wool is hooked inside the tube, and the oil then travels along the wool and drips down into the bearing.

Where extra oil is necessary, an additional supply can be squirted directly in the tube with an oil can. Since the wick also serves to filter and strain the oil it must be cleaned regularly by boiling in soda water and rinsing to remove all traces of soda.

Another system for lubricating bearings is the oil-ring type in which the oil is held in a reservoir under the bearing. One or more rings larger than the shaft are placed over the shaft and hung into the oil reservoir. As the shaft revolves, the loose ring rotates through friction and picks up oil from the reservoir. The force feed lubricating system is also found, on reciprocating engines. It consists of small pumps operated by cams. Consequently, lubrication increases automatically with an increase in speed.

Greasing of bearings is almost always done through some kind of pressure system, either through grease cups or a pressure gun. Grease that is forced in through a pressure fitting compresses and retains pressure, forcing itself into the bearing. Since the grease can be kept under steady pressure, a small amount of leakage exists which pushes dirt and other contamination away from the bearing surface. Also as temperature rises, the grease tends to expand and push into places where lubrication

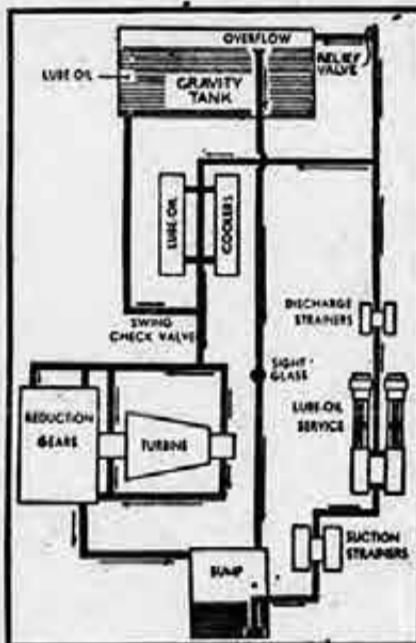


Diagram of turbine lube oil pressure system.

is needed. At a certain temperature, greases tend to break down, the temperature varying with the type of grease.

Limited Amount of Grease

Under any system of applying grease, great care must be taken not to use too much or apply it under too great pressure. If too much grease is used in a bearing it can heat up the bearing and cause excessive leakage. The result can be that the grease is forced into places that are difficult to clean or where it can do damage through contaminating other fluids or getting on electrical wiring. Before anyone applies grease either with a gun or with screw-down spring pressure grease cups, they should find out exactly how much grease to feed and how fast to feed it.

Most turbines are usually lubricated by an oil pressure circulating system. In a gravity pressure system, oil is pumped out of a sump tank and through strainers to remove particles. From there it flows through a cooling system where it is passed over coils containing circulating sea water or fresh water. From the cooler it flows to the turbine bearings and to the reduction gears in an amount sufficient to cool and lubricate the bearing. Then it drains out of the bearings and back into the sump tank again.

Burly



Sight Unseen



By Bernard Seaman



Panama Canal Closing Feared

(Continued from page 9)

through the Canal. If the slide does take place, it would mean that shipping between the East and West Coasts of the US would be considerably hampered, as would any traffic bound for the Far East from major ports like New York and Baltimore. The alternative is the lengthy trip around Cape Horn and South America.

Maintenance crews are attempting to dig behind Contractor's Hill in a maneuver aimed at "relieving the pressure" resulting from the widening crack in the rock ledge. The emergency is getting top priority consideration from Canal officials, who fear that a landslide would shut the vital waterway for some time. The Canal, which took seven years to build, was opened to traffic for the first time on August 15, 1914.



Photo of Culebra Cut in Panama Canal, taken during canal construction in 1913, shows sheer cliff of Contractor's Hill (left) which now threatens to fall into the canal and block shipping in the vital link between the Atlantic and Pacific oceans.

Idle Tanker Fleet Growing

Noting that there are more lay-ups of tankers due next month because of lack of work, a New York ship brokerage concern reported that there are now 160 oil tankers in the world's growing fleet of idle petroleum carriers.

Although the breakdown shows that there are 71 US-flag ships laid up as compared with 89 under foreign flags, accompanying tonnage figures indicated that the decline in tanker trade has had a much worse effect on US ships. All of the American ships idle are larger than 10,000 tons. The 160

tankers account for a deadweight tonnage of nearly 1.9 million.

It also appeared from the figures that many owners prefer scrapping their idle vessels rather than pay the freight to keep them in lay-up. A total of 639,809 deadweight tons has been junked in the past 18 months. A dozen ships have been sold for scrap just in the last two months.

Clarifications Report Printed

(Continued on page 3)

the steward department of one SIU ship. The contract calls for steward department members under certain circumstances, to receive \$2.50 per day for each passenger served on a freight ship. In this instance, the steward department claimed the \$2.50 daily payment for a child who was on board, and the company claimed the child was not considered a passenger.

The clarifications committee solved that one by deciding that the child should be considered a grown passenger for purposes of this clause when passenger fare is paid for carriage of the child.

Since a large number of such clarifications have been accumulated in the year since the clarifications committee was set up, it was decided to print a complete report of all the interpretations to enable crewmembers to keep track of them.

The clarifications report follows the same order as the contract does, leading off with the general rules, and following up with the working rules of each of the three departments—deck, engine and steward. It's easy then, to cross check from the contract to the clarifications report and find out what interpretations, if any, have been made on a specific contract clause.

Seafarers are advised to keep a copy of the contract clarifications handy at all times, especially aboard ship, so as to clear up any disputes which may arise.

Draft Strict Rules For New NY Longshore Vote

(Continued on page 3)

New York Shipping Association. This will eliminate approximately 1,500 United Fruit employees from the ballot as that company is not an association member. The United Fruit votes were one of the points of dispute last December.

In order to eliminate the vast number of challenges that turned up at the last election, 4,500 in all, the NLRB is setting up a system of pre-vote registration for the longshoremen. Each eligible voter will receive a voting card from the NLRB bearing the Waterfront Commission seal as well as the man's name, address and social security number. The voting cards will be issued only to those men who have a record of 700 hours' employment with Shipping Association stevedore firms in the year before September 30, 1953. United Fruit time will not count toward those 700 hours.

Will Surrender Card

When the longshoreman casts his vote, he will surrender the card and also show his waterfront registration card. The NLRB is hopeful that this procedure will eliminate double voting and challenged votes.

Steps taken by the board to hold down intimidation to a minimum

or eliminate it altogether are two: First, no bus transportation will be permitted for voters by either side. Last December, dock supervisors herded the longshoremen into busses and rode with them to the polls, warning them all along to vote ILA. Second, the NLRB will get a list of official observers from both sides.

It's assumed that the NLRB will not permit any known waterfront strong-arm men to act as observers. In the last election, many of these waterfront enforcers were right in the polling places or outside the doors telling the men to vote ILA "or else" as they went in.

Vote Late In May

With all these precautions, it was expected that it would take the Labor Board and other interested parties the full period to set up the election procedure, with a vote not indicated before May 20th at the earliest. Voting places have yet to be selected, but it's expected that there will be at least five locations one each in New York, Brooklyn, Staten Island, Jersey City and Port Newark.

In preparation for the new vote, AFL-ILA organizers opened a stepped-up drive on the docks, including automobile tours of the waterfront, additional meetings, and leaflet distribution to the longshoremen.

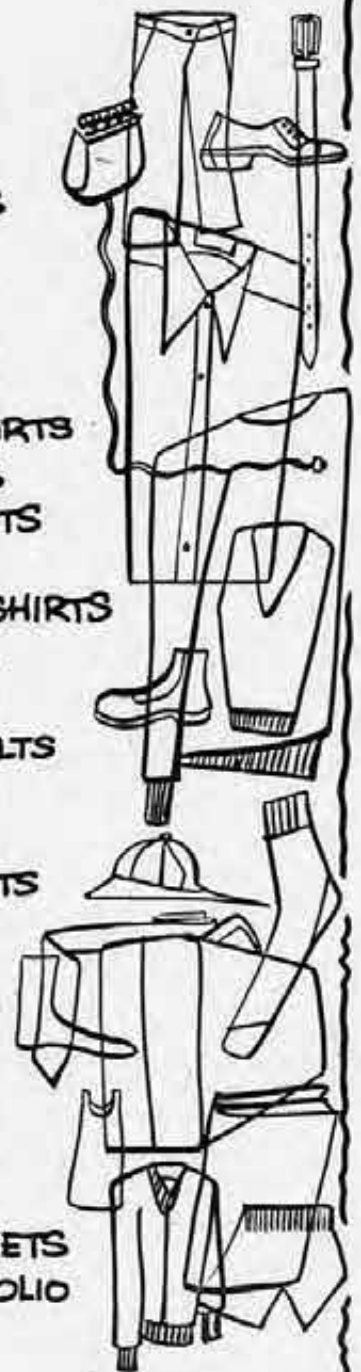
Tugboat Switch

Meanwhile, new developments were taking place in other sections of the old ILA. The ILA's Marine Division, representing tugboatmen in New York harbor and elsewhere, was virtually ready to hand over its entire membership to the United Mine Workers, District 50. The switch was considered as a way of repaying John L. Lewis for the \$200,000 he had loaned the old ILA. AFL-ILA representatives were countering the move by stepping up organizing efforts among the tugboatmen, just recently begun.

It was also reported that Harry Bridges, head of the West Coast longshore union, was in New York recently dickering with old ILA leaders. The reports said that Bridges dangled large sums of cash before the old ILA and offered his assistance and that of the Communist Party's waterfront section to fight the AFL's advances on the docks.

What do you need?

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- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
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● UNION-OWNED AND UNION-OPERATED... FOR THE BENEFIT OF THE MEMBERSHIP.



AFL-ILA autos outside Brooklyn longshore headquarters are bedecked with banners urging dock workers to vote for the new union in coming election. Cars were driven along New York waterfront, reaching all longshore workers.

Dope Running Plot Of Seafarer's Fictional Tale Of Sea Intrigue

Readin' and 'ritin,' if not 'rithmetic,' have long interested many a Seafarer on a long sea voyage, the better to pass away his leisure time when off duty. Born to the tradition is Seafarer Frank Cihlar, OS, who goes to school in between sailings.

Right now Cihlar is attending Kent State University, Kent, Ohio, and is majoring in political science. However, when sailing on ships, Cihlar is given to flights of fancy and often writes stories, in the best tradition of the sea and sea chroniclers. On just such a trip some time ago, Seafarer Cihlar contributed the effort that follows. It is strictly another flight of his fancy, and both the LOG and he want the reader to know that it is absolutely fiction and made of whole cloth:

I am sailin' bosun on this here scow in June, 1947. Manila is our first stop. While I am ashore drinkin' beer and makin' out with a broad I am approached by a Filipino in a nice white suit. He chases the girl away and sits down. I am preparing to bust him one when he shakes his finger and points out that he has help. Then he starts talkin'... pretty good English, too. He says to me that my ship is going to Yokohama and then coming back.

Dope Deal

Then he says to me, am I interested in making a bonus this trip, and I says I might be. So he tells me that he remembers me from the war, when me and some friend made a deal on some cigarettes. I says I don't know nothin' about it, and if he wants to talk to me some more he should change the subject. He says okay, and he lays it on the line.

Would I handle some heroin. All I have to do is deliver it to him. The deal was all set up in Yokohama. It would be delivered to me right on the ship. I says how much of the stuff do I pick up and how much do I make on the deal. He says one pound raw and \$5,000. So I am shakin' hands with the character and askin' him for a down payment of 200 pesos which he makes, and this closes the deal.

Cloak and Dagger

The night before we sail I goes ashore and I am getting ready to get a cab, when this car drives up and somebody says get in. Well, I gets in. My friend is sitting in the back. He heads out Dewy Blvd. past the High Commissioner's house and out toward Batangas. Maybe five miles out he pulls off the road and stops. My friend says to me it's all set, and here is the scoop.

While we are at anchor in Quarantine, bumboats will come out to the ship. On one of these bumboats, a Jap, will have his oars painted red and green... for port and starboard, just like a ship... this is my contact. I am supposed to trade a gold watch with this guy. My friend hands me the watch. When I see this guy with the red and green oars I am supposed to get across to him that I want cigarette lighters. This opens the first round. Then I am supposed to try and buy a whole box of them. I am supposed to try to pay him off in cigarettes... but he refuses, and then I send the watch down. This cinches the deal and up comes the box... the top layer only is cigarette lighters... the rest of the box is loaded with junk. Well, I says it sounds okay and I will try it.

We sail the next morning at six o'clock. As we get under way I am beginning to worry. So then I start thinkin' about where I am going to hide this stuff and how I am going to get it ashore in Manila. The last evening before we get into Yokohama me and a bunch of other guys are playing catch with a softball. Well, one of the ABs throws



Frank Cihlar

the ball to me. I miss it, and it hits the bulkhead on the midships housing. The ball was pretty old and the seams were worn. When she hits the bulkhead it breaks open. I gets an idea and from here on I am figurin' that Flynn never got in this easy.

I wait until it is dark, then I gets up and makes like I am going to the head. When I pass the gear locker I open it and grab the ball. Then I rips the guts out of the ball and put the cover away in my locker, and I am figurin' the stuff will have a nice safe trip back to Manila.

Well, the caper comes off real smooth and the next morning while we are anchored out. After I get the ball stowed away, I start headin' down the gangway all set to go up to the Grand Cherry Cabaret. I bump into a guy that looks familiar. He turn and says "Hi ya you old so and so." He turns out to be a guy who I sailed with during the war by the name of Al Dimon. So we start banging each other's ears and he says for me to wait a couple of minutes that he has to go up and see the skipper. So I wait. In about ten minutes he comes down and takes me over to the jeep and says get in. Then he says that I should come in with him and he will take me and show me the town.

Al says to me that he knows a nice house on Isazaki Cho Ni

Chome where they have some real nice-looking girls, and would I like to go there and have a sukiyaki party. I says that was a good idea, and so we went.

Familiar Face

When the Mamasan answers the door Al talks to her in Japanese, and the way he talks it sounds like he can speak it better than they can. Well, while the girls are heating the sukiyaki and pouring the sake, a Jap comes in with some beer. I think I recognize the guy, but all Japs look the same to me. He said something to Al in dialect and then he disappears. I spent the next three days recovering, so we must have had a real fine time.

About an hour before we are ready to sail Al comes aboard. He says they have locked up a guy from the steward's department and he's going to sail in his place. He says that the US narcotics agent in Tokyo got a tip that somebody on board was runing dope and they think maybe that it was the guy in the steward department. While he is telling me this I am going nuts. All the way back to Manila I don't sleep a wink. I am just laying in my sack and thinking... and all I can see is softballs. We tied up in Manila and pretty soon I am sitting in the bar. When my Filipino friend sits down, I shove him a note explaining about my pal Al. He says okay. I should get good and runk and he will take over from there.

I wake up with about three Flips beside the one in the white suit standing over me. They give me some coffee and work on me for about an hour. When I am about half sober, I give them my plan. I says that I will wait till everybody is in the messhall. Then I will take the ball up to the bow of the ship and throw it to whoever is on the dock blowing his nose with a red hanky.

Just as I am throwing the ball, Al has me by the other hand and is slapping my wrist with a pair of cuffs. He says to me that he is a CID agent and I was numbered all the time, but that they want the guys in Manila, too. The guys that passed me the stuff in Japan ratted. He got a percentage of the value of the stuff recovered by Uncle Sam and besides, if the delivery isn't made, the market for it stays open.

A Good Time Aboard La Salle



Crewmembers aboard the La Salle smile at the camera for a bit of photographic history. They are, left to right, back row, Cris, Brown, Kendrick, Dickey, Worley and Everest. Front row, same order, are Howlon, Betz, Wilson, Crawful, Marjol, unidentified Seafarer, Murphy and Starbruck. Photo by Clarence Hemby.

Did You Know . . .

That the average time from one full moon to another is 29½ days? In 1866 February had no full moon while the preceding January and the following March had two full moons each. Astronomers estimate that this remarkable sequence will not occur again for another 2.5 million years.

That the Speaker of the House of Representatives receives the same pay as the Vice President of the US? Both officials receive salaries of \$30,000 per year, but the Vice President gets an additional \$10,000 for expenses. After the Vice President, the House Speaker is next in the line of succession to the Presidency. Regular Senators and Representatives are paid \$12,500 per year.

That the first newspaper in the United States was published in Boston just 250 years ago? The paper was the Boston News-Letter, which began publishing in April, 1704, and lasted until 1776. A single number of a news sheet, Publick Occurrences, was issued in Boston in 1690, but it was suppressed by royal authority.

That a weekly financial report on SIU operations is posted at all Union halls for easy inspection by any Seafarer? SIU men always have a ready opportunity to find

out just where their Union's finances are going.

That the "banana oil" used by cooks to flavor jellies, syrups and ice cream doesn't come from bananas at all? The colorless liquid known as "banana oil" is produced by a combination of certain acids with an alcohol by-product derived from the fermentation of potatoes, beets and grains. Bananas contain very little liquid and do not produce any oil.

That the human brain is about two percent of a person's total body weight? Scientific study, however, indicates that weight is not a true index to the mentality of an individual. The average weight of the adult male brain is 49 ounces, slightly more than three pounds. But there are records of an insane person whose brain weighed 60 ounces.

That although mass viewing of television is relatively new in the US, the first fight shown on TV was a match screened in London 15 years ago? The bout, between Eric Boon and Arthur Danahar, was held at the Harringway Arena in London on February 23, 1939.

That whisky includes only Scotch and certain blends made in Canada? Most ryes and bourbons are spelled "whiskey." Check it in the ads.

Drums Along Niagara As Tuscaroras Seethe

There's trouble in the tepee, writes Seafarer Wallace "Mad Bear" Anderson, as another Indian rebellion is stirring along the Niagara River Valley. James Fenimore Cooper's "The Last of the Mohicans" might

very well have been called "The Last of the Moccasins," says Anderson, if he were alive in this time and age. It's an outrage, says the Seafarer, what is happening to the vanishing American.

What is happening, says Anderson, is a double play between the Federal Government and the New York State Government, with the Tuscarora Indians, a part of the Iroquois Six Nations, left on the bases. With tempers flaring up from the tepee, on and without reservation, Anderson and Chief Clinton Rickard, Grand President of the Indian Defense League of America and head of the Tuscarora Beaver clan, come to the defense of the descendants of the only original native Americans.

Fox And Chickens

The pair are protesting the latest move by the Federal Government to give jurisdictional rights over the Iroquois to the State of New York. Placing the Indians in the hands of the state, say the pair, would be tantamount to "putting a fox in the chicken coop to look after the chickens."

Rickard and Anderson maintain

that the heritage of the Indian dates back long before the coming of the white man, and that when General George Washington called upon the Tuscaroras to help subdue the British, the Indian braves were here with the war paint on. Following Washington's victory, they assert, came the "Treaty of Fort Stanwix" in the year 1784 in which Washington thanked the leaders of the Tuscaroras and the Oneidas, and their wards, the Stockbridge and Brotherton Indians, for their part in helping to win the war. Washington promised at that time, they say, to protect them against any encroachment whatsoever "as long as the grass grows green and the rivers run free, and the sun sets in the west."

Want Independence

The Iroquois people, said the chief, are proud of their tribal traditions and wish to continue to live as a separate nation as guaranteed them by special treaties. They feel they cannot maintain this independence once they come under the jurisdiction of New York State, he said. The Indian leader said the state had made separate treaties with Indian nations designed to take advantage of the Tuscaroras. What's more, he maintains, these treaties, as well as agreements between the state and federal governments, were made without representation being afforded the Tuscaroras. That same point, Rickard said, was the cause of the War of Independence, the first war on the US continent between white men.

Drums Rumble

Now, says Rickard, the same principle is being violated, but the Indian will not go down without a fight. The Indians are putting on their legal war paint for a fight to the finish. The drums are rumbling along the Niagara.

Quitting Ship? Notify Union

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

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Anso has just announced the addition of four cameras to its line. Three of these are brand new and the fourth is an improved model of an earlier camera. With the addition of these four new cameras Anso now has the largest range of still cameras of any photographic company. These four models run the gamut of anyone's pocket and ability.

The first significant departure from standard design in many years is the new Ansoflex. Designed by Raymond Loewy, the camera is new in many ways. Its most striking feature is a sliding front panel which protects the two front lenses when the camera is not in use. The sliding lens panel and the viewing hood are connected so that one quick motion opens or closes the lens cover and finder hood. It also features a large film winding knob which is recessed in the camera body. The camera is synchronized and has a double exposure prevention device. The Ansoflex uses 620 film and gives 12 exposures 2½ inches square per roll. Camera lists at \$15.95.

Good Miniature Camera

Next is the new Anso Memar camera which has most of the important features of a good miniature camera and sells for \$42.50. One of the camera's attractive features is a new, handy and fast-acting thumb lever film transport. This device automatically advances the film, sets the exposure counter, actuates the double exposure device and sets the shutter for the next picture. Another new feature is a twin sprocket film drive for smoother, more positive film advance. The Memar has a coated f-3.5 lens mounted in a Pronto shutter—speeds to 1/200 of a second and synchronized. A built-in film type index dial tells what kind of film is in the camera. An optical eye-level subject finder, accessory clip, and hinged back for easy loading make this a neat package. Note that the camera does not have a coupled rangefinder.

Third is the Super Regent with a Agfa f-3.5 Solinar lens. Its accurate coincidence-type rangefinder assures sharp focusing even in dim light. The highly accurate shutter is the renowned Synchro-Compur with nine speeds, from one to 1/300 second, plus bulb. This shutter offers synchronization for both flashbulbs and strobe units.

Combined Range And Viewfinder

The rangefinder and viewfinder are combined in one window. Featured also are a double exposure prevention device, a film type reminder dial, a depth of field scale coupled to the focusing scale, automatic film transport and exposure counter and a built-in accessory clip. Hinged back for full length of camera body makes loading and removal of film extremely simple. The Super Regent uses standard 35mm cartridges. Considering the above features, its list price of \$89.50 will give other miniatures a run for their money.

The Anso Super Speedex, an improved model of the Speedex introduces the first fully automatic loading folding camera. There is no red window to watch and film cannot be wasted through faulty advance. It gives 12 negatives 2¼ square on standard 120 film. This camera also features a fully automatic double exposure preventer. A lock protects the camera lens against accidental damage when the camera is being closed since the camera bed will not close unless the lens is in the proper position. The lens and shutter are both ring set. Lens is the f-2.5 Agfa Solinar. The camera's Synchro-Compur has speeds up to 1/500 of a second. It is M-X synchronized for all flash lamps and electronic flash tubes at all shutter speeds. The camera has a wide base optical rangefinder coupled to the lens and combined with the viewfinder. All controls are visible from the top of the camera, and its body is covered in genuine morocco grained leather. The trim is satin finished chrome. The Super Speedex will be available after the first of May and will list at \$134.50.

Seafarers Regret Jungle Cargo

All manner of hazards are known to seafaring men who brave the deep and the elements in order to earn a livelihood. Viking king, pirate king and seamen alike have been tossed by storm and wind, buffeted by hurricanes, chasing and chased by denizens of the deep and faced other hair-raising experiences normal to every-day maritime life. Some even have faced wild animals on the ship like those Seafarers pov aboard the Steel King of Isthmian.

It's all right to dream of wild animals in your sleep, writes Seafarer John Mastropavlos, ship delegate aboard the Steel King, but when you wake up and find them practically in your lap, that's too much for any man to bear, on land, sea or air. That's not actually the case aboard the vessel as the Seafarer presents it, but it is near enough to describe the situation.

Mastropavlos and his shipmates are suffering from a case of jungleitis and jangled nerves, brought on by too close proximity to a horde of wild animals which are part of the cargo on board the vessel. The animal representatives are not exactly a horde, he admits, but there are too many of them on board to suit the tastes of the Seafarers. What the jungle troop consists of are tigers (two), panthers (three), elephant (one), and bear (one), and the crewmembers can't bear it. The flower of the jungle fauna was taken aboard in Djakarta, Indonesia, and since then there has been many a sleepless night for the crew.



Mastropavlos

Standing Watches

All manner of noises greet the ear, from dawn to dawn, and the men are getting frantic. They are quite sure that the beasts are standing watches among themselves, to make sure that all of them are not asleep at the same time. In that way they can be screeching at all hours of the night and day, the men contend. In respect to disturbances and discomfort, they note, the animals don't even have to be awake, for their odor is always there to plague the nostrils and the olfactory sense.

The trouble began when the captain consigned the jungle cargo to the after house, forward of No. 4 hatch. As the animal noises grew louder and more frequent, and

their presences made known by a certain aura which surrounded them and invaded the forecabin, insurrection grew in the breasts of the crew. The rebellion confined itself to a delegation being sent to the captain requesting him to move the cargo, put them in odor-proof and sound-proof compartments, or

shoot them. Only the first alternative proved feasible and the captain agreed to move the beasts to the after hatch.

The rebellion was quelled and the men retired happy, wondering if they could put in for OT or penalty cargo as they slumbered peacefully.

Aging Aboard Steel Age



When this picture was taken aboard the Steel Age, the ship was on its way to the Far East. Crewmembers shown above are Johnston, third mate; and Seafarers Webber, Martin, Selby and Jackson, kneeling. Photo was taken by Juan Colpe.

LOG-A-RHYTHM:

The Sea's Another Woman

By M. Dwyer

*Foolish is the woman who thinks by all her charms
She can hold forever a seaman in her arms
Though she be a beauty or queen upon a throne
She shall not possess him, the sea shall claim its own.*

*The sea's a strong, strange woman
Who seeks the soul of man
And once she's left her mark on him
Escape her no man can.*

*The sea, the sea, the cold, cruel sea
Can make a man forget,
He'll leave home ties and those he loves
But never will he regret.*

*Foolish is the woman who will not try to share
Seaman's life and seamen's ways, in the end she'll despair
But if she's wise in time she'll learn by patience from above
That she may not possess his soul, owned by the seas, his other love.*

Quiz Corner

- (1) Name two of the three state capitals whose names begin with the same letter as the state's name.
- (2) Which is the largest planet in the solar system? Is it: (Mercury), (Jupiter), (Saturn) or (Venus)?
- (3) If A is always three-fifths of B, and A is 6 when B is 10, what is A when B is 1?
- (4) Name three cities outside the US beginning with the letter "M" which have populations of 500,000 or more.
- (5) What is the meaning of the word cursive? Is it (censorial), (superficial), (profane) or (flowing)?
- (6) A man came to a hill that was one mile up and one mile down. He went up the hill at 15 miles an hour. How fast would he have to come down to make his average for the entire hill 30 miles an hour, up and down?
- (7) Early American colonists made daily use of their noggins. For what were they used? Was it (cooking), (drinking), (farming), or (sewing)?
- (8) If insomnia means an inability to sleep or sleeplessness, what does somnambulism mean?
- (9) What have the following authors in common: George Sand, Taylor Caldwell and Isak Dinesen?
- (10) What number is represented by the Roman numerals MCDXCII? It's a well-known date in American history.

(Quiz Answers On Page 25)

Baltimore Is Site Of Big League Ball

Down here in Baltimore we've had a lot of excitement the past few weeks, Abe (Shad Roe) Rosen writes the LOG. After 52 years of waiting, Baltimore is now back in big league baseball.

For the opening game there was a big parade welcoming the team. It seemed like the whole town turned out to watch it, with banks, Government and pub-

lic buildings closed for the festivities. Some offices gave their employees a half-holiday to see the game.

Memorial Stadium, where the game took place, was jammed and packed. The Vice-President was down here to throw out the first ball (the umpires took care of the ballplayers) and the Orioles, managed by Jimmy Dykes, played like the champions we hope they will be someday. The stadium sits 54,000 fans, with a good view from every seat in the house. The Orioles won their home opener and everyone was delirious.

§ § §

I rode down to Locust Point the other day, and passing Fort McHenry, I drove in to look around. I sat on a bench overlooking the harbor and let my thoughts dwell on the past. I thought of Francis Scott Key, held prisoner on a British Man-o'-War out in the bay in 1814 which was attacking the fort, and on which Key composed the song which later was to become

our National Anthem, "The Star-Spangled Banner."

I thought of the battle raging within the fort and the nameless men who shed their blood so that a new nation might live. It gave me a thrill to walk in the still air among the ancient cannon, for I knew that this was hallowed ground. I was humming the song as I drove downtown.

§ § §

Some years ago, so the story goes, an infuriated golfer killed his caddie with a niblick, the probable cause of which was the caddie's sneeze during a crucial moment of play. The golfer was tried, convicted and sentenced to hang. As he stood upon the gallows the executioner asked him if he had any last request. His answer was, "Yes sir. May I have a practice swing, please?"

§ § §

Overheard at the 408 Bar on East Baltimore Street: "Never go a round with a married woman unless you can go two rounds with her husband."

Table Setting



Reed, steward, right, and Robinson, saloon messman, look at table set for crew aboard Show Me Mariner.

Captain N. B. Palmer Is Shipload Of Trouble On Far Eastern Run

All, according to a report by Seafarer Howard Rode, was not well aboard the Captain N. B. Palmer on its last run.

All, said Rode, concerned a multitude of things, including ship's gear, stores, fuel and the condition of the vessel itself, both inside and outside. To begin from the beginning, said the Seafarer, the voyage began on a sour note when delay piled upon delay at the outset.

Three days after signing the articles, the ship left Seattle under a full head of steam, destined for the Far East, but it was not to be, just yet, anyway. While crossing the Columbia River bar in bad weather, noted Rode, the vessel cracked several deck plates, causing considerable damage to the cargo. The vessel turned back for repairs, and while there, picked up some addi-

tional fuel for the voyage which finally got underway one month later.

That wasn't all by a long shot. The steward ran out of vegetables about one week out of port and the crew grumbled all the way across. It kept them in a stew, said Rode, but they were looking for other kinds of vegetables. Also, the forepeak was flooded with water for weeks at a time, but the captain of the ship didn't turn a hand or an AB to do anything about it.

Enumerating their troubles, Rode

continued with the following near-calamitous events and situations which plagued the vessel:

"The ship's galley needs painting. The bosun painted the stove and screen to clean them up a bit, but that's all the captain allowed. The crew passageway needs painting badly. The entire ship needs cleaning and painting on the inside except the passageway deck and messhall decks. That's because the bosun just finished painting them. The decks were not painted at all, water cracking them by soaking into them. The overhead in the officer's passageway is rusty and paint is peeling off. The ship's office looks like a pig pen. I think it is supposed to be white."

That wasn't the end of the Palmer's troubles, but Rode thinks it gives a clear enough indication of what was going on aboard the vessel. Next time he sails, he claims, he's going to get a ship and not a floating rust bucket.



Rode

The SPORTS LINE

By Spike Marlin

The Boston Red Sox had to open their 1954 baseball season this year without Ted Williams in left field because of a collarbone break. If what he says is true, he won't be out there next year either. According to Williams he will give up playing baseball while he is still on top of the heap. Ballplayers have been known to change their minds before, but Williams has a reputation for stubbornness and will most likely make it stick.

If Williams does quit, it will mean that only one other genuinely great hitter in the game will be left—Stan Musial of the Cardinals.

Examination of the records shows how completely these two dominate the game, with Williams generally conceded to have the edge. For although Musial played a season and a half more than Williams did, the figures are all in Ted's favor.

Impressive Statistics

Here are a few for the statistical-minded: Williams has the highest lifetime batting average of any active ballplayer, .348. Musial is crowding him just three points away, but nobody else is even close, the next one being Jack Robinson at .319. Williams also has more home runs, 337; more runs batted in, 1298, and more runs scored, 1292.

Musial, with 217 more games under his belt, is the only one who threatens him in most of these de-

partments with the exception of home runs where the younger Ralph Kiner will probably pass him some day. It's generally agreed, though, that if the left-handed Williams had played in a more conducive ball park than Boston, he would have shown Kiner his dust.

Further, Williams is the last major leaguer to have batted over .400, turning the trick in 1941 with a .408 mark. And he came out of his second tour of duty with the Marines late last summer to compile 13 home runs and a .407 batting average in 37 games. He has won four American League batting crowns and twice won the triple crown (home runs, runs batted in and batting average). It all adds up to some pretty impressive totals.

Fielding Questionable

While there is obviously nothing wrong with Williams' hitting, you could find fault with his fielding, which was erratic. He has a fine arm and can cover a lot of ground, yet there were times when it appeared that he was asleep at the switch. He didn't have that all around distinction as a fielder and base runner which Joe DiMaggio enjoyed, although it's agreed that Williams had the edge at the plate.

Williams' fielding lapses, though, are pretty small fish in light of his over-all record. American League pitchers will certainly be relieved, and with just cause, if he decides to stick to his retirement decision.

LOG-A-RHYTHM:

The Loneliness Of The Sea

By Bill Bryant

Brother, if you're in love, take a tip from me,
Stay away from ships, 'cause on a lonely sea
Every thought is of her and you will be
Sick and sore inside, away out on the sea.

At home, when you're lonely, several drinks of booze
In some nearby ginmill sometimes will drown the blues,
But when away out there upon a lonely sea,
Within a lonely heart, there'll be pain and misery.

This I know my friend, experience has taught me,
I've endured the pain many times out on the sea,
And I'd like to see you take warning and be
Contented here with her and forget about the sea.

It's not a lover's paradise out on the lonely sea,
But it is living hell to tell if you're gonna be
Able to stand the pain and all the misery
You are doomed to know out on a lonely sea.

Loneliness on the sea will sometime get you down,
You'll almost go crazy with the blues hanging round,
And then again, my friend, it's always hell to tell
What will really happen out on the lonely sea.

Alone you sit in sorrow, tied to a memory,
Longing for your darling back home across the sea,
Then you'll walk and talk to yourself and be
Ready for the bughouse, when lonely on the sea.

This is no laughing matter, brother, can't you see,
It's better to forget than be out there and be
Away from her each night, with only a memory
To torment you every minute you are on the sea.

Seafarer Sam Says



NOW AVAILABLE IN ALL A&G HALLS
ARE COPIES OF THE NEW
BOOKLET EXPLAINING THE COM-
PLETE SET-UP OF THE SIU WELFARE
PLAN. THE BOOKLET DESCRIBES IN
DETAIL ALL THE BENEFITS WON BY
THE UNION AND HOW YOU COLLECT!

OT Needles Crewmembers As Hoosier Mariner Crewman Balks At Needle

"The Case of the Needled OT," or "Shots and Shore Leave" is rapidly becoming a cause celebre aboard the Hoosier Mariner of Isthmian, it was reported in the last minutes of the ship by Seafarer J. W. Janisch.

What it was all about, says Janisch, was the reluctance on the part of one Seafarer aboard the vessel to take his shots in order to go ashore in Pusan, Korea, and the zealous determination of a fellow crewmember to put in for OT because of being confined to the ship and refused shore leave even though he took his shots along with the rest of the crew.

It happened some time last month when the vessel steamed into the port about 6 PM, after going through quarantine. All was well, except that one member failed to get clearance from the health authorities and was held up for needle nudging. He wouldn't nudge, or budge, however. That has happened before, crewmembers note, but the overtime request was a strange twist on a rather normal situation. In the past, men have faltered at the sight or thought of the hypodermic, but this was the first time in the history of recorded maritime annals that OT was asked for quarantine restrictions, Janisch said.

The original culprit, he of the hypo tension, changed his mind overnight after a special shipboard meeting was called to discuss the affair, as well as the overtime. What action was decided upon at the meeting, Janisch said, was not

brought to bear because the leery Seafarer decided to undergo the rigors of the needle rather than keep his mates aboard ship while in port. Besides, he thought the fun ashore might make up for his anxiety about the injection.

The brother with the OT phobia,

at last report, had not been prevailed upon to change his mind, despite the entire efforts of the crew in that direction. They said it wasn't fair of him to ask OT for restriction to ship, but he was still adamant when the launch pulled alongside the ship.

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 is John Lucas' recipe for a holiday cake.

Still smacking his lips over the last batch of "holiday cake" he turned out at home for the past Easter, Seafarer John Lucas, steward, gladly offered his version of the recipe for use on special occasions aboard ship.

Native to Greece and nearby countries, the cake is a rich, wholesome combination of simple ingredients generally featured on holidays and at other special events. Born in Greece in 1894, Lucas still relishes the taste of the home-made product from the days back in his youth before he came to the US. He's been sailing



Lucas

about 35 years now, nine of them in the SIU.

To make the cake, here's all you need: 5 pounds of baking flour, 1 dozen eggs, 2 ounces of yeast, 2-3 cups of milk, 2 cups of sugar, 1 pound of butter and a half ounce of nutmeg. Sesame seeds, if available, can be used in any quantity as a topping. (Before the preparation is begun, the butter should be set aside for an hour or so, so that it can thaw and become soft.)

Of prime importance is a good, soft dough. Thus, mix the flour with the yeast carefully. The nutmeg can be added in right here so that it will be thoroughly combined. Add the eggs, the butter, the sugar and about 2 cups of unchilled milk. If the dough isn't soft enough, all or a part of another cup of milk can be added.

Punch or mix the ingredients the same as a bread dough for 15 minutes, then set the dough aside for 2 hours to let it rise. Then punch it again (no mixer this time) for 15 minutes and let it rise again for two more hours. After that, the dough should be ready for the oven. If the sesame seeds are used, they should be spread on a board and rolled on to the top of the dough. Since this recipe will make 8 cakes, use 8 baking pans with diameters of 14 inches.

Bake for 20 minutes at 400°F. One final step, after some cooling, is coating the cake. Additional eggs can be used like a gravy and brushed onto the cakes to give them a glossy brown color.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Accident Forms Will Help Men

To the Editor:

To voice an opinion and expedite the day for the carrying of Union accident report forms on all SIU-contracted ships needs the urgent and unanimous vote of all our members. It is a must and a plan that will benefit everyone when injury and sickness occur aboard ship.

At present I am a patient at the USPHS hospital in Staten Island and here on the firing line one observes many Seafarers in trouble, mainly due to the lack of true accident reports made out at the time of injury.

One-Sided Report

These problems always seem to trace the same pattern: An accident happens. The mate makes out his one-sided "City Hall Report." The victim is rushed to the hospital.

At the convalescent stage our patient begins to wonder about his case and whether seamen Johnny Jones and Jimmy Smith, who saw the accident, are still on the ship. Waiting patiently for the ship to return so he can contact his witnesses, he sorrowfully learns that Seaman Jones got off at Seattle and Seaman Smith is headed for the Far East.

Thus his case is shot to pieces and the Welfare Department is then contacted and asked to reassemble the puzzle. In the meantime, due to the mate's timely report, the company's side of the case becomes more concrete.

To stop this one-sided presentation of facts, we must immediately put accident forms on all ships. When trouble strikes, they should be filled out by the ship's delegate in triplicate and contain all information on the accident. Immediately upon reaching port, one copy should be mailed to headquarters, thus giving our welfare department a true on-the-spot review.

I firmly believe, once this constructive plan is put into effect, greater respect will be shown our members, safe working conditions will be developed on every ship and, above all, the SIU will be first again.

Edwin T. Rushton

↓ ↓ ↓

Many Ex-Seamen In US Army

To the Editor:

Due to my being drafted into the Army, I had a change of address recently, and would like to have the LOG sent to me.

I would like to take this opportunity to say hello to all of my friends, especially the Mobile gang. I'm looking forward to returning

LETTERS

Here's A Photo For His Dad

To the Editor:

I am enclosing a snapshot of my son, Johnnie Baxter. He is two-and-a-half years old and quite a fellow.



"Hi ya pop," Johnnie Baxter, above, seems to be saying to the readers, one of whom he hopes will be his dad, now on the Del Sol.

His daddy is Merton Baxter, now aboard the Del Sol, which is in Dakar, West Africa.

Mrs. Merton Baxter

↓ ↓ ↓

Stewards Warned Of Stores Stall

To the Editor:

On April 12th I gave my requisition order to the captain. On April 13 at 9:00 AM this order was turned over to the agent of the Waterman Line. Today, April 16th, I am still waiting. It is 2:00 PM in the afternoon and the ship is supposed to sail at 3:00 PM and everybody is waiting. We phoned our agent this morning and this afternoon.

I would like to warn all stewards to insist on getting stores right away and not at the last minute because this fellow will not give you all you have ordered. The captain knows about him, but when you see him he acts so innocent that you feel sorry. He has tears in his eyes and this makes you feel so sad that next time you pull out a handkerchief and grunt with him.

R. C. Kiewast

↓ ↓ ↓

Hopes To Meet Old Shipmates

To the Editor:

I have just moved to private quarters off-post and I would appreciate your sending future issues of the SEAFARERS LOG to my new address.

If there are any Seafarers stationed here at San Antonio, Tex., or at Fort Sam Houston I would like to have them get in touch with me as I still have about one more year to go here in the Army—not that I'm counting the time, though (361 more days).

Here's hoping that I hear from some Seafarers soon and have the chance of seeing some of my old shipmates again.

Sgt. Robert C. Meloy
809 North Palmetto Street
San Antonio, Tex.

(Ed. note: We have noted your new address on our mailing list.)

↓ ↓ ↓

Likes Column, Poem In LOG

To the Editor:

I am all for Shad Roe running a column as long as he doesn't ape a few individuals on the current scene by not letting the other bloke sound off.

You know, the reason Gillette invented the safety razor was to shave the grisly beards off Shad Roe's jokes without cutting them

too much. Brother Shad Roe seems a little opposed in his maiden column to "fill the cup that clears today of past regret and future fears." He'd best read the closing chapters of Genesis about the show Noah put on after 180 days. And he was the very first sailor anyone ever read about. We've been like that ever since.

By the way, Shad Roe, under your column, in a "Log-A-Rhythm," M. Dwyer seems to have written more truth than poetry. You might say it's "right from the horse's mouth." But she may be a rebel gal and I don't always have peaceful sailing with them, be they bushwah dame or dilletante. They have crowned me with more beer mugs than Job had boils.

James "Pop" Martin

↓ ↓ ↓

She Spreads Union Ideas

To the Editor:

There is a young man whom I know who would like to receive the LOG. He is very interested in all the Union does. He has seen service in the US Marines and is thinking about going to sea, but not just yet. Should the day come, however, he says there is no finer profession for a man than to go to sea.

I think that's a mighty fine attitude for a young man to have and to think so highly of us who go to sea for a living. I myself was a stewardess and may one day return to the sea. At the moment I am doing my writing along with an office job.

I'd like to see you send this young man the Union paper. I suggested to him that he can contribute a bit each year, as I do now, to support the paper and he kind of liked the idea. I see many of my shipmates here in New Orleans and my own record proves how I feel about the SIU. I feel very proud to be a member of such an organization and never fail to say so. I don't hide the good behind a bushel that the Union does, which commands a lot of respect from union and non-union people alike.

The young man's name is Stewart Buckley and if he should ever decide to go to sea he'd be a credit to the Union. I know that. I never stick my neck out for a performer, but I will for fine manhood anytime and be happy to see that they understand our fine Union much better and the fair way it deals with the working man.

Rosalie Rodrigue

(Ed. note: He will receive the LOG as published, every two weeks.)

Steel Advocate Has Good Trip

To the Editor:

The Steel Advocate (Isthmian) had a pleasant trip all the way through. This is a good sailing ship. We stayed in Calcutta 17 days and most of the boys have had a good time. We really have a good crew this time; everyone is very cooperative and understanding, and we brought the ship back clean with no beefs.

Here's hoping many of our membership will do the same.

Crew of Steel Advocate

Has Fine Trip Over To Japan

To the Editor:

We recently arrived in the Port of Seattle, Wash., where we placed our ship, the Longview Victory, in the boneyard. We had a nice trip, even though the sea was rough and the weather cold. We had a good crew, including such old-timers as Ted Thompson, cook; Bill Sibert, electrician, and Jesse, crew MM.

Topside had darn nice guys, including several former SIU men.

Natives Friendly

Our last port of call was Hokkaido, Japan, the northern island in the Japanese group, where we spent a few days at Muroran. We found the natives friendly and nice to us. Several merchants brought their wares down to the ship, as it was quite a long trip to the town proper. Cold, rain, sleet and snow, frozen roads and streets made traveling hazardous. Among those who came down to the ship was a little Japanese lady photographer who took many photos for the boys, a couple of which I'm enclosing. I turned the table on the little lady photographer, broke out my camera and took a snap of her.

When we arrived in Seattle, Wash., we still found cold weather and a lot of snow-capped mountains. But we fixed that up in a hurry by going to the airport, and getting a one-way ticket to Long Beach, Cal., that most beautiful city of sunshine and flowers. Then, a few minutes by car from the airport where relations and friends are waiting. Our plane was an hour and 20 minutes late. Jesse the MM was grumbling about delayed sailing for planes held up in time.

We were whisked over to the SIU hall where a pleasant surprise awaited us. The ever-smiling, straight-laced and efficient E. B. Tilley, is our new port agent fresh from the dispatcher's desk at headquarters.

Now we will buck the line and sweat out another berth on another ship and do the same thing all over again, unless, of course, next trip should be different.

Oakey Jones



It's always fair-weather when good delegates get together as proved above by, left to right, Paul Yakymac, deck delegate; A. Hoag, ship delegate; and Robert Pionk, engine delegate. They were aboard the Raphael Semmes when the photo was taken.



Seafarer Oakey Jones, left tunes up his vocal chords as Art Wert, third engineer aboard the Longview Victory, accompanies him on his guitar. Pair kept the crew in harmony and stitches on trip.

Hails Ballot On Ships' Libraries

To the Editor:

I want you to know how much I enjoy reading the SEAFARERS LOG that I receive every two weeks. In fact, I had a few of my friends' names and addresses put on the mailing list, and they also have received the LOG, and are keeping up with the latest news concerning the merchant seaman. I want to compliment you on taking votes on the ship's library.

I formerly sailed with MST5



ships as an ordinary, and at present am on the beach; my last ship was the General R. E. Callan.

Joseph A. Olinski

Rallies Men To Protect Rights

To the Editor:

You don't need a crystal ball to foresee what big business is trying to do to our unions. They are trying to sap our unions of their strength and vitality, using Government officials as their tools to achieve these ends.

Big business would take away all the gains that have been secured



Ingram

for us by organized labor through the years. Their ultimate goal is to swing the balance of power in labor-management relations overwhelmingly in their favor. This is nothing new, as they have been trying to do this for years. However, they are in a better position now than they were only two short years ago, mostly because of a general slowdown in all industries and recent appointments to the NLRB.

Big business is ready to pour the sweat and blood and pain and heartaches of our fathers down the drain. We all must be prepared to see that this does not happen.

Preview of Future

For a preview of what we can expect from now on, let's look at just one of the present administration's appointments, or better still, the result of its appointments to the Labor Board.

A ruling that had been in effect until the NLRB completely changed it recently, held that an employer who called his employees into a pre-election meeting on company time for an anti-union speech had to give whatever union or unions were involved the same opportunity at a similar meeting on company time and property. Now what could be fairer than that? It seems to me that that is the only democratic way; the way it should be done in America. Let both sides be heard in any dispute.

If only the company is allowed to hold a rally on company time and property, the workers are at a distinct psychological disadvantage. Yet, this is exactly the situation as it prevails today. The old ruling has been set aside by the new NLRB

It matters very little that this

LETTERS

decision will not break labor's back (and then again who knows how much harm it can do us eventually?), it is the principle involved that gives us a sample of what we can look forward to at the present time.

We can expect more of these anti-union decisions in the future. We must be prepared to stand up and fight for what many of you and many of our fathers before us fought so hard for.

Robert Ingram

Calls ILA Just A Big Racket

To the Editor:

I have known the old ILA since 1912. It will never change. Or, the more it changes the more it is the same. Or, like the leopard, it may change its spots, but never its nature. The ILA is unpredictable, irresponsible and incorrigible. It can't be shaken into place and called to a sense of reality, duty and fair play.

The last wildcat that the ILA pulled in New York was the culminating point of its criminal conspiracy. The damage it has caused can never be remedied. If the ILA is permitted to hold elections and allowed to win by hook or crook and get away with intimidation and violence, there is no telling how much more damage it will do to this port in the future.

The ILA, as a matter of fact, has forfeited its rights to be considered a bonafide union. Time and again the ILA has proven itself to be a racket run by gangsters.

It is therefore that I see no reason why the NLRB should not treat the ILA as a racket, apply the law to it, punish the guilty, and liquidate the racket for the good of the AFL.

Capt. R. J. Peterson

Army Man Longs For Life At Sea

To the Editor:

I wrote to you a month ago to tell you of my change of address, but I haven't received the LOG at my new address yet. Will you please send this as soon as possible.

I wish that I were back on a good old SIU ship. I miss them and my seafaring brothers a lot, but I won't be able to sail until 1956 again, when I am finished with my two-year stretch in the Army.

Please don't forget to send me the LOG, so I can keep in touch with sea life.

John J. Daria

(Ed. note: We have changed your address on our mailing list, and apologize for the delay.)

Landlubber Lady Just Loves LOG

To the Editor:

You send me several SEAFARERS LOGs here in Baltimore every time they are published and I give them out to all seamen here. I usually have quite a few men here who enjoy the paper.

I love your paper and I think you are doing a world of good with it. I wait patiently for it all the time and I enjoy it very much. I have a number of fine new bound books as well as paper backs. If you would like to have them let me know and I will send them along. I run a well-furnished rooming house and all the boys know me down this way.

You are also sending LOGs to men who are no longer here. Please take them off your mailing list. They are Emile Howde, William Kumke, Harold Wheeler and Charles Menge.

Grace Warren

Asks Disability Pension For Men

To the Editor:

I believe that we have advanced to the position where planning for the retirement of seamen who have been going to sea for about 30 years is at hand. Today we have a disability pension which is very good. But what about those who have contributed 30 to 40 years and are not disabled but are worn out, tired and can't afford to quit.

There are oldtimers who'll say that they are just as good as they ever were and can still do a day's work. However, many will admit that they work because they must.

While we are working is the time to pay for those days when

we will no longer be able to. As a Union our past actions prove that success lies in careful planning. It is my opinion that for future security we must act together. We could all pay into a retirement fund or negotiate for a separate plan somewhat like the Vacation Plan. Perhaps with the help of all maritime unions a bill could be passed, guaranteeing American seamen with a certain amount of seetime over a certain number of years a pension. The companies, the Government and the seamen themselves could all contribute.

The Government pensions off soldiers, sailors and the Air Corps. We are necessary to the country in war and peace and are as much entitled to security as the Armed Forces. Something should be done for the old seaman who has contributed his share to our cause.

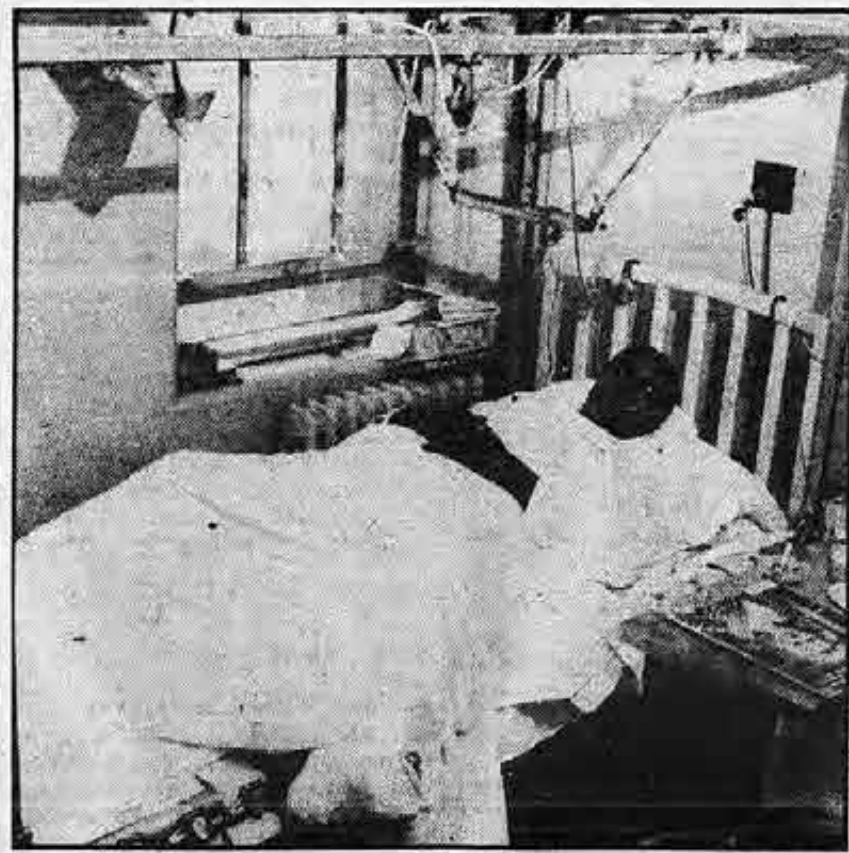
Allan Lake

TB Patients Rap NMU's Attitude

To the Editor:

We see in the April 2nd issue of the LOG that you are going to bat once again to help those of us who are in the USPHS hospitals, and we are grateful to you and the officials for this.

I was in Manhattan Beach when you got us the \$25 Christmas bonus, and don't think the boys aren't appreciative. We are completely ignored by the "Pilot" and also by the officials of the NMU. Their



Seafarer Estell Godfrey reposes in Staten Island hospital after six-and-one-half months in a Yugoslavian hospital. Godfrey broke his hip while returning to the Greece Victory, but the Union was not notified until two months later when he wrote to headquarters himself. He's had plenty of good care since then.

president said once that he was not interested in non-dues-paying members; but this did not apply to him when he was sick—or was he sick? He tried to get treasurer Stone appointed as an assistant to the president, but the membership would not go for this.

I am enclosing a letter which was sent from the New Orleans USPHS hospital to NMU officials and to ships' crews. The laugh is that the patrolman has orders to be at the dock when possible and have these torn up before the crew can get a chance to read them.

One patrolman here in New Orleans tried to talk a ship's delegate out of a donation and some cigarettes he was going to bring up here to the hospital. The patrolman wanted him to send it to New York headquarters. The ship's delegate said he would deliver them to the hospital and get a receipt. Fred F. Smith and George Shirley

Wants Accident Forms On Ships

To the Editor:

I want to express my feelings about the Union's placing of accident report forms aboard our ships. I can say from personal experience that these forms are needed.

I am writing this letter while lying in a cast up to my chest, and with a continual drainage going on in my hip. I have been here in the hospital since July 24, 1953. On December 6, 1952, while in Yugoslavia, I was returning to the Greece Victory when I fell and broke my hip. I was taken to the hospital over there, where I lay for six and a half months. Three months were spent without proper medical care and it wasn't until two months later that the Union was notified that I was there—and it was I myself who notified them, not the company's injury report.

Once the Union knew of my plight they began working to have me returned to this country. I know now that if the Union had been notified sooner, and a report form made out by the ship's delegate had been in existence, I would not be in the shape I am in today. Those lost months can never be made up to me; I am asking the brothers to think and to think seriously about a plan whereby the use of an accident report made out by the ship will go a long way to erasing further repetitions of what I have gone through.

Estell Godfrey

Working Ashore, Wants Newspaper

To the Editor:

This is to inform you that I have changed my address. I was sailing as chief steward but have been retired for the past year. I wish to continue to receive the LOG.

I am sending a picture of my-



self working at my present job. I am maintenance man in a wafer factory for ice cream sandwiches, and would like this picture to be published in the LOG so that the brothers will know what I am doing at the present time. On the left is my foreman, Gabino Cruz, of the night shift gang. This shop belongs to Local 405, Baker's and Confectionary Union of America, AFL, and although I enjoy my present employment very much I plan to return to sea in the immediate future.

I have been enjoying the LOGs and am happy to be able to keep in touch with everybody.

Juan J. Reinosa

(Ed. note: We have noted your change of address on the LOG's mailing list.)

Wants Info On His Lost Papers

To the Editor:

I have been a retired bookmember since October, 1948. A few days ago I lost my wallet, which contained my seaman's papers. Would you please tell me how to go about getting new papers. I'd appreciate this very much.

I'd also like to receive the SEAFARERS LOG regularly.

John Golob, Jr.

(Ed. note: If you go to your nearest Coast Guard office, with your discharge papers, they will give you a duplicate of your seaman's papers. We have added your name to the LOG's list of readers; from now on you will receive a copy regularly every two weeks, as issued.)

Needs LOGs In Cold Weather

To the Editor:

I was forced to retire my book last September, when I was drafted into the Army but up to now, I have been reading the LOG regularly at the Union hall here in Seattle where, incidentally, I have come across a lot of the guys that I sailed with. Now the Army has me on a LCU, which is supposed to supply all the northern outposts in Alaska. I will be leaving here at the end of this month, so I would really appreciate it if you would send me the LOG regularly at the enclosed address.

Best wishes to all my SIU brothers and especially Mr. Leroy Clarke and the Swede, Hellman and Dead Eye Young.

Pvt. Louis A. Romero

(Ed. note: We'll send the LOG to you at your new address, as you asked.)

When The Vestris Turned Turtle

One of the more melancholy chapters in the history of the sea was the sinking of the passenger ship Vestris off the Virginia coast on November 12, 1928, with the loss of 111 lives. The Vestris disaster could not, as it turned out, be blamed on any one factor. There were so many things wrong with the ship and the way it was handled that a lengthy investigation and subsequent court suits were unable to fix the responsibility on any single head.

But while nobody was held legally liable for the sinking, quite a bit of evidence pointed to the fact that the Vestris went to sea a leaky, unseaworthy ship, poorly maintained, badly-loaded and unstable. When the first good blow came along the ship simply couldn't withstand the gaff.

List at Dock Claimed

Apparently though, all was well when the ship sailed from Hoboken, bound for South America with 129 passengers aboard and a crew of 199 men. Subsequently, some of the passengers testified that they thought they noticed a slight list at the pier when they boarded the ship. Others said they did not see the Plimsoll Line. This was never positively established.

As a matter of fact, Department of Commerce inspectors had checked the ship three days before and given it a passing mark. In the fuss and excitement that followed the sinking, nobody made much of the fact that the inspectors had approved lifeboats which were later found to be lacking oars, water, food and flares. One lifeboat actually had a large hole in the bottom. In the light of subsequent events it appears that the inspection service in those days could hardly be called strict or efficient.

In any case the ship started listing slightly some time before weather conditions became serious. The list became noticeable Saturday night, November 10, and when a gale blew up Sunday morning which later grew into a full-fledged hurricane, the list became an alarming 20 degrees. At noon Sunday the ship hove to and stopped.

Sprung Three Leaks

The ship had sprung leaks in three places. One leak developed in a cracked sanitary valve in the stokehold. A second leak was in

a defective scupper. The third was in a coal port four feet above the waterline on the starboard side. This became a serious factor only after the list became pronounced, but no matter how hard the crew tried, they couldn't close the port properly to make it watertight, because the bolts were rusty.

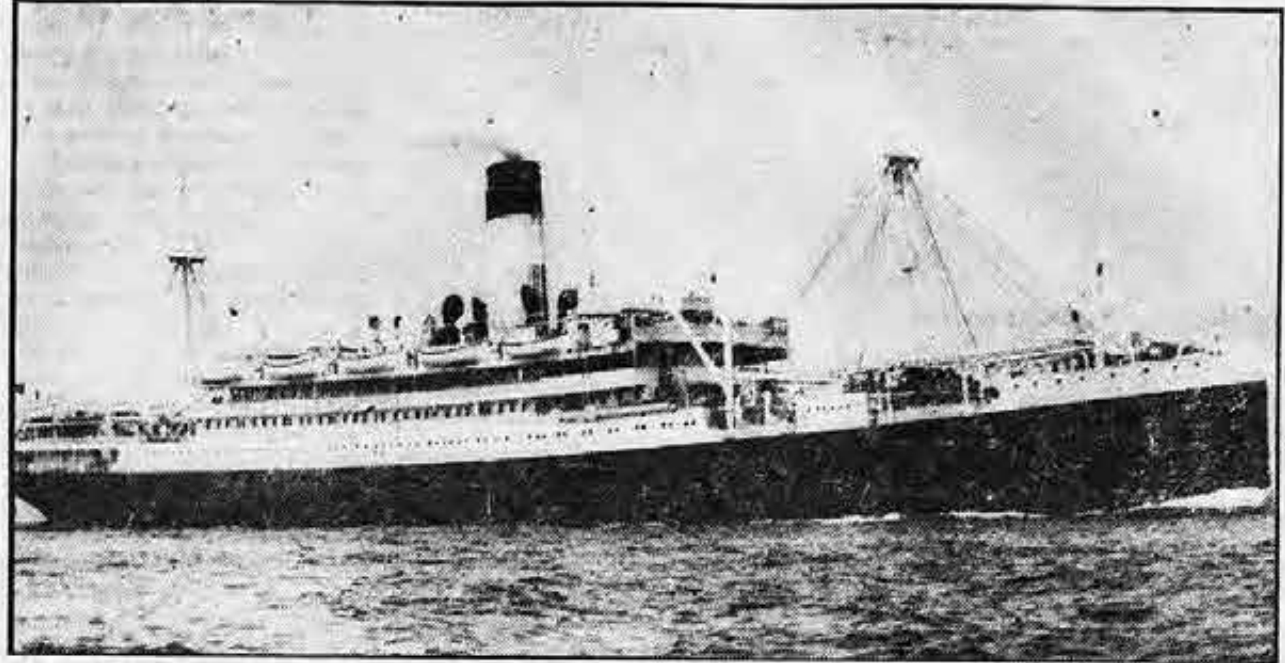
As a result of the leaks, water kept coming into the engine room despite the efforts of pumps to control the flooding. Eventually the boilers went out and with them the pumps because there was no longer any power to keep the pumps operating. In the last desperate stages of the fight the crew resorted to the hopeless job of bailing with buckets and to throwing cargo overboard. But those feeble measures were too late to help the stricken vessel. At one point Sunday night, crated autos in the hold broke loose under impact of blows from heavy seas. They crashed through bulkheads and further added to the instability of the ship.

Lifebelts Given Out

Although the crew was steadily losing the battle against the flood and the ship listed more and more on Sunday as the storm freshened, no steps were taken to get assistance. As a precaution, lifebelts were distributed to the passengers on Sunday morning, but it wasn't until 24 hours later that the captain thought it necessary to send out a call for aid.

Testimony taken in the investigations which followed excused the captain largely because the chief engineer kept telling him all along that he could bring the flooding under control with the pumps. It wasn't until the boilers and pumps went out that the seriousness of the situation penetrated topside.

Hindsight would have it that the captain at least could have taken the precaution of sending out a standby radio call so that ships would be in the vicinity in case conditions worsened. As it turned



The British passenger ship Vestris shown in happier days before it turned over and sank off the coast of Virginia during an Atlantic storm, November 12, 1928. The 10,494-ton vessel was built in Belfast.

out, it was several hours after the Vestris was abandoned before rescue vessels could reach the site of the disaster. Nor did the captain help, it turned out, by ordering ballast tanks pumped out which only added to the ship's instability.

At 4 AM on Monday morning, the day of the disaster, the power went out as a result of the flooding of the boilers. The ship had hove to and was listing very badly by then. But still there was no SOS sent out. There was no way to cook breakfast, so the waiters distributed bananas and fig cakes to the passengers.

'Please Come At Once'

It wasn't until 8:32 AM that radio operators picked up the first radioed alert signal. The first SOS actually went out at 10:05 AM. From then on the radio messages came in rapid fire order, each one more desperate than the one before. At 11:03 AM, the Vestris operator radioed, "Oh please come at once, we need immediate attention." At 11:45 AM, "Developed 32 degree list to starboard while hove to last night and now on starboard beam ends with decks under water."

At 1:23 PM in answer to a notice from the Wyoming that she would be on the site in 12 hours, the operator answered, "too late, cannot wait any longer. Going to abandon ship." Two minutes later came the final message, "abandoning ship, taking to lifeboats now."

'Unsinkable Lifeboats'

The string of desperate messages aroused great excitement ashore. Frantic relatives of the passengers stormed the Lamport and Holt offices on lower Broadway in New York for word of their kin. An enterprising newspaper editor on the old "New York World" sent out a reporter to interview the man who designed the Vestris' lifeboats. The designer assured the anxious public that the lifeboats were "unsinkable" and the launching tackle was "foolproof."

He claimed that the davits could be operated by one man, and predicted that the boats could be launched even though the ship was reported to have a 32-degree list.

By the time his interview appeared in print, events had already made mockery of his confident words. At 1:40 Monday afternoon the crew started the lifeboats out. The odd-numbered lifeboats on the starboard side proved unmanageable because of the list. Only eight of the ship's sixteen lifeboats could be launched.

Of these, the number 8 boat was found to have a large hole in the bottom. It was hastily patched up with tin sheeting, but as soon as the boat hit the water the patch



While a survivor bobs in the water, two more climb down a Jacobs ladder and prepare to jump into the sea. Severe list of the vessel before it sank made it impossible to launch half of boats.

tore off. The lifeboat flooded and capsized, dumping its occupants into the water.

Davit Snapped

Another lifeboat, loaded with women and children, was on its way down when the davit snapped and smashed into the boat, capsizing it. The first boats that went out were overloaded with women and children, and not enough men were put in them to man and steer them. The result was that only ten of 37 women aboard and none of the children survived the sinking.

Finally at 2:31 PM the tired and battered ship turned on its side and swept those remaining on board to death, including the captain.

For the survivors, the nightmare was not over. It was ten hours before the first rescue ships reached the position last radioed by the Vestris and started to search for survivors. By that time it was nightfall, and rescue ships vainly hunted for boats in the water with searchlights.

Condemned Captain

When the first survivors came ashore, they were loud in their condemnation of the captain for his delay in sending out an SOS and of the company for the condition of the ship and its lifeboats. Amid the complaints there were one or two stories of more positive tone.

A West Indian seaman with the picturesque name of Lionel Lico-rish was hailed as a hero of the disaster. He was credited with rowing back and forth amid the wreckage and plucking at least 20 survivors out of the water.

Two passengers reported that they had clung to debris for hours while sharks circled about, and survivors in other lifeboats told of a nightmarish afternoon and night in storm-lashed seas with packs of sharks constantly in attendance.

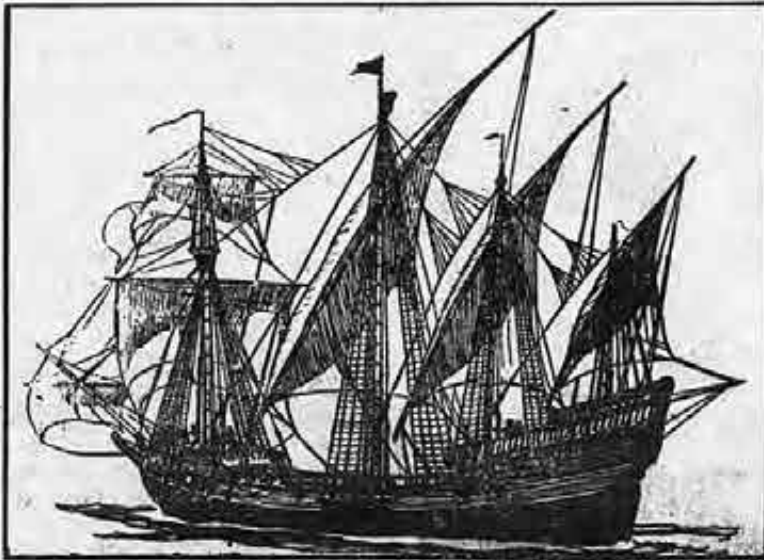
When it was all over, two separate investigations began, one in the US and the other in Britain by the Board of Trade, since the Vestris was a British-built and British-operated ship. On another front, survivors and relatives of the deceased filed damage suits amounting to many millions of dollars in the courts, charging negligence. Investigators exonerated the captain at lengthy hearings. The court cases dragged on seven long years before they wound up, with the final decision failing to fix the blame on human error.

The British investigation was less charitable, blaming overloading among other reasons, but since it wasn't at the scene and had no jurisdiction over the case, made no difference to the survivors or the victims of the ill-fated ship.

SHIPS OF THE PAST

"The Caravel"

A much-celebrated vessel in the 15th and 16th centuries, the caravel was a small, graceful type of ship, well fitted for voyages demanding speed and rapid maneuvering. It had a square stern, fore and aft castles, fairly high bulwarks and usually four masts. The rig varied considerably according to period and nationality.



(From "The Book of Old Ships" (Doubleday), by Grant and Culver.)

Columbus' flagship, the Santa Maria, was a caravel, and carried a sprit sail, square foresail, square main and main topsail, and a lateen mizzen. Earlier caravels seem to have had no square sails although they may have carried a square sail on the foremast in bad weather, or for running.

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

pettle beefs. Washing machine needs fixing, cot, mattress, pillows are needed. There is some OT beefing, room and meal allowance, better mail service from the company is wanted. Ship's fund will be started by donations to cover the cost of wires, various expenses.

VAL CHEM (Valentine), April 12—Chairman, Frank Douglas; Secretary, Anthony Jacovino. Motion was passed to buy a plaque for the deceased Harry Core, to be sent to his family in Australia. Roy Griffith was elected new ship's delegate. There is \$149 in the ship's fund. Steward will be asked if meals can be served earlier for watches' end to relieve the unnecessary work for the messman and pantryman.

CALMAR (Galmar), April 11—Chairman, A. Michaleli; Secretary, Thomas Lowe. Wilmington agent will be asked to check on the man who left the ship owing about \$500 to crewmembers, to go to the hospital in Long Beach. Mail box will be made by chips and put in the recreation room for outgoing mail. Vote of thanks went to the steward department for a swell job done with the food we have.

LA SALLE (Waterman), no date—Chairman, Clarence E. Hemby; Secretary, H. Starbuck. C. Hemby was elected ship's delegate; L. Wilson, deck delegate; Cher-

okes Halsman, engine delegate; Ed Rank- ing, steward delegate. Library will be kept locked up until the ship leaves port. Chief engineer will be asked about repairs on the galley stove. Cokes should not be taken from the refrigerator. Messhall tables should be kept clean and cups picked up at all times. Meeting adjourned, with all hands going to No. 4 hatch to take a picture for the LOG with C. Hemby's new Polaroid Land camera.

ANDREW JACKSON (Waterman), March 4—Chairman, James M. Smith; Secretary, Lee Bruce. Delegate saw the patrolman about the slopchest and was told they can't force the ship to put on stuff. Cigarettes are still rationed. Ship's delegate asked the crew to confine their clothes to the line and not the rails. All cups and glasses should be returned to the messroom.

ORION COMET (Oil Carriers), April 4—Chairman, William Blakely; Secretary, R. Lee. Washing machine was repaired; it should be used in moderation. Steward department will do their own painting; deck department have all the OT work they can possibly do. Complete repair list will be made on arrival in drydock. Electric iron and board will be raffled off. Vote of thanks went to the steward department. Tubs should not be used for dirty clothes; use buckets.

BENTS FORT (Cities Service), April 9—Chairman, James Kelly; Secretary, Tom Carthy. Ship's delegate will see the steward about mattresses. Jim Kelly was elected ship's delegate. Ship's radio needs repairing. Each department will get a repair list made out before the ship goes into drydock.

ROBIN TRENT (Robin), April 4—Chairman, M. Smith; Secretary, Martin Laas. Deck department, messhall have been painted and engine department messhall will be painted before arrival in the United States. Letter to New York was mailed from Capetown about the company hiring shore gangs in South and East African ports to do work usually done by the ship's crew. Deck and engine department messhalls were not sougeed prior to painting by deck department, causing the loss of OT pay to members of the steward department. Chief engineer will be asked about painting the passageway leading to wipers' and

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

electricians' quarters, as it was not painted last trip. Ship's delegate will see the master about putting a note in the laundry about not using the washing machine after 9:00 PM as the noise disturbs sleepers. Laundry and recreation room should be better cleaned. The same goes for the water fountains. All cots are to be turned in to the steward before arrival in the United States. Rooms will be left clean and tidy by those getting off.

ALCOA PURITAN (Alcoa), March 21—Chairman, C. Parker; Secretary, M. Starlings. Y. C. McMillon was elected steward department delegate. He had been acting as delegate.

April 11—Chairman, W. F. Simmens; Secretary, W. J. Barnes. Four men were fired and three were logged; this will be taken up with the patrolman. Repair list has been turned in to the ship's delegate.

STEEL KING (Isthmian), February 27—Chairman, Scott; Secretary, Giacchetti. Captain will gladly give draws when extended stay is foreseeable; he will also take back extra money. Animals were brought aboard; the captain was asked about their stench. A letter will be sent to the Union about where to put these animals. The captain is in complete agreement about moving animals away from after housing to No. 5 hatch as soon as cargo can be changed. Animals will be



added to the list of penalty cargo. Shore-side personnel will be kept away from animals in port. All members are to be properly dressed in the messhall.

GOLDEN CITY (Waterman), April 18—Chairman, Jimmie Gold; Secretary, Robert Cantor. J. Flanagan was elected ship's delegate unanimously. Crew approved idea of Union-supplied forms to be filled out in case of accident. Unnecessary noise in the passageways should be stopped while men on watch are trying to sleep. Repairs will be turned in at least 8 days before arrival in the States to allow time for minor repairs. Captain will be asked to post notice of time a day ahead to enable men to know when the ship will sign on; this is to enable fireman on donkey watch to sleep ashore. Amount of draw desired should be indicated when the draw is requested, so that the captain can get enough money aboard.

LUCILE BLOOMFIELD (Bloomfield), April 4—Chairman, C. Willbourn; Secretary, J. Rielly. Donald F. Hilton was elected ship's delegate. Three days' lodging was not included in the port payoff; it will be included in the payoff at the end of this voyage. Ship's delegate will send a letter to headquarters asking when a man's pay starts—after shipping from the hall—the day he clears the doctor or when he reports aboard ship.

AFFOUNDRIA (Waterman), no date—Chairman, H. Starck; Secretary, Orville

Puzzle Answer

RIBS JET RAPE
ADELAIDE IDLE
COLOMBIA AVAL
ELL BET STONY
RED STACK
USHER SOY ATE
STAG CUP ETON
SAM CAP BLEND
MILAN DOM
SPLIT KAY LAB
PETE ANNAMASE
ODOR MONROVIA
TENS STY SIAM

Payne. W. Gallagher was elected new delegate by acclamation. A sign will be put on the washing machine, and a light that can be switched on when the machine is in use. Chief electrician will put this up.

ALCOA PATRIOT (Alcoa), April 4—Chairman, J. A. Ryan; Secretary, O. W. Trawick. M. R. Robinson was elected ship's delegate by acclamation. Brothers were warned to be back on ship an hour before sailing time, and on time for deck department callback.

April 12—Chairman, E. A. Grady; Secretary, D. L. Knapp. Ship's fund will be started at the payoff; O. W. Trawick was elected treasurer. Vote of thanks went to the steward department for fine cooperation. Repair list will be turned in before reaching Trinidad, homeward bound. Record player needs fixing; it will be locked up in US ports.

ROBIN LOCKSLEY (Seas Shipping), March 27—Chairman, D. B. Brownlee; Secretary, William Trachin. There was a beef on fresh vegetables; steward will put in an order for them. Members were cautioned about leaving laundry dirty.

STEEL ADMIRAL (Isthmian), March 21—Chairman, Charlie Burns; Secretary, Frank Semple. There was a beef about the chief engineer, who doesn't want the delegate check the evertime against the master sheet. There were no fancy blows or beefs. There was discussion on the repair list. A vote of thanks went to the steward department for fine feeding.

STEEL NAVIGATOR (Isthmian), March 29—Chairman, Stanley Schuyler; Secretary, Joseph Corriveau. Sanitary work should be improved. Steward department will take care of the laundry; engine department, the library. There should be no performing. Books should be returned to the library after they have been read. All doors will be locked in foreign ports. Garbage is to be carried back aft. Everyone is to help keep shore-side workers out of the messhall and passageways.

ROBIN KETTERING (Seas Shipping), April 4—Chairman, R. T. Whitley; Secretary, not listed. Steward will continue taking care of the ship's fund. There should be less noise in the passageways. Shore-side workers should be kept out of midship house. Steward asked for sugges-

wants more cooperation in keeping the passageways clean of butts and trash. Ship's delegate suggested that brothers visit our shipmate who was hurt on board last trip, in the hospital.

TROJAN SEAMAN (Troy), March 13—Chairman, D. Stone; Secretary, D. Hubbard. Eli Hanover was elected ship's delegate by acclamation. One member asked the crew not to make so much noise around crew's quarters. Washing machine will be fixed, either at sea or in the first port. Ship's delegate said it would be better for the entire crew if everyone would take care of his own job and stop butting his nose into everyone else's business, since some of our troubles seem to arise from the fact that certain persons aboard just cannot mind their own business. Laundry was discussed; it was decided to see if anything could be done to keep the deck dry. Steward got no new mattresses and no exterminator came aboard in Baltimore.

April 11—Chairman, Eli Hanover; Secretary, G. Gage. Quarters were painted out, washing machine fixed and bunk springs renewed where necessary. Delegate will see that fans are repaired, since the next trip will be a new one. Additional clothes lines will be put below, since most of the crew will be washing as we near port. Everyone was cautioned to turn off the washing machine after use. Chief told the engine delegate a new stack had been ordered for the ship during its annual inspection after this voyage. Ship's delegate will check with the hall and the steward about getting additional supplies and clothing of a better range of sizes. Repair list will be made out by the ship's delegates. Steward department got a vote of thanks for a job well done. Water tanks are in bad condition and the water is dirty; ship's delegate will check on this when we arrive.

DEL MAR (Mississippi), April 10—Chairman, Joe Spina; Secretary, Henry C. Gerdes. Beef about chief engineer will be taken up with shore personnel. There is \$216.46 in the ship's fund. Men should be properly dressed before entering the pantry. Electricians should be paid to run the movies from the ship's fund. Checkers and other games will be purchased by the steward from the ship's fund. Writing paper and envelopes will be bought by fund treasurer. There was a discussion about noise in the various lounges at night and about the washing machine.

PERSONALS

Al Whitmer
Please contact Mitchell T. Reed at 1219 North White, New Orleans, La.

Manuel Menor
Please contact with James MacDonough at Harrison Bldg., 4 South 15th Street, Philadelphia, Pa., or call Rittenhouse 6-3746.

Hannes Rantoja
Please contact Reino Pelasoja, c/o Mrs. P. Senja, 79 East 125th Street, New York 35, N. Y.

Roy McCannon
Please contact F. J. Petitpas at 750 Gale Avenue, Hawthorne, Calif.

Ralph Mueller
Please get in touch with D. P. Gloria.

Joseph F. Dabkoski
NY headquarters has been advised that you have been classified 2-A, until August 1, 1954, by your local draft board.

Walter B. Hallett
Get in touch with your mother. She is ill and worried about you. Her address is 156 Fellsways West, Medford, Mass.

Estaban M. Villabol
Please contact Jose Villabol at 442 West 23rd Street, New York 11, NY.

James R. Batson
Please contact Mrs. J. B. MacDonald concerning Chick. Her address is Bishop, Calif.

Earl J. Roberts
Please contact Pauline E. Troy at 206 Boggs Avenue, Pittsburgh 11, Pa.

Claude D. Berry
Your gear off Jefferson City Victory shipped home from Oakland, Calif. Please contact North Bend, Ore. and claim same.

Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

NOTICES

Jacob Elizondo
Please contact NY headquarters mail department for your discharge certificate.

Peter Cheklin
Please contact the Welfare Services office at SIU headquarters in Brooklyn.

Gear for the following men may be picked up at the Welfare Services office at NY headquarters: A. Blue, Waldo Shaw, G. Crimmins, Max Lifshultz, Charles Wilson, Fred Arst, Charles Hankel, Cooper, J. Galandez, E. R. Buckley, Marvin Blizzard, William Halscher, Voltz, V. Kuhl and Eugene Tucker.

Quiz Answers

- (1) Dover, Delaware, Indianapolis, Indiana; Oklahoma City, Oklahoma.
- (2) Jupiter. Its diameter is about 11 times the diameter of the Earth and about one-tenth the diameter of the sun.
- (3) 3/5.
- (4) Mexico City, Montreal, Montevideo, Melbourne, Mukden, Madras, Moscow, Munich, Manchester, Marseilles, Madrid, Milan, Manila.
- (5) Superficial.
- (6) He'd have to do it in nothing flat; it's impossible. Traveling uphill at the rate of 15 miles per hour, it took him 4 minutes to get to the top. In order to average 30 miles an hour for the entire hill, he'd have to complete the two miles in four minutes. He couldn't do it.
- (7) Drinking. Noggins were wooden drinking cups.
- (8) Sleepwalking.
- (9) They are all women authors using male pen-names.
- (10) 1492, the year Columbus discovered America.



tions and promised to cooperate on all matters. There was a discussion on wipers painting engineers' quarters. Deck department is not working OT except the bosun and carpenter on weekends, and they are willing to do the work. Wipers will knock off. Letter will be written to headquarters from Capetown for clarification.

MONARCH OF THE SEAS (Waterman), April 18—Chairman, Charles E. Spencer; Secretary, James Merton. Repairs were completed; beef on OT in steward department was straightened out by the patrolman. There are no beefs; this crew is a good gang. All hands are happy, and it is a pleasure to bring in a clean, beefless ship.

SEATRAN LOUISIANA (Seatrains), April 18—Chairman, James R. Mathews; Secretary, G. Mihaleopoulos. Ship's delegate is resigning after the payoff; Flannery was elected new delegate by acclamation. Three cases of coke bottles are missing. Brothers were asked to turn bottles back to save money for the ship's fund. Vote of thanks went to Brother Lister for his ti. and trouble in showing movies.

SHOW ME MARINER (Bull), April 14—Chairman, John A. Buzelowski; Secretary, J. Stanko. There was a discussion on closer cooperation in keeping the laundry clean. Each department will clean it for a week. There should be more rye bread and strawberry preserves put out. Discussion was held on the mess locking the drawers in the messhall. Steward

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME
STREET ADDRESS
CITY ZONE STATE
Signed
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY ZONE STATE

Caution Urged In Installment Buying; Union Service Offered

In recent months, Welfare Services has been helping a number of Seafarers get credit for the purchase of furniture, household appliances and other items. Normally, credit houses will not permit installment buying by seamen and others who do not work steadily at one place, but letters from the Union explaining the way seamen ship through the Union hiring hall are usually sufficient to clear the obstacle.

However, in a number of instances, the Union has discovered that these credit agreements are considerably one-sided and several Seafarers have complained about poor service on repairs or refusal of the companies to refund money when the man changes his mind and wants to return the purchase. In some cases, Welfare Services has been able to rectify matters to a degree, through complaints to the companies or to the Better Business Bureau if necessary.

In other cases, the Union has

found that the credit contracts are drawn up in such a manner that the Seafarer has little or no recourse in the event he is dissatisfied. In some instances, the seamen have lost out on payments entirely.

Sea Chest Credit Okay

Some Seafarers have found that arranging for credit sales through the Sea Chest is one way out of the problem. The SIU-operated subsidiary has been handling appliances, watches, television sets and the like for some time and can make arrangements for installment purchases of these and other household furnishings.

The advantages for the Seafarer

are several in that he is able to check prices and contracts beforehand. If he is not satisfied, the Sea Chest can line up other reliable sources of supply for him. Then if a man is on the beach and can't make a payment he will find it easier to adjust matters through the Union-operated service. Such instances arose quite frequently during the recent tie-up on the waterfront here in New York.

In any case, a Seafarer should think twice before making a down payment on a credit item. Even though there is no written contract, a down payment completes the transaction and the Seafarer can be held liable.

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.

Daniel Joseph Gemeiner, born March 2, 1954. Parents, Mr. and Mrs. Daniel H. Gemeiner, 338 Travers Place, Lyndhurst, NJ.

Guillermo Salvador Castro, born October 19, 1953. Parents, Mr. and Mrs. Guillermo Castro, 251 Pacific Street, Brooklyn, NY.

Lucy Ceperiano, born March 26, 1954. Parents, Mr. and Mrs. Lucio Ceperiano, 235 West 75th Street,

New York, NY.

Donald Bruce Hudson, born January 7, 1954. Parents, Mr. and Mrs. Louis E. Hudson, 757 Augusta Street, Mobile, Ala.

Gary Stephen Browning, born April 1, 1954. Parents, Mr. and Mrs. Harry Browning, Route 3, Madison, Fla.

Louis Flavel Greaux, Jr., born March 26, 1954. Parents, Mr. and Mrs. Louis F. Greaux, 122 First Avenue South, Texas City, Tex.

Michael John Ward, born March

24, 1954. Parents, Mr. and Mrs. John W. Ward, 469 Eighth Street, San Pedro, Cal.

Wanda Lee Vargas Ledo, born March 30, 1954. Parents, Mr. and Mrs. Bienvenido Vargas Ledo, 2138 Brookfield Avenue, Baltimore, Md.

Charles Edward Shaw, Jr., born September 10, 1953. Parents, Mr. and Mrs. Charles E. Shaw, 5000 East Eager Street, Baltimore, Md.

Gary Lee Manning, born January 30, 1954. Parents, Mr. and Mrs. Michael M. Manning, 1407 West Arctic, Tampa, Fla.

Mitchel Steven LaFleur, born March 31, 1954. Parents, Mr. and Mrs. Hennessee LaFleur, Box 181, Oberlin, La.

Byron Curt Wainwright, born July 19, 1953. Parents, Mr. and Mrs. Curtis S. Wainwright, 1120 St. Andrew Street, New Orleans, La.

Mary Margaret Johnson, born March 31, 1954. Parents, Mr. and Mrs. Stanley U. Johnson, 114-12 189th Street, St. Albans, NY.

Gerald Patrick Flaherty, born March 23, 1954. Parents, Mr. and Mrs. Robert F. Flaherty, 1123 North Iowa Avenue, Pleasantville, NJ.

Jo Anna Sierra, born April 4, 1954. Parents, Mr. and Mrs. Martin Sierra, 530 Atlantic Avenue, Brooklyn, NY.

Patients Welcome SIU Books

One SIU service that is heartily welcomed at the New Orleans USPHS hospital is the supply of fresh reading matter in the form of SIU libraries.

The books consist of the same assortment the Union puts aboard contracted ships, featuring westerns, mysteries, detective fiction, how-to-do and other books designed to pass the time away more easily for drydocked seamen. Three complete libraries, consisting of 50 books in each, comprised the first shipment to the hospital.

Mrs. Miriam Phillips, librarian and recreation director of the hospital, expressed extreme satisfaction in the books presented by the Union and thought that the patients at the hospital would find

them exactly suited to their needs and desires. The books, Mrs. Phillips said, add to the already established hospital library, mostly along the same lines, but complementing the library in several classifications.

Bill Fredericks, SIU Welfare Services representative in New Orleans, made the presentation to the hospital. The library gift is part of the SIU ships' library program, under which marine hospitals will regularly receive the new assortments of books as they appear every three months.



Bill Fredericks, right, SIU representative, presents SIU Sea Chest libraries to Mrs. Miriam Phillips, recreation director of the New Orleans USPHS hospital, for use by Seafarers and other patients. The libraries consist of 50 books, the same type of assortments put aboard all SIU-contracted vessels under the SIU ships' library program launched last year.

Pick Up 'Shot' Card At Payoff

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

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

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

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.

- | | | | | | | | | | |
|---|--|--|---|--|---|--|--|---|---|
| MARINE HOSPITAL GALVESTON, TEX.
W. M. Adams
Lonzie V. Albritton
C. Barboza
Claude Davis
J. H. Dudley
Quentin B. McCain
John Markopolo | Thomas Ritson
Conrad Shirley
Jack Slocum
James M. Snell
Nikolai Taska
Vernon West | USPHS HOSPITAL GALVESTON, TEX.
Ralph Armstrong
Wm. H. Mason
Alexander Pressnell | Thomas A. Scanlon
Maximo Tangalin | MARINE HOSPITAL NORFOLK, VA.
Wm. H. Mason
Alexander Pressnell | Maximo Tangalin | USPHS HOSPITAL NORFOLK, VA.
Archie F. Carter | | MARINE HOSPITAL GALVESTON, TEX.
James J. Ruth
Luther C. Seidle
Harvey E. Shero
James T. Smith
Roy E. Steele | Nicholas T. Tala
Gerald L. Thaxton
Marion C. Vester
J. E. Ward |
| USPHS HOSPITAL SAVANNAH, GA.
Terrell Adams
William C. Bedgood
Paul B. Bland
Bothwell Blanchard
R. Carrollton
Leonard F. Carter
Mike Goins
Paul Jakubczak
Herman C. Kemp
Joseph Kramer | Jimmie Littleton
R. B. McCorkel
Clifford Middleton
Albert Morse
F. S. Paylor
James B. Sellers
Luther Vaughn
J. C. Whitley
Norman Wright | KINGS COUNTY HOSPITAL BROOKLYN, NY.
H. Ledbetter | | VA HOSPITAL CORAL GABLES, FLA.
Bert Rickard | Jose C. Vilar | VA HOSPITAL BALTIMORE, MD.
Leonard Franks | | USPHS HOSPITAL BRIGHTON, MASS.
Frank Alasovich
Ralph M. Churchill
Theodore Mastaler
Pasquale Miami | Joseph Neubauer
John O. Roling
Robert R. Young |
| USPHS HOSPITAL BALTIMORE, MD.
T. L. Ankerson
Leo Broussard
Jessie A. Clarke
James R. Dodson
Samuel Doyle
Lucien R. Elle
Franklin D. Gilman
George E. Godwin
Walton Hudson
William Kenny
Karl Kristensen | Robert Lambert
Joseph D. McGraw
Terrence A. McNew
James Macunchuck
Paige A. Mitchell
Ralph J. Palmer
George Pipinos
Gustav V. Svensson
Joseph Traxler
Henrich Wiese | USPHS HOSPITAL NEW ORLEANS, LA.
Thomas C. Ballard
James J. Battle
M. J. Berry
Paul Boudreaux
Charles E. Brady
Wm. R. Burch
O. Butler
S. C. Carregal
Clarence W. Cobb
P. B. Cogley
S. Cope
Adion Cox
Glen M. Curl
Gordon R. Dolan
John G. Dooley
John N. Dows
J. C. Fernandez
Charles L. Fichel
Leo Fontenot
B. C. Foster
H. H. Fountain
James E. Gardiner | Nathan L. Gardner
Jack H. Gleason
C. W. Graham
John L. Hinton
Lyle Hipp
Gustav Hoyzam
Frank F. James
Thomas S. Johnson
William Johnson
J. A. King
E. G. Knapp
Manuel Laca
Leo H. Lang
Pierre Leblanc
James M. Lucky
Oscar F. Madere
Albert W. Nelson
Leslie N. Pearsall
John W. Picou
Tony J. Radich
W. E. Reynolds
Roy D. Roberts | USPHS HOSPITAL STATEN ISLAND, NY.
Rocco Albanese
Thomas R. Bach
Melvin Bass
Gil Borge
Marcie Boyles
Thomas A. Bryan
E. Bulik
Camiel Caus
Wm. F. Doran
Eddie Driggers
Fritz Gelfgren
George J. Hudson
Estell Godfrey
James H. Harker
John B. Haas
Choo Chang Lai
Alexander Leiter
William Lührsen
John MacInnes | Nicholas S. Mark
Nicolas Mayrantonis
Peter Mazetelli
Haakon Motum
Francis R. Napoli
Rex O'Connor
Charles Oglesby
T. Papoutsoglu
Robert C. Pierce
Elyjah Platt
Peter Prokopuk
Arthur A. Roy
Edwin T. Rushton
Jose Sousa
Walter Sudnick
S. Swienkowski
James F. Thompson
Thomas Thompson
Jose J. Valenzuela | USPHS HOSPITAL MANHATTAN BEACH, NY.
Thomas B. Bryant
Joseph G. Carr
Bomar R. Cheeley
Jar Chong
Emilio Delgado
Antonio M. Dias
John J. Driscoll
M. W. Gardner
Bart Guranick
Thomas Iakson
John W. Keenan
Ludwig Kristiansen
Frederick Landry
James J. Lawlor
Kaarel Lectmaa | James R. Lewis
Francis F. Lynch
Harry F. McDonald
Archibald McGuigan
David McIlreath
Frank Maseky
Vic Millaro
Alfred Mueller
Eugene T. Nelson
Robert Sitemore
E. R. Smallwood
Henry E. Smith
Harry S. Tuttle
Renato A. Villata
Virgil E. Wilmoth | | |

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.

William H. Bellows, Jr., 28: As a result of an automobile accident, Brother Bellows received fatal head injuries and multiple compound fractures which caused his death at Caroline County, Va., on October 10, 1953. A member of the deck department, he sailed out of New York, and had joined the union back in 1944. Burial took place at Forest Lawn, Richmond, Va.

Emil Austad, 60: On February 18, 1954, Brother Austad died of a heart ailment and was taken to King County Hospital, Seattle, Wash.; the body was cremated. Since 1943 Brother Austad had sailed from Boston as a member of the engine department. He is survived by his wife, Margaret Austad, 5818 McDonald Street, Vancouver, BC, Canada.

Quentin James Vaughan, 25:

Brother Vaughan died at the USPHS hospital at San Francisco, Cal., on November 11, 1952, of a brain hemorrhage; he was buried at Willamette National Cemetery, Portland, Ore. In 1951 Brother Vaughn joined the SIU in Galveston and sailed in the deck department.

Fritz J. Kraul, 61: A liver complaint proved fatal to Brother Kraul on April 12, 1954; he died at the Tampa Municipal Hospital, Tampa, Fla. A member of the engine department, he had sailed SIU since 1938, when he joined in Norfolk. The estate is administered by Lena May Rees, 2300 Shore Drive, Norfolk, Va.

Isabelo Garcia, 36: On January 2, 1954, Brother Garcia died of a hemorrhage at Long Island College Hospital. He had sailed in the deck department, from New York, for the past ten years. Burial took place at Evergreen Cemetery, Brooklyn, NY. Brother Garcia leaves his father, Manuel Garcia, Box C, Vieques, Puerto Rico.

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.)

We don't have too many new boys to talk about in the hospital this week, which is a refreshing thought for the future. Maybe the membership is getting healthier, or is watching out for itself when aboard ships or shoreside. Many of the injuries suffered by the men could be avoided by constant vigilance and reporting of defective gear and machinery to the proper channels. Guess there is nothing anyone can do when a virus or bug bites you, though, except not be in that place in the first instance.

Starting off this week's list of the drydock brigade is Pete Drevas. Pete is known as the Flying Greek among his shipmates, although no one revealed just why. He sailed wiper on his last job, the Trinity, before entering the hospital out at Staten Island with an injured elbow.

Rocco Albanese was a hospital mate of Drevas, along with the rest of the boys I'll be talking about out on Staten Island. Rocco suffered a head injury while shipping as deck maintenance aboard the Blenville of Waterman. He lives in Lyndhurst, NJ, and was recently discharged with a fit for duty slip. He says he'll be ready to go any day now, just as soon as he's had some of that fine New Jersey springtime weather.



Albanese

Fell On Ship

Frank Napoli, steward, came a cropper aboard the Golden City in a freak accident. It seems Frank shinned up the mast to fix the antenna so the crew could see straight. Concentrating on the job at hand, Frank lost his grip and fell 25 feet to the deck where he was badly hurt with several broken bones. He expects to be in the hospital for quite some time and would appreciate it if some of his shipmates, new and old, drop around to cheer him up and hear him tell the story.

Suffering a severe case of tonsillitis recently, Gil Borge, of Philadelphia, was taken off the Portmar as a stretcher case and rushed to the hospital. He was deck engineer on the Portmar when he came down with the inflammation and after nine days in the hospital he was declared well.

Hurt In Taxi Accident

Another boy to come up with a queer mishap was Elijah Platt who hails from Savannah, Ga. Elijah was steward on the Antinous, but while on shore leave he dared to ride in a local taxi. Such brave but foolhardy action resulted in a back injury for him, for the taxi came to a sudden stop at an intersection and Elijah didn't join the angels, but he almost joined the driver in the front seat. When they picked him up, he couldn't straighten up and went off to St. Vincent's hospital for emergency treatment before the transfer to the Staten Island USPHS institution.



Platt

Seafarer Arthur Roy, although still wearing a body cast, has been discharged as an outpatient and is headed for his sister's home in Nashua, NH, for some New England sunshine in the spring as a convalescent measure.

Eddie Driggers, who has been in and out of the hospital like an interne on ambulance duty, is back in the hospital again, making it his third or fourth time in recent years.

Leg Injury Jinx Dogs Seafarer

Easily qualifying as the original "hard-luck kid" is Seafarer Charles Oglesby. A little over two years ago, Oglesby broke his left leg in a fall on the Eugenie (Carras). Last December he broke his right leg badly in another shipboard fall aboard the Steel Traveler (Isthmian).

Hospitalized ever since, he is now looking forward to an early discharge as an outpatient.

Oglesby, who is known to his shipmates as "Whitey," suffered his first serious accident on December 27, 1952, while the ship was headed homeward from North Africa. He was painting the big ventilator aft of the bridge, when the ship took a violent roll in a rough sea and dropped him 25 feet to the deck. He landed on his feet but that didn't keep his leg from being broken and his right leg from being badly bruised.

Drydocked Four Months

That accident put him out of action for four months, after which he resumed sailing again. But almost two years to the day from his first injury, he slipped and fell off an ice-covered hatch aboard the Steel Traveler, while off the coast of Nova Scotia. He was taken to a hospital in Halifax, Nova Scotia, where he was able to get in touch with the port representative for the Canadian District, SIU.

As a result, arrangements were made to repatriate him to New York as soon as it was practicable to move him. He entered the Staten Island hospital on March 7, 1954, where he had some bone graft surgery done on his leg to put it back in shape again.

Oglesby expects that it will take



Exercising in physical therapy room at Staten Island USPHS hospital, Seafarer Charles Oglesby builds up strength of his arms to enable him to maneuver around with crutches.

him a little while before he will be able to sail again. But when he does get back into action, he's hoping that the injury jinx that's pur-

sued him will leave him alone. Oglesby has been sailing with the SIU since 1945. He's married and has his home in Brooklyn, NY.

Union Lends Hand When Costly Medical Appliances Are Needed

Those expensive hearing aids that cost between \$50 and \$100 or more can be gotten considerably cheaper than their list price, Baltimore Welfare Services representative John Arabasz reports.

Arabasz made some inquiries when he was asked by some of the membership in Baltimore if something couldn't be done about the high price of hearing aids they needed. As a result of contacting some suppliers, Welfare Services has been able to secure hearing aids for these men at a considerable reduction in cost.

However, hearing aids are only one of several such items that can be gotten at reduced prices for Seafarers. The Union has found that it is possible to get a number of appliances at a reasonable price, or better still, to rent them in the event they are needed for only temporary use.

Such items as crutches, wheelchairs and the like that might be needed for a few weeks in the course of temporary convalescence can prove to be quite expensive if purchased outright. But when they are rented, all that is required is a deposit and a moderate weekly payment. Then when the item is no longer needed, it can be returned to the rental service.

High Cost Items

If a Seafarer needs any such item for himself or a member of his family, it's a good idea to ask Welfare Services about it before putting the money on the line. The inquiry might save him quite a few dollars.

Welfare Services has contracts with several concerns that handle these items on a rental basis. Therefore, even if the appliance is needed for more than a few weeks, it will generally be cheaper to pay the rental fee for that period rather than put down the full cost of the item, especially a major one like a wheelchair or expensive orthopedic aid.

Welfare Services will be happy to assist Seafarers in obtaining

these appliances, and assure them a fair shake from the supplier at the same time.



Who Gets SIU Benefits?

Hospital:

Any Seafarer hospitalized as an inpatient for at least one week is entitled to a weekly benefit of \$15 for the full duration of his hospitalization, providing he has worked a minimum of one day aboard an SIU-contracted vessel in the previous 12 months.

Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. A copy of the marriage certificate and birth certificate is required. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years seetime with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

Death:

Every Seafarer is provided a \$2,500 death benefit, which he can make payable to whomever he chooses, whether related to him or not. The Seafarer must have worked a minimum of one day aboard an SIU-contracted vessel during the 12 months prior to his death. Beneficiary cards are available at all SIU halls. The beneficiary may be changed at any time.

Scholarship:

Four college scholarships worth a total of \$6,000 each are awarded each year to qualified Seafarers under 35 years old or the children of Seafarers who meet the educational requirements. Each scholarship provides a full four-year course of study and may be used at any college or university chosen by the scholarship student. All candidates must take the standard College Entrance Board examinations given during the year prior to beginning their college study, and present discharges showing three years' seetime for a parent or for himself, in the case of Seafarers under 35. Children of deceased Seafarers having three years' seetime are also eligible.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

FAMILY TROUBLES?



THE SIU

WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS



YOUR COMMITTEE RECOMMENDS



Much goes into the shaping of SIU policy and the administration of day-to-day Union affairs that escapes the casual observer. A large part of the work is handled democratically by rank-and-file committees elected by the membership at regular and special meetings. These membership committees regularly sift the financial operations of the Union, supervise the secret ballot election process, conduct trials and appeals, and make many of the decisions

that are passed on by all Seafarers and eventually govern the operations of the Union.

This is as it should be, with a democratic Union constitution and membership action at all times checking the handling of Union affairs by both elected and appointed Union officials and employees. The committees are just one more guarantee of the fullest possible democracy and fair treatment for every Seafarer.

Seafarers Int'l Union • A&G District • AFL



CONTRACT CLARIFICATIONS

of

SIU FREIGHTER

AGREEMENT

The following are the dry cargo companies currently under contract to the Seafarers International Union, Atlantic and Gulf District:

Actium Shipping Corp.
Alcoa Steamship Company
Amer. MM Steamship Corp.
American Steamship Co.
American Waterways Corp.
Atlantic Carriers Inc.
Blackchester Lines, Inc.
Bloomfield Steamship Co.
Bournemouth SS Corp.
Bull Steamship Corp.
Calmar Steamship Corp.
Compass Steamship Corp.
Coral Steamship Company
Delphin SS Corp. (Triton)
Dry-Trans Corporation
Eagle Ocean Transport Corp.
Eastern Steamship Lines, Inc.
Elam Shipping Corporation
Excelsior Steamship Co.
Gulf Cargo Carriers Corp.
Intercontinental SS Corp.

Int'l Navigation Co., Inc.
Isthmian Steamship Co.
Kea Steamship Corp.
Liberty Navigation, Inc.
Maine Steamship Corp.
Marine Shipping, Inc.
Martis Shipping Corp.
Mercador Trading Co.
Metro Steamship Corp.
Mississippi Shipping Co.
National Waterways Corp.
Ocean Carriers, Inc.
Ocean Transportation Co.
Omega Waterways Corp.
Ore Steamship Corp.
Ore Navigation Co.
Pacific Waterways Corp.
Pan-Oceanic Navigation Corp.
Peninsular Navigation Corp.
Puerto Rico Marine Corp.
Sea Shipping Co., Inc.

Seatraders, Inc.
Seatrain Lines, Inc.
Seatransport Corp.
Shipenter Lines, Inc.
South Atlantic SS Line, Inc.
Southern Steamship Co.
Stratford Steamship Co.
Strathmore Shipping Co., Inc.
Tini Steamship Co.
Traders Steamship Corp.
Tramp Cargo Carriers Corp.
Trans-Fuel Corp.
Trident Transport Corp.
Trojan Steamship Co., Inc.
Troy Steamship Company
Veritas Steamship Co.
Waterman Steamship Corp.
Victory Carriers, Inc.
Western Navigation Corp.

Freight Contract Clarifications

On these pages, Seafarers will find all the various clarifications that have been made in the SIU's standard dry cargo contract since it was last rewritten completely for the year 1953. The clarifications were made by a standing clarifications committee that was formed shortly after the last contract was signed and ratified by the SIU membership.

The committee consists of both Union and shipowner representatives who have been meeting from time to time as the occasion demanded to interpret clauses of the standard SIU contract

whenever an issue arose which was not clearly defined by the language of the agreement. The committee did not deal with the normal run of shipboard beefs, which are handled as before, by the SIU patrolman at the payoff.

Since the last dry cargo contract was a brand new agreement that had many completely new clauses and others considerably rewritten, it was felt from the beginning that a standing clarifications committee would be useful. This has been proven by experience over the past several months. The result has been that instead of

having to clarify the agreement on a company by company basis with each operator the Union and the shipowners have been able to arrive at general understandings on these issues.

All the clarifications listed below, follow the form of the contract itself, beginning with clarifications in the general rules, and going on to the working rules of the various departments. Ships' delegates are advised to keep a copy handy, along with the copy of the contract, for prompt settlement of any shipboard disputes that might arise.

ARTICLE II General Rules

Section 10. Customary Duties. Greasing and Testing Reach Rods in cargo holds should be performed by what rating without the payment of overtime during regular working hours?

Answer: It is agreed that the Deck Maintenance and Carpenters can do the above. However, this does not include freeing up or mechanized repairs to Reach Rods.

Section 12. Medical relief will not be provided except that which is available aboard the vessel, if the cause of the illness is the fault of the member of the crew such as: Venereal Disease, etc.

Section 14 (a) (b) Repatriation, Upkeep and Transportation. The provisions of paragraphs (a) and (b) of Section 14 of the Main Agreement shall not apply to any crewmember who shall be required to leave a vessel in a location outside the United States because of illness or injury arising out of his own misconduct.

Answer: This is agreed to by Companies and the Union.

Section 18 (a). Emergency Duties and Drills. In an emergency such as this section pertains to, must the entire crew, including watch below and men off duty, be broken out before such work is not considered to be overtime or may the watch on deck and part of the watch below, as may be required, be broken out without the payment of overtime?

Answer: In an emergency such as this Section deals with it is not necessary to call out all hands unless the master of the Vessel feels that it is necessary.

Section 30. Penalty Cargoes. When holds have been cleared after carrying penalty cargo, no penalty rate for cleaning will be paid for subsequent cleaning of holds unless another penalty cargo is carried.

Section 31. Standby Work. Clarify the meaning of "Unless they shall be required to keep steam in the boilers or oil winches," in fourth sentence.

Answer: When the men are required to keep steam in the boilers or oil winches, they are no longer considered as standby crew, but will then be considered crewmembers and therefore work under the provisions of the agreement that applies to such ratings of the crew.

Section 34. Port Time. A vessel shall not be deemed to be "in port" or on "port time" within the meaning of Section 34, Article II of the main agreement when it is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers.

Answer: This is agreed to by Companies and the Union.

Section 34. Termination of Port Time. Vessel leaves dock to proceed to anchorage to secure before going to sea. First bell at 2105 leaving dock for anchorage. On the following day vessel is secured and proceeds to sea. First bell at 0130 leaving anchorage for sea. When does port time terminate? At 2105 of first day leaving dock or at 0130 of following day leaving anchorage?

Answer: 0130 the following day. The reason being that the vessel did not depart for sea on the first day but departed for anchorage to secure for sea.

Section 35. Shifting Ships. What is considered a shift in regards to Hawaiian Island Ports?

Answer: A move of the vessel from Honolulu to Pearl Harbor or vice versa shall be considered a shift under Article II, Section 35.

Section 35. Shifting Ship. Is a move between Galveston and Houston considered to be a shift of the vessel?

Answer: A move between Galveston and Houston is a shift of the vessel.

Section 35 (b). Shifting Ship. (A vessel is to move via the C & D Canal from Baltimore to Philadelphia on a Saturday afternoon and the crew is called back for a 6 PM move. It is about a ten hour steaming between the two ports. The vessel arrives at Philadelphia anchorage and anchors at 4 AM awaiting berth or daylight to dock. Watches have not been set for the move as per agreement even though the men stood their regular watches. At 6 AM the men are again called out to dock the ship.)

4-8 WATCH
4 hrs. Call Back
1 hr. for docking

5 hrs. claimed
3 hrs. Actually Worked

8-12 WATCH
4 hrs. Call Back
4 hrs. watch
1 hr. docking
9 hrs. claimed
6 hrs. Actually Worked

12-4 WATCH
4 hrs. Call Back
4 hrs. watch
1 hr. docking
9 hrs. claimed
6 hrs. Actually Worked

DAY MEN
Bosn. Carp. Dk. Maint.
4 hrs. Call Back
1 hr. docking
5 hrs. claimed
2 hrs. Actually Worked

Question: How many hours are the men entitled to?

Answer: This problem could not be cleared up. We will hold for negotiation. The Union did agree that the men were not entitled to two Call Back guarantees.

Section 38. Sailing Board Time. The overtime described above shall not apply when sailing is delayed on account of weather, such as rain, fog, or any other condition beyond the vessel's control.

Sailing board posted for 2:00 PM, it starts raining at 11:00 AM, the stevedores knock-off and unable to complete cargo, is crew entitled to delayed sailing overtime under the provisions of this sub-section? Company's position no overtime payable because Act of God prevented completion of discharge and therefore of sailing.

Answer: No overtime is payable provided the Sailing Board Time was changed in accordance with the agreement.

Section 38. Sailing Board Time. All members of the unlicensed personnel shall be aboard the vessel and ready for sea at least one hour before the scheduled sailing time. In the event any member of the unlicensed personnel fails to comply with this provision, the Company shall call the Union and the Union shall furnish a replacement. If the original member reports after the Company has called for a replacement, the man sent by the Union as such replacement shall receive two-days' pay, which two days' pay shall be paid by the member who was late in reporting for duty.

Does this provision excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon, the sailing board being posted for 2:00 PM?

Answer: This provision does not excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon.

Section 40. Launch Service. Problem: Vessel is anchored and the men request launch service. The weather conditions are such that the Master feels that it is not safe for men to go ashore. What is necessary to show that the Master kept the men aboard because of unsafe conditions and not that he refused launch service or restricted men aboard vessel?

Answer: The Master shall use his own judgment and if in his opinion, the conditions are not safe, he shall not provide launch service. However, he shall as usual make his entries in the log as to the weather conditions and

advise ship's delegate accordingly. He shall get other data if possible, such as, weather reports to further back his decision.

Section 41. Rest Periods. Does the last sentence of subparagraph (a) "This shall not apply when sea watches are set the same day and before the rest period is completed" apply to watch standers and they are not entitled to the completion of the rest period due or overtime in lieu thereof unless in excess of eight hours?

Answer: This subparagraph (a) applies to watch standers and they are not entitled to the completion of the rest period and no overtime in lieu thereof. However, they are entitled to as much of the rest period as can be given before sea watches are set.

Section 41. Rest Periods. Problem: On Saturdays, Sundays, and Holidays, when watches are broken, the crew is working continuous overtime from 4:00 AM to 5:00 PM. The local Union maintains that all work after 8:00 AM in this instance would be double overtime because the men did not receive their rest period.

Answer: On Saturdays, Sundays, and Holidays, as stated in the problem is not double overtime.

Section 41 (b). Rest Periods. Men standing 12-4 AM watch at sea, docked vessel from 6:00 AM to 8:00 AM, sea watches broken at 8:00 AM turned to and worked the deck from 1:00 PM to 5:00 PM same day. How many hours overtime are men entitled to?

Answer: Two hours payable from 6 AM to 8 AM. No overtime from 1 PM to 5 PM.

Section 42 (b). Fresh Provisions. Milk shall be served three times daily in Port. Forty gallons of milk shall be on board on sailing day when the ship sails from a port where pasteurized milk is readily available.

Question: What is the definition of sailing day within the meaning of this paragraph?

Is a vessel proceeding along the East and West Coasts and calling at several ports located less than two days run apart obligated to provide forty gallons of milk on sailing from each port?

Answer: Fresh milk shall be provided in all ports as specified in the agreement and when vessel sails from final port of departure forty gallons shall be on board. This quantity of milk is for the crew's consumption only. If milk is provided for passengers, additional milk must be supplied for such use.

Section 45. Midnight Lunch. (a) If the crew works as late as 9 PM coffee and night lunch shall be provided. If work continues after 9 PM fifteen (15) minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

(b) If crew starts work at or before 9 PM and works continuous overtime until midnight, the men shall be provided with a hot lunch at midnight. If the work continues after midnight one (1) unbroken hour shall be allowed for such hot lunch. If this unbroken hour is not allowed the men involved shall receive one (1) hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(c) If crew is broken out at 9 PM or thereafter and works continuously for three (3) hours, a hot lunch shall be provided at the expiration of the three (3) hours if the work is to be continued. Otherwise, a night lunch shall be provided. An unbroken hour shall be allowed for the hot lunch and if such unbroken hour is not allowed the men shall receive one (1) hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(d) If crew works as late as 3 AM, coffee and night lunch shall be provided and if work continues after 3 AM

fifteen (15) minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

(e) If crew works as late as 6 AM, coffee shall be provided and if work continues after 6 AM, fifteen (15) minutes shall be allowed for coffee, which time shall be included as overtime.

* * *

Section 47. Crew's Quarters. Room allowance as provided in Section 43 shall be allowed when vessel is in port and:—heat is not furnished in cold weather.

What is definition of cold weather in degrees?

Answer: It was agreed that in the Winter Zone and the temperature was 65 degrees or lower the cold weather provision would apply under this section.

* * *

Section 51. Mess Room. The provisions of Section 51, Article II, of the Main Agreement do not require any change or alteration of any vessel of the company, inasmuch as the company's vessels already comply with such provisions.

Answer: This is agreed to by Companies and the Union.

* * *

Section 57. Transportation and Paying Off Procedure.

The provisions of sub-section I of Section 57, Article II of the Main Agreement do not apply to the vessels of the company. The provisions of sub-section 3 of said Section 57 shall not be deemed to qualify, modify, change or diminish in any way the obligations and duties of the Union and of the unlicensed personnel under Section 4, Article II, and any group or concerted action of unlicensed personnel in signing off articles under the provisions of said sub-section 3 shall be deemed to be a violation of the provisions of said Section 4.

Answer: This is agreed to by the Companies and the Union.

* This applies to Calmar lines only.

* * *

Section 57—1(b) and 1(c). Transportation and Paying Off Procedure.

(b) It is also agreed that the Articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States. At the seamen's option, cash equivalent of actual cost of first-class rail transportation shall be paid.

(c) If the vessel departs from the final port of discharge within 10 days after arrival to return to the area wherein is located the port of engagement, the above shall not apply.

The Union contends that if vessel terminates Articles in Port A and departs coastwise within the 10-day period to the area wherein is located the port of engagement and doubles back to Port A for cargo or any other reason, the days spent in doubling back should be limited to two or three days.

Answer: It is agreed between the Union and the Company that the final port of discharge of the inbound cargo shall be the port where the 10-day period shall commence. It is further agreed that the 10-day period shall commence at 12:01 A.M. the day following the last place of inbound cargo is discharged.

* * *

Section 57. Transportation and Paying Off Procedure.

Any member of the unlicensed personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico upon 24 hours' notice to the master, prior to the scheduled sailing of the vessel. In like manner, the master shall be allowed to discharge any member of the unlicensed personnel upon 24 hours' notice. If the seaman exercises his rights to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable. If the master exercises his right to discharge a seaman as provided for in this paragraph, transportation provisions shall be applicable. However, a member may be discharged in Puerto Rico for just cause and shall not be entitled to transportation. Should the Union object to the discharge, the matter shall be handled in accordance with grievance procedure.

Believe this clause should be clarified as follows: "Excluding Saturdays, Sundays and Holidays." No shipping commissioner.

Answer: When crew members wish to exercise their rights under Article II—Section 57 (3) and a Shipping Commissioner is required, Saturdays, Sundays, and Holidays shall be excluded for the purpose of paying them off.

* * *

Section 60. Vessels in Idle Status. The provisions of Section 60 of the main agreement do not require the company to replace on a vessel, which is inactive for any period, any member of the unlicensed personnel who shall have left the vessel of his own accord or whose employment shall have been terminated by the company because he was unsatisfactory.

Answer: This is agreed to by the Companies and the Union.

ARTICLE III Deck Department

Section 2. Division of Overtime. Problem. This section has been interpreted to mean that a bosun on a port payroll, over a long week-end holiday when there is no work going on a vessel, should receive the equivalent of overtime of a man standing gangway watch, while the company feels that this clause was not intended to cover such an occurrence and that such an occurrence would be in the same category as routine sea watches as specified in the agreement.

Answer: It is agreed that the bosun has the right to stand week-end gangway watch in turn with the rest of the Deck Department. If he fails to exercise such right, he has no claim for overtime as per Section 2, Article III.

* * *

Section 6 (a). Breaking Watches and Work in Port. When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking of watches. This shall not apply when the crew is being paid overtime for standing watches.

* * *

Section 7. Men Standing Sea Watches. When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes seamen standing watches. This excludes seamen standing donkey watches.

* * *

Section 10. Gangway Watches. Raising and lowering the Ensign shall be considered routine duty for gangway watch.

* * *

Section 10. Gangway Watches. The following companies will be considered in compliance with Section 10, Article III of the Main Agreement, when they maintain their own shore-side gangway watchmen in only the ports as listed below:

Calmar Steamship—Sparrows Point, Philadelphia, San Francisco.

Isthmian Steamship—Baltimore, Long Beach, Boston, New York, San Francisco, Philadelphia.

Mississippi Shipping—New Orleans.

Robin Line—Boston, Philadelphia, New York, Baltimore.

Waterman Steamship—New York, Philadelphia, Baltimore, Mobile.

* * *

Section 10. Gangway Watches. What hour of watch constitutes a gangway watch? How shall the changeover from a sea watch to a port watch, or vice versa, be accomplished?

Answer: The gangway watch shall consist of eight (8) hours on duty and sixteen (16) hours off duty.

On day of arrival sea watches for men who are to stand gangway watches shall be broken at midnight when stay of vessel is to exceed 24 hours.

On day of departure sea watches for men standing gangway watch shall be set at midnight prior to scheduled sailing time.

* * *

Section 11. Day Workers (b). The working hours at sea and in port for all men classified as day workers shall be from 8:00 AM to 12:00 Noon, and from 1:00 PM to 5:00 PM, Monday through Friday. Any work performed by day men outside of these hours shall be paid for at the regular overtime rate, except for such work as defined in Article II—Section 18.

Sub-section (b) above conflicts with Article II—section 44 (c) whereby lunch hour may be varied one hour. Which section governs, 44—(c) or Section II—(b)?

Answer: When the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

* * *

Section 12. Carpenter's Duties. The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of carpenters, within the meaning of the provisions of paragraph 5 of Section 12, Article III of the Main Agreement.

Answer: The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of the Deck Department, including carpenters.

* * *

Section 14. Docking and Undocking. This section requires that all hands, when available, will be used to dock or undock vessel. In a recent case, all hands were used to undock, but because a vessel was using a tug boat on the bow, the forward gang worked an hour longer than

after gang. The work involved consisted of letting go of the tug. Should the after gang receive the 1 hour's additional time under these conditions?

Answer: No! the after gang is not entitled to any extra overtime. When a gang at either end finished docking or undocking, such gang may be knocked off at that time, although the other gang has more work to do. In such case the gang knocked off is not entitled to time worked by the other gang.

* * *

Section 15. Topping or Lowering Booms. Because of the unique cargo gear on vessels of the company, the handling of cargo gear by members of the unlicensed personnel shall be governed by the following provisions, in lieu of the provisions of Section 15, Article III of the main agreement:

"The rigging up or securing of cargo gear shall be done by the watch on deck without the payment of overtime during straight time hours. When more than two sets of gears are being rigged, at least the two watches below and the day workers shall be used for this work."

Answer: This is an individual company problem.

* The above applies to Calmar line only.

* * *

Section 16. Unsafe Working Conditions. The provisions of Section 16, Article III of the main agreement do not apply to or prohibit the cleaning of between-deck spaces by members of the unlicensed personnel, while cargo is being worked in the lower cargo holds.

Answer: This is agreed to by the companies and the Union.

* * *

Section 17. Shifting Ship. Problem: Under our procedure of loading at the mines, it is sometimes necessary to haul the vessel several times during loading. The local union maintains that, for instance, a man is called back at 8:00 AM Sunday to haul ship, and works twenty minutes, he is entitled to 4 hours minimum (which is correct), but they maintain that if you break him out again at 10:00 AM to work another 20 minutes, you have to pay him another 4 hour minimum.

Answer: (a) When men are called back on Saturdays, Sundays, or Holidays, and work less than the 4 hour guarantee, they may be turned to one or more times without the payment of additional overtime, except where the time exceeds 4 hours, in which case they will be paid for the hours actually worked.

(b) During such call-back the men may be required to secure the vessel for sea, but may not be required to do maintenance or repair work.

* * *

Section 17. Call-Back to Shift or Haul Vessel. (a) Shall all Deck Department personnel be used, when available, for hauling ship?

Answer: The Company and Union agree that the past practice of the individual company shall govern this.

(b) Shall all Deck Department personnel be used, when available, for shifting ships?

Answer: The same number as used in docking and undocking.

(c) When can Stevedores be used for hauling or shifting without the payment of overtime to unlicensed Deck Department personnel?

Answer: (a) When deck crew is not available.

(b) When hauling ship and charter pay expenses for hauling. In the event the crew is used for this purpose during regular working hours, they shall also be used for this work during overtime hours.

(d) What is a Call-Back? If men are actually aboard the ship outside their regular working hours and it develops that ship is to be hauled or shifted immediately, and such men are turned to, are they entitled to the 4 hour minimum on Saturday, Sundays, or holidays?

Answer: Yes!

* * *

Section 24. Vessels' Stores. Under the provisions of Section 24, Article III of the main agreement, sailors may be required to handle radio batteries and equipment during their regular working hours without the payment of overtime.

Answer: This is agreed to by the companies and the Union.

* * *

Section 24. Vessels' Stores. (c) Daily supplies under this section shall include such items as meat, eggs, vegetables and other requirements for port consumption.

(b) Under this section galley coal shall be considered steward dept. stores.

* * *

Section 33. Cleaning Steering Engine. Does the overtime provision contained in this section apply to both watch on deck and watch below?

Answer: Yes! Straight overtime is payable to both the watch on deck and the watch below.

* * *

Section 25. Chain Locker. In lieu of the two-way bell or voice tube provided for in Section 35, Article III of the main agreement, the company may provide the Able Seaman who shall be sent into the chain locker with an adequate whistle with which signals can be made.

Answer: This is agreed to by the companies and the Union.

ARTICLE IV Engine Department

Section 3. Hours of Work. (a) Working hours in port and at sea for all men classified as day workers shall be from 8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holidays to be paid for at applicable overtime rate, except as provided in Article II—Section 18.

The sub-section (a) conflicts with Article II—Section 44 (c) whereby lunch hour may be varied one hour. Which section governs, Section 44—(c) or Section 3—(a)?

Answer: When the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

Section 6. Setting Watches.

Section 38 (f) Sailing Board Time. Situation: On Wednesday ship is scheduled to sail the next day, Thursday, at 6:00 PM; fireman-watertenders on donkey watch go on sea watches Midnight Wednesday. S. I. U. Article V, Section 6, Second Paragraph—

"Sea Watches for men standing "donkey watch" shall be set at Midnight prior to scheduled sailing time."

On Thursday, because of weather, cargo or some other reason, it is necessary to change sailing time and day to noon Friday.

Claim: Firemen-watertenders claim overtime wages for sea watches stood in port on Thursday.

Answer: Where sea watches are set at midnight and the vessel does not sail before midnight of the following day, overtime shall be paid for all time in excess of 24 hours after setting sea watches, in accordance with the agreement. Overtime will be payable to the firemen-watertenders after the first 24 hours since setting sea watches, until the vessel sails.

Section 9, Paragraph 12. Electricians' Tools: Problem: When the vessel furnishes the electricians' tools, the Union maintains that he cannot be held accountable for the loss of same and does not have to sign a receipt for same.

Answer: The Committee agrees that it is not practical to have electricians sign for tools.

Section 9. Electricians. This section provides that overtime shall be paid for all electrical or mechanical work by the electricians on any of the following equipment: gyro compass, gyro repeaters, gyro batteries, and gyro MG sets, radio communication batteries, and motor transmitter, radio direction finder equipment, Fathometer equipment and Loran system equipment.

This section provides for overtime for the electricians working on MG sets connected with navigation which are normally located on the bridge.

On a ship that has two independent MG sets, both located in the emergency generator room and which sets supply electricity for the entire vessel, would overtime be applicable to the electricians for working on these AC generators?

Answer: No overtime is payable under this Section when the MG sets supply electricity for the entire vessel. Regardless of the location of the MG sets the use shall determine whether or not overtime is payable. If the MG sets are used to supply electricity for the vessel, no overtime is payable. If the MG sets are not used for entire vessel but used for reasons specified in Article IV Section 9 (3), overtime shall apply as specified in agreement.

Section 15. Deck Engineer. (a) This will not include mast lights, navigation lights and cargo lights permanently installed.

Answer: The intent of this is to prevent deck engineer from working aloft on lights.

Section 17. Call-Back to Shift or Haul Vessel. This section is in deck department rules although Union feels

that it should cover engine department personnel when they are called back for same purpose.

Answer: It is agreed between the company and the Union that anyone in the engine department that is called back for the purpose to shift and haul a vessel shall be entitled to provisions of Section 17, Article III of the deck department.

Section 19. Oilers on Day Work-Steam. The ice machine room shall be deemed to be part of the engine room for the purpose of Section 19, Article IV of the main agreement.

Answer: This is agreed to by the companies and the Union.

Section 28. Wipers. The wiper who shall be assigned to sanitary work for two hours on Saturdays, Sundays, and Holidays, under the provisions of paragraph (d) of Section 28, Article IV of the main agreement, shall be required to pump up the galley fuel tank during these hours without the payment of any additional overtime.

Answer: This is agreed to by the companies and the Union.

ARTICLE V Steward Department

Section 3 (c). Hours of Work. What are the boundaries of a port for the purpose of determining when overtime is payable to the steward department under this section?

Example: Vessel pays off in the Port of New York and then sails to Albany, NY. Should overtime be payable under this section while vessel is in the Port of Albany?

Answer: (a) No overtime is payable for steward's department in Albany under above conditions.

(b) In determining the boundaries of a port for the purpose of applying Article V—Section 3 (c) it is agreed between the Union and company-committee that the following shall apply:

If a vessel proceeds from one city to another city and (always assuming that the vessel is under Register and a Custom clearance or permit to proceed is required), then those cities are to be considered two separate and distinct ports. If a Custom clearance or permit to proceed is not required the two cities are to be considered the same port for the purpose of applying the overtime provisions of Article V—Section 3 (c).

The above clarification shall also apply to vessels under enrollment.

Section 4. Working Hours. In all ports, the night cook and baker may work on a schedule between 6 AM and 6 PM as set forth by the steward.

Answer: The company and the Union agree on above.

Section 5. Manning Scale. Problem: When shall a child be considered a passenger for the purpose of determining what meal money shall be paid to the steward department under this section.

Answer: It was agreed that when the company receives passenger fare for a minor child, such child shall be considered the same as a grown passenger. When the company does not receive passenger fare for such minor child, the steward department will not be entitled to extra compensation.

Section 5. Manning Scales. If a vessel commences the voyage with passengers and a passenger utilityman, and the passenger utilityman, due to illness or otherwise, pays off during the voyage, do we have to pay a division of wages for the missing passenger utilityman on the return voyage or can we pay \$2.50 per day per passenger on the return trip as we would have been able to do if the vessel had originally sailed without passenger and passenger utilityman from the States?

Answer: \$2.50 per passenger day regardless of the

number of passengers, such money to be paid to the individuals doing the work.

Section 8. Routine Work. The duties of the steward department, as defined in Section 8 of Article V of the main agreement, shall include the cleaning and maintaining of toilets and the enclosed passageways.

Answer: This is agreed to by the companies and the Union.

Section 13. Meals in Port. The provisions of paragraph (a) of Section 13, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for serving meals to port engineers and supercargoes, port captains, when they are assigned to a vessel.

Answer: This is agreed to by the companies and the Union.

Section 14. Extra Persons Sleeping Aboard. The provisions of Section 14, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for taking care of rooms provided for supercargoes and pilots.

Answer: This is agreed to by the companies and the Union.

Section 16. Midnight Meals and Night Lunches. When not more than the equivalent of one department is served at 9 PM or 3 AM night lunch, one cook and one messman shall be turned out to perform this work. When serving the midnight hot lunch, one cook and two messmen shall perform this work.

Answer: The company and the Union agree on above.

Section 27 (b). Day Work. Members of the steward department on day work may be required to work in iceboxes without the payment of overtime, under the provisions of paragraph (b) of Section 27, Article V of the main agreement.

Answer: This is agreed to by the companies and the Union.

Section 27 (e). Day Work. At the time the agreement was negotiated, it was agreed between the negotiating committees that passenger utilities on vessels between continental US ports, when no passengers were aboard, would not receive the week-end or holiday overtime unless they were required to work. We are now faced with a problem where we might like to carry a passenger utility on vessels between continental US ports, when no passengers are aboard, but then we find the week-end overtime makes it prohibitive. Can this clause be clarified to conform with the verbal understanding at the time the contract was negotiated?

Answer: The committee felt that this request should be handled during negotiations.

PASSENGER VESSELS Deck Department

Section 1. This states that the quartermaster is to rig the flags, which he has been doing ever since the operation of the passenger vessels, by being relieved by the AB.

The Union now feels that another quartermaster should be broken out to handle the flags which, of course, would be on overtime, while the company maintains that this is a normal occurrence, something which happens every day and is the duty of the quartermaster on passenger vessels and that this chore, therefore, should be done without the payment of overtime.

Answer: It is agreed between the Union and the company that an AB who may be on watch can relieve the quartermaster when he is called to rig flags without the payment of overtime for either rating. No double overtime will be paid for Saturdays, Sundays, or Holidays, for the above work.

