

**STARTING IN THIS ISSUE**

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

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**YOUR DOLLAR'S WORTH**  
**SEAFARERS GUIDE TO BETTER BUYING**

VOL. XIV  
No. 15

**SEAFARERS**  **LOG**

July 25  
1952

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

# NEW CONSTITUTION PROPOSED BY SIU

Story On Page 3

## *Set Up Welfare Services Dept.*

Story On Page 2

**Three Lost.** Flames and smoke shoot skyward from blazing tanker V. H. Kelly at the Union Oil Co. docks off Martinez, Calif., shortly after two explosions were heard. The ship, manned by the SUP in all departments, was gutted in the fire. One SUP crewmember is missing and presumed dead in the blaze, which also took the lives of the captain and radio operator. (Story on Page 3.)



# SIU Establishes Dept Of Welfare Services — Siekmann Director

Keeping pace with recently-added benefits for Seafarers, the SIU Welfare Plan is expanding its personal services with the appointment of Walter Siekmann as Director of the newly-created Welfare Services Department. In his new job Siekmann will serve as assistant to Deputy Welfare Administrator Al Kerr, and will be the man who will handle any personal problems that arise in connection with Union welfare benefits.

The decision to establish this new post rose out of the recent rapid expansion of the Seafarers Welfare Plan in several directions. The addition of disability and maternity benefits to the already-existing ones has greatly increased the scope of the Plan's operations.

### Personal Contact

Since the SIU Welfare Plan is Union-administered, the new appointment will provide for personal contact between the Seafarer and the Plan with a minimum of the red tape and administrative run-around that is characteristic of plans run by insurance companies.

As part of his job, Siekmann will make arrangements for all ill Seafarers in this area to receive their hospital benefits in person and be visited regularly. He will also be in contact with the representatives



Walter Siekmann

in the outports who handle this phase of the welfare benefits.

In addition, Siekmann will be in touch constantly with those Seafarers who are permanently disabled and will see to it that their needs are taken care of within the provisions of the Welfare Plan. The same applies to problems arising out of any other situation for which the Plan pays benefits.

The new director has served the SIU in various ports as patrolman and has been active in the Union's organizing campaigns of the past years. In his years of sailing and serving SIU men, he has become well acquainted with the problems that seamen face and is well qualified to deal with them.

## How to Apply For Birth Pay

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

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from your last ship.

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

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## LOG EXCLUSIVE

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

### To assist the Seafarer and his family in getting the best value when they go out shopping, whether its food, clothes for the kids, tires for the family car, a radio or any other familiar item, the LOG will carry a column, beginning with this issue, dealing with everyday buying problems. The one following is the first of a series that will appear exclusively in this newspaper and written with the problems of the Seafarers in mind.

Each individual column will be a clear-cut explanation of what to look for in buying any particular item and how and where to get the best buys. The column will also offer tips on what type of product is best for a particular use.

### Consumer Authority

The author of the series is Sidney Margolius, well known as a writer on buying problems. Included among his published works are two books, one a buying guide and the other on Social Security, as well as over 200 articles that have appeared in national magazines.

While Margolius also does a syndicated column on consumer buying which appears regularly in 45 trade union newspapers, this particular feature is written exclusively for the LOG as a special service for its readers.

A very wide range of subjects will be covered in the articles. Any questions or suggestions that Seafarers might have as to purchasing problems they have run into will be welcomed by the author and taken up in the pages of the LOG.

### Perils For Home Buyers

By Sidney Margolius

The latest inflation has put the prices of homes at a new high and is storing up a load of grief in the shape of inflated mortgages for unwary buyers.

A Seafarer is in an especially tough position when it comes to buying a home berth for a family. He doesn't have as much time to modernize an old house himself as many families do these days to get satisfactory living quarters. He can't always even spend as much time improving an inexpensive new bungalow. He's got to be doubly careful in planning or buying a home.

There are three things a family that needs a new home might do about the currently steep prices:

1. Postpone buying if possible. Sometimes housing prices are lower in autumn or early winter. There's no guarantee prices will be lower this fall, and we may actually be in for another spell of general inflation, as several signs indicate. But more folks are being forced out of the housing market by high prices, and the price tags may be forced down a bit. Prices of older houses and big new houses are sagging a little from last Spring's high although tags on more moderate-priced new houses are still stubbornly firm.

2. If your need is urgent, consider a smaller but expandable house. There's a trend nowadays to houses designed to be comparatively easy to enlarge later. They're laid out on the lot so there's space to add subsequent rooms; they have such features as a plywood exterior wall that later can become an inside wall, a window installed in a space framed for a future door, etc.

3. Keep down the size of the mortgage. The largest single cost in a house is the price you pay for financing it. Interest charges pile up faster than most families realize. If you bought a \$9,000 home with no down payment, and paid off on the mortgage 25 years at the rate of \$47.51 a month, you'd repay the lender a grand total of \$14,253. If you put down \$1,500, and still paid \$47.51, for 19 years, it would cost you \$12,166 to pay off the house. If you put down \$3,000 and paid off in 14 years, your cost would be \$10,815.

The expandable-house technique does offer a family some chance in trimming the present high cost of a house. The trick is to buy the smallest, simplest but truly expandable home you can get away with at present, making sure, however, that the basic construction is sound.



Basementless houses with expansion attics, like the Levitt homes in NY, generally offer the best immediate value today.

Then hope that in a few years building prices will deflate a little so you can add to it, or undertake to do some of the work of expansion yourself.

That doesn't mean the house necessarily has to be a little cracker box. But starting with a well-built smaller home thoughtfully planned for future expansion keeps down both the price and the mortgage and parlays the savings in interest on the mortgage. You could pay for much of the expansion simply with the savings in interest, as we'll show in the next issue.

It is definitely getting easier to put the finishing touches on a house yourself, through such developments as better-quality dry-wall construction for finishing attic rooms, prefabricated and even prefinished flooring or underlayment for asphalt or linoleum tile floors, plastic or metal tiles for bathrooms, preassemble'd bathroom fixtures like stall showers, ready-pasted wall paper, roller painting and one-coat paints, small power tools and scores of other modern materials and techniques.

A truly expandable house is laid out on its lot so there's space to add rooms (sometimes even with gable and towards the street), and has plumbing arranged so additional bathroom fixtures can be easily hooked on, heat risers into the attic, an attic high enough to be usable and roomy enough for additional rooms or which can be enlarged with dormers, etc.

You can save approximately ten per cent of the cost of a house by buying one of the newer basementless ones built on a concrete mat with radiant heating in the floor and the furnace (scaled down in size a bit) in a furnace closet. Basementless homes are very controversial, but the heating method has been found satisfactory in six years of postwar use, and I myself prefer the saving in cost if I have a large-enough attic for storage.

A house built more nearly square than long and narrow is another money-saver because as much floor area is enclosed with less costly wall space. A squarer house is also less-costly to fuel—less wall space for heat to escape.

Also, a two-story house costs less than one, all on one floor. There's no doubt, too, that you do find the best values these days in the large mass-produced developments.

(NEXT ISSUE: How to save on financing—the biggest single cost in a home.)

# LOG Expose Read By Four Million



Displaying his picture in the Saturday Evening Post, Mike Miller explains how he played role of "saboteur for a day" to illustrate story on port security. Listening in are: (left to right), I. Levy, Frank Vega, George Steinberg, Percy Boyer.

Charges made in previous issues of the LOG that serious loopholes exist in our port security received top billing in the Saturday Evening Post of July 19. The lead article in that issue, distributed to 4,000,000 Post readers

throughout the country, is entitled "Our Unprotected Seaports: A Cinch for Saboteurs". It is based on a series of LOG articles which pointed up the ease with which spies, saboteurs and fugitives from justice could enter or leave this country.

One result of the LOG charges has been a noticeable tightening up of security practices on the waterfront. With the publication of this article in the Post it is expected that further measures will be taken within the limits of existing law, to protect our ports.

### Congress May Act

While Congress is not in session now, it is expected that several measures aimed at plugging ex-

(Continued on page 17)



The furiously-blazing oil tanker Victor H. Kelly lies alongside burning Union Oil Co. pier while San Francisco Bay fireboat pours water on the flames.

## Fire Kills Three On SUP Tankers

Three crewmen were lost and 30 injured when two SUP-manned tankers caught fire and exploded in San Francisco bay. The tankers went up in flames when fire broke out at the Union Oil Company pier in Oleum just as the tank-ship Victor H. Kelly was completing discharge of cargo. As a result, that ship was completely gutted and a sister ship, the Lompoc, suffered heavy damage although her crew brought the fire under control without casualties.

Were it not for the wind direction and quick action in closing off valves, the fire could have spread to the Union Oil Company refinery with disastrous results. At it was, a large section of the unloading pier was destroyed along with the damage to the tankers.

### 3 Die, 3 Hospitalized

Lost in the disaster, all from the Victor H. Kelly, were: Captain Eugene J. Fulton, who suffered a heart attack; W. L. Liggins, radio operator who is missing; and a wiper, Yarker, who is believed to have drowned. Three other crewmembers were hospitalized: James Garcia, Albert Sheehan and Frank Berard, while the rest were treated at the scene or discharged after minor injuries.

According to Martin Cunningham, AB, the fire broke out just as he was getting ready to go on the 12 to 4 watch. It started by the risers on the dock and swiftly spread until "a huge sheet of flames played on our ship like a blow torch."

The crewmembers manned five fire hoses but were unable to make any impression on the flames. Meanwhile the mates closed all of the valves to keep the oil from feeding the fire. Attempts were made to cut the lines and free the ship from the dock without success.

The crew found themselves cut off from the forward lifeboats and the No. 3 lifeboat davits got stuck. Explosions followed and the crewmembers went into the water as the captain gave the order to abandon ship. All of the survivors were picked up by tugs and other small boats in the vicinity.

### Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

# Seafarers Study Proposed Changes In Constitution

A resolution calling for revision of the SIU constitution to bring the basic Union document up to date has been accepted by the membership at headquarters and all branches. The resolution and revisions were drafted by the conference of port agents and headquarters representatives after a year-long study of the present document.

Copies of the proposed amended constitution are being mailed to all SIU ships for study by the membership and will be distributed at the next membership meetings where the second reading of the proposals will be held.

### More Readings

Under the democratic procedure carefully spelled out in the existing constitution, the proposed draft has to have two readings at successive membership meetings in port. The draft is open for amendments on any article or clause at these readings.

The next step is to refer it to a committee on constitutional amendment. This committee will consist of six members, two from each department—deck, engine and steward—and will be elected from among the membership at the next headquarters meeting. This committee is empowered to recommend further changes in the document.

Upon being reported to the membership from the committee, the proposals will receive a third reading. Here too, amendments will be in order.

### Two-Thirds Vote

Once having been approved by the membership in all ports, the document will face a final test in a 30-day referendum vote. Two-thirds of the membership voting must approve the document before it goes into effect.

While the present SIU constitution guarantees thorough and complete democratic operation of the Union's affairs, and contains safeguards for the membership, changes in the Union's mode of operation and in Government regulations have made it necessary to alter that document.

For one thing, the Union has ex-

panded into entirely new fields in recent years, such as welfare. This was not foreseen when the original constitution was written in 1938, so that there are no provisions in it

governing the Union's activities in this field.

The passage of anti-labor laws in many of the States as well as in (Continued on page 17)

## Union Wraps Up Ocean Tow Case

A significant victory has been clinched by the SIU as the National Labor Relations Board certified the Union as sole bargaining representative for the engine department on the Ocean Tow Company's ships. The SIU already held bargaining rights for deck and steward departments.

Although only two ships, the Alaska Cedar and the Alaska Spruce, were involved the outcome of this case upholds the SIU's position that all ships of a company are considered as one unit for the purposes of collective bargaining.

The precedent set by this ruling would seem to bar any anti-union operator from attempting to play one union against another by splitting up his fleet, ship by ship.

### Won Election

Prior to the NLRB announcement, the SIU had won a collective bargaining election in the fleet's engine rooms. The election followed defeat of an attempt by the Marine Firemen, Oilers and Watertenders Union (CIO) to split up the company.

The case originated when the SIU organized the newly-formed company and obtained recognition in the deck and steward departments. The MFOW sought to block SIU representation in the engine room by asking that each ship be considered a separate bargaining unit. The purpose of the move

was that by splitting up the ships, the MFOW expected to win a collective bargaining election on one of them.

After hearing arguments in the case, the NLRB issued an order in February directing that separate elections be held. The SIU immediately contested the order and at subsequent hearings the SIU's position was upheld and the NLRB reversed itself.

The election followed with the SIU coming out on top. Now that the SIU has been certified as bargaining agent and no protest or objection has been forthcoming from the MFOW it firmly establishes the SIU as the only unlicensed union on these ships.

## New Treaty Sets Basic Ship Rules

A complete analysis of a nine-part global maritime treaty and its affects on Seafarers will be presented in the LOG issue of August 8.

The treaty, adopted at an International Labor Conference in Seattle during 1946, was passed by the US Senate before it adjourned last month. Its provisions, many of them already incorporated in SIU agreements, will have the force of law when they formally go in effect in the near future.

For the first time, special Government agency will have authority to set certain minimum standards concerning food and water supply and the stowage of stores aboard ship with the power to enforce its orders.

Among the other new procedures prescribed in the ratified treaty are testing requirements for the certification of ships' cooks and the medical examination of all seamen. These provisions, along with several others, are effective as US law now that the Senate has used its treaty powers to adopt them.

In the next issue of the LOG, the SIU will publish a full report on the entire treaty with special reference to those conditions not now in effect in standard SIU agreements.

## More Foreign Firms Seek US Ships

Further attempts by foreign shipping interests to go into business on the backs of the US reserve merchant fleet have come to light. The latest move consists of a proposal by six shipping companies from the city of Trieste to legalize the sale to them of ten Libertys from

year. Libertys commanded around \$1,500,000 on the world market, depending on their condition. While prices may have dropped somewhat since last winter's boom, the Trieste proposal would mean the US Government would be selling the ships for far less than their market price. In effect then, this would mean direct US Government subsidy for foreign shipowners.

Of the many proposals made thus far, the Japanese deal is considered the most important as success of such a large-scale bite out of the US reserve would pave the way for similar moves by other nations.

### Other Countries Interested

Nor are the Trieste and Japanese proposals the only ones that have been made to the US Government. A bill has been introduced in Congress on behalf of the South Korean Government asking for the transfer of 50,000 tons of shipping to that country and several other countries have been casting hungry eyes at the US reserve.

Further, the Trieste companies are trying to work out a deal where by the US would sell them the Libertys at \$550,000 each. Earlier this

and will be paid by MSTs in American dollars. It is estimated that the Japanese outfit, "American Ship Operating Co., Ltd.," will clear \$1,000 a day profit out of the LST operations. No American company, as far as can be determined, was given a chance to bid for this business.

Eventually, the companies intend to take over the LSTs and continue to operate them courtesy of the US Navy which will declare them "obsolete" for the benefit of the Japanese company.

### Former Gov't Agency

Actually, the LOG learned that this Japanese company consists of that country's former Merchant Marine Commission, an outfit comparable to the US Maritime Commission of World War II. While no longer an official Japanese government agency, the outfit is supported by 31 Japanese shipping companies.

### Deal With MSTs

The Japanese company has already made considerable headway through an agreement with the Navy to handle 48 LSTs carrying US Government cargo within the Japanese Islands and to Korea. Although manned by Japanese, these ships will fly the American flag

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# Autumn Shipping Rise—If

WASHINGTON.—Earlier forecasts of a sharp rise in shipping this fall may have to be abandoned unless further foreign aid appropriations are forthcoming from Congress before then, a possibility few observers are willing to predict in this national election year.

Pessimism in the ranks of shipping industry leaders and interested Government agencies hinges on the big slice the 82nd Congress took out of President Truman's original requests for foreign aid funds which, at the present time, seems certain to limit shipments mainly to material earmarked under the North Atlantic Treaty. Shipments to the partners in the NATO agreement are handled solely to MSTs.

Cutbacks in the fleet of GAA ships furnishing aid cargoes abroad since the outbreak of the Korean War have just about returned the bulk of these vessels to the various reserve fleets on all coasts.

### Gov't Steps Out

Since the need for coal, grain and other cargoes declined this spring, causing requirements for Government-owned cargo space to hit bottom, the privately-owned merchant fleet has been able to handle the traffic going to friendly nations, permitting the Government to step out of the shipping business in competition with private operators as it promised when the emergency GAA program was started.

Another 42 ships were returned to lay-up status last week to bring the total of ships brought out of reserve and since idled to 454. Another 183 are operated by MSTs to move military cargoes, accounting for a figure of 637 ships in service at the peak of the program six months ago.

SIU companies affected by the ship lay-ups have returned about 90 vessels previously operated under GAA agreements to the Government. Latest to join this list are the following: Bessemer Victory, Anniston Victory (South Atlantic); Cape Edmont (Alcoa); Winfield Stratton, Henry T. Rainey (Bull);

Cape Grieg and John Evans (Mississippi).

Part of the ship cutbacks have been in the Cape-type ships taken out the beginning of this year, many of them operated by MSTs. Spokesmen noted that despite expensive repair and overhauling programs to refit these vessels, it

was found that a principal kink in their use would be the lack of spare parts and repair items without which the program couldn't properly function. After a few voyages, most of the Cape ships have been returned to lay-up status despite the relatively high cost to bring them out originally.

## Korea Vet Returns To Ship SIU Again



Cpl. Edward A. Burke greets an old shipmate, Dan Fitzgerald (center) whom he sailed with before entering Army, while August Horbac looks on. Burke is getting Army discharge today and expects to be shipping again soon.

A stranger to the monumental changes in wages, conditions and benefits achieved by the SIU in the past three years, Cpl. Edward A. Burke will be back to enjoy them soon after

he's discharged from the Army this week.

Eddie, to whom the thought "just call me mister" takes on new significance now, agrees that he's been itching to get back to sea ever since he got his Army call in 1950. At that time, he had been serving as an organizer to bring other seamen some of the conditions he'd been enjoying sailing in the A & G District. An accident on the ship forced him to get off and soon after he recovered, Uncle Sam put in his claim for him.

During his 21-month stint in khaki, Burke spent about ten months in Korea earning three battle stars in the 1951 spring offensive there. While he was attached to the 27th "Wolfhound" Regiment of the 25th Infantry as a rifleman, he suffered an attack of blood poisoning in his legs, so he was put to work instead as a cook, a job at which his training as a Seafarer paid off. During the two and a half years he had been sailing with the SIU previously, he shipped as a third cook.

### Back To Ships

Burke got to Tokyo on rotation and eventually to the US on an army transport, the General Meigs. Stationed for the past month at Camp Kilmer, N. J., near his home in Jersey City, he's being discharged this week and promises he'll be back shipping off the board before long.

When he stopped in at SIU headquarters to say hello to some of his former shipmates, he ran into several who had shipped with him on his last ship, the Sunmont, back in June, 1946. One of them, Daniel Fitzgerald, MM, offered the appropriate congratulations to the news that Eddie was getting out and welcomed him back to the fold after his eventful absence.

## Crew Looted Of \$1,000

A mysterious man, who everybody thought was a watchman, looted the crew's lockers aboard the Western Farmer the night they were paid off, and disappeared with about \$1,000 in cash and a new set of clothes.

The Farmer was tied up at her 23rd Street pier in Brooklyn when the heavy set man, wearing old clothes appeared on board. He walked around the ship all day, apparently knowing enough about ships to get around with no trouble.

At about 2 AM the next morning, the man awakened Seafarer Eric Petersen and asked him for the keys to the 8-12 lockers. Petersen, still half asleep, told him that he had no keys, and went back to sleep.

The next morning, the crew found that just about every locker on the ship had been opened, and the officers' cabins had also been cleaned out.

After figuring up what each man was missing, the total came to about \$1,000. In addition, the "watchman" left his own clothes

aboard the ship and apparently wore off a set of new sports clothes that he had taken from various lockers.

The thief was heavy set, was about 5 feet 10 inches tall, and had light hair.

## SIU Sifting Immigration Act's Effect

SIU headquarters is making a complete analysis of the new immigration law passed by the 82nd Congress, with particular reference to its provisions affecting alien seamen. A complete analysis of the measure will be published in the LOG next issue.

The new statute, an omnibus measure tying together all the immigration laws passed by Congress since 1789, was adopted by the recent Congress over the veto and opposition of President Truman.

Sponsored by the Chairman of the Senate Judiciary Committee, Pat McCarran (D-Nev.), and by Rep. Francis Walters (D-Pa.) in the House, the legislation was passed in the final days of the session which ended this month. In the issue appearing August 8, the LOG will present the SIU study of the law to enable alien Seafarers who may be affected by it to understand fully its provisions.

## SIU NEWSLETTER from WASHINGTON

In order for the American shipowner to continue to prosper under worldwide competition, he must operate ships that are faster and larger than those now in being. As in the case of the Mariner-type vessel, the 45,000-ton tankers now being built were but a "gleam in the eye" five years ago. There is no reason to believe that this country's progress in ship design in the next fifteen years will be any less accelerated than that of the last five years.

Admiral E. L. Cochrane, Maritime Administrator and Chairman of the Federal Maritime Board, has told this reporter that despite the fact that President Truman recently nominated him for another four years in the top maritime job, he will retire within a very short time. The President was told by Admiral Cochrane that the latter would stay in his present Government position only as long as it takes to clear up some of the present maritime controversies, particularly those relating to construction subsidies for the superliner United States and the two American Export Line ships Independence and Constitution.

Admiral Cochrane will leave his maritime post within a matter of two or three months and will assume his job as Dean of the School of Engineering, of the Massachusetts Institute of Technology.

The law provides for a political split in the make-up of the Federal maritime agency. This means that President Truman, in view of the fact that Admiral Cochrane is a Republican, must name a Republican to fill his vacancy. The other two members of the Federal Maritime Board are Democrats.

The US continues to take pride of place with the highest tonnage registered under one flag. However, Britain, unfortunately, can still claim to have the largest merchant fleet in active employment.

The revival of the shipbuilding industries in such countries as Belgium, Denmark, France, Germany, Holland, Italy, Japan, and Norway, where tonnage output is now comparable with, and in most cases exceeds, that for 1939, has been a notable feature in the past two years.

However, special acknowledgement must be made to the US for the assistance which has enabled these war-stricken countries to resume so speedily their place among the leading shipbuilding nations of the world.

The year 1952 started out with this country owning one-third of the world's gross ocean tonnage. Over-all the twelve countries of the European Recovery Program stood about at their prewar strength or a little better, having gained over 10 million tons of shipping since 1946.

The point is, however, that this country has no ground for complacency. Our active, privately-owned merchant fleet is middle-aged, and our reserve fleet is slow, vulnerable and obsolescent. We need a flow or new fast tankers, passenger ships, and dry cargo ships, over and above the present meager program.

It can only be hoped that the American people have learned the lessons of the past—that they will never again permit our fleet to run down, and confront us again with the strain and waste of huge stop-and-go shipbuilding.

Is the war-built Liberty-type vessel suitable for the intercoastal trade? This is a question which the Interstate Commerce Commission will decide within the next few months. Those lines presently engaged in this domestic trade appeared before ICG within the past few days to protest the entry of Isbrandtsen Company, Inc. and West Coast Trans-Oceanic Line into the intercoastal trade, holding that the Liberty ships which the applicants propose to use are not suited to intercoastal requirements for carriage of general cargo, and that the trade already is overtonnaged.

The three members of the Federal Maritime Board are in Europe to collect and study foreign shipbuilding costs first hand, in an effort to finally resolve the conflicts surrounding the award of construction subsidies for the building of the American Export Line vessels Independence and Constitution. The former Maritime Commission initially allowed Export a building subsidy of 45 percent of the foreign costs, but the Federal Maritime Board subsequently cut this government aid to 27 percent, meaning that Export would have to pay over \$5,000,000 more for each ship.

Export now claims it is in possession of new evidence from a Dutch shipyard which will show that the Government should increase the building subsidy on the two liners. The FMB is investigating this claim of Export, and the overall results will be watched closely by the entire maritime industry because of a subsidy pattern level that may be set.

The National Labor Relations Board has held that an employer violates the Labor Management Relations Act by locking out his employees in order to force them to accept his terms in collective bargaining. An employer, under this ruling, may not lawfully use such a tactic to break a deadlock in bargaining with the employees' representative. However, the NLRB's decision (involving an AFL Distillery Workers' Union and a group of 35 wholesale liquor companies at Chicago, Ill.) added that when a genuine deadlock has been reached after bargaining in good faith, the employer may put into effect the terms he has offered to the employees' representative.

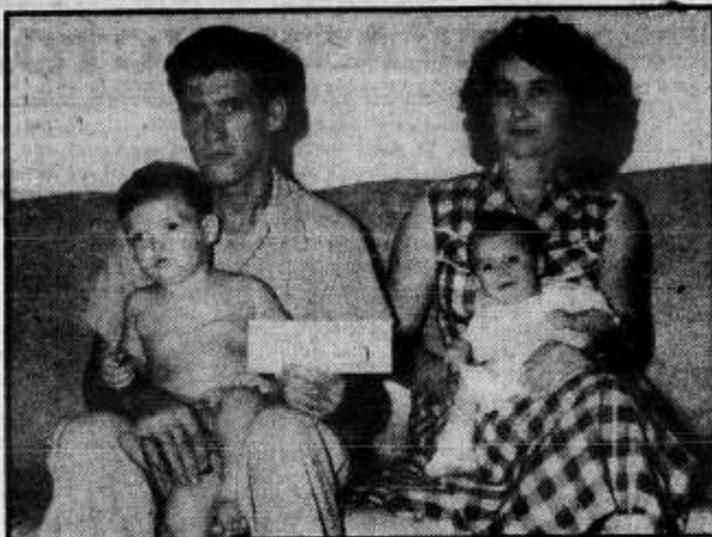
In another decision, the NLRB has ruled that it is not illegal for a union to charge a higher fee for reinstating a former member than it charges as an initiation fee for those who are applying for membership the first time.

Your SIU Washington Reporter

## Vacation Every 90 Workdays

Seafarers qualify under the SIU Vacation Plan every time they can show 90 days' discharges for worktime at sea or in port after June 1, 1951. Vacation pay can be collected four times a year in cases of men with continuous sailing time. Your discharges from an SIU ship are the key to guaranteed vacation pay — another SIU first in maritime!

# Birth Pay \$15,000 In Six Weeks



One of Mobile's benefit babies is Larry Nelson Byers shown at home with his parents, Mr. and Mrs. James M. Byers, of that city and his older brother.



One of several Brooklyn entries is Antonia Guillen, being held by the proud father, Antonio Perez Guillen alongside mamma Rose and her sister. Pop calls as an AB.



Out in the sunshine with Junior are Mr. and Mrs. Israel Santos Faustina of New York City. Dad is AB aboard the Ines (Bull Line).



Brand new poppa is Seafarer Joseph F. Casem of the Crescent City shown with wife Virginia and their first born, Purinio, just 16 days old at the time photo was taken.

A total of \$15,000 has been paid out to Seafarers under the SIU's new maternity benefit plan, although it is only six weeks since the first payment was made. Payments continued to go out at about the same pace, with no expected immediate slackening off as an average of \$2,500 a week has been paid to Seafarers and their families since the plan went into effect.

### More Pictures on Page 17

Some 75 Seafarers, who became fathers since April 1, 1952, have already collected under the plan. At the same time, 75 savings bonds with a total face value of \$1,875 have been sent by the Union to the new members of the Seafarers' families.

Under the plan, the Seafarers who qualify receive \$200 from the SIU Welfare Plan, and their baby gets a \$25 US bond from the Union. Those Seafarers who have collected so far have congratulated the Union and its two-year-old Welfare Plan on this latest big step forward.

All of them explained that the benefit came just when it was needed most. The \$200, in most cases, covers the medical and hospital expenses involved, and which usually put quite a dent in the family budget.

As the total of Seafarers' babies went up to 75, the boys managed to keep the slight lead they started out with, but the girls cut it down until the score is now 36 girls and 39 boys.

Every SIU port is represented in the list of payments, and applications are coming in from Seafarers all over the country.

Those Seafarers who have received the \$200 maternity benefit and the \$25 bond during the past two weeks include:

Henry Garrity, Turtle Creek, Va.; Ernest Green, Prichard, Va.; Ronald J. Thompson, Somerville, Mass.; Erling Hansen, New Orleans, La.; James Temple, New Orleans, La.; Milton C. Shepherd, Galveston, Texas; Charles L. Shirah, Mobile, Ala.; Thomas J. Hoar, Baltimore, Md.; Allen R. Nauman, Roanoke, Ill.; George Zidik, Baltimore, Md.; Robert N. White, Kenner, La.; Francis E. Wasmer, Kansas City, Mo.; Ferdinand Greeff, Baltimore, Md.

Also: Robert O. Miller, Cumberland, Md.; John McCormack, Ozone Park, N. Y.; Joseph Weiss, New York, N. Y.; Charles N. Bailey, Mobile, Ala.; Jack Geiver, Bronx, N. Y.; James McCoy, Baltimore, Md.; Thomas F. Hill, Norfolk, Va.; Israel Santos, Bronx, N. Y.; Miguel E. Diaz, Puerto Rico, and Bobby E. Edwards, Graham, N. C.

# ITF Meeting Attended By SIU Delegate

STOCKHOLM. — Considerable progress in solidifying the unity of unions throughout the world engaged in the transportation industry is reported by SIU delegate James Waugh, who is attending the 22nd biennial ITF congress in Sweden's capital this week.

Waugh, president of the SIU-affiliated Cannery Workers Union, represents the International and its affiliated deep-sea, inland and fishermen's districts throughout the US and Canada, at the one-week session of the International Transport workers Federation.

# Owners Stalling, SUP Asks More

SAN FRANCISCO.—Noting a satisfactory settlement with a non-member of the operators' association this week, the SUP made good its promise to match the shipowners' stalling tactics with a contract proposal that would penalize further delays toward agreement to end the 58-day strike.

A firm stand by the Sailors against the Pacific Maritime Association has tied up over a 100 ships on all coasts since the start of the walkout May 27.

Reports of the SUP Strike and Negotiating Committee backed by membership approval take special note of the fact that the PMA has made only one contract offer during the entire period of the strike, and that after it was in progress seven weeks. In the absence of what the Sailors called a "genuine attempt to meet and realistically discuss the issues," negotiations were broken off for nearly three weeks while the PMA staged maneuvers aimed at creating an alliance with the Harry Bridges' longshoremen to break the back of the Sailors' fight.

Despite this effort, few on the waterfront have swallowed the bait or fallen for the line that one of the "crucial" issues is loading of stores jurisdiction.

### Lack of Faith

Showing up the shipowners' unwillingness to negotiate since the talks were renewed, the SUP committee disclosed, was a recent tactic of the PMA chieftains who

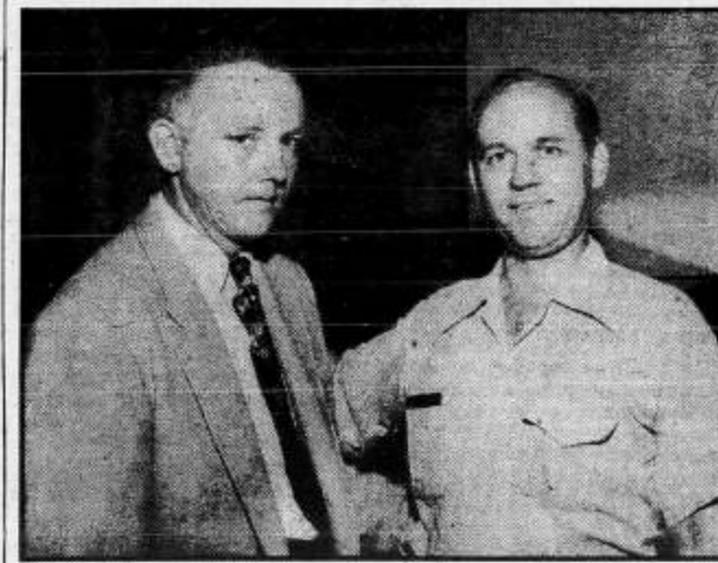
wouldn't let the talks go forward one day unless SUP secretary-treasurer Harry Lundberg showed up. This obviously staged device, asserted the committee, hinged on the fact that the SUP official was subpoenaed that same day before the NLRB to answer charges against the union brought by the same shipowners.

Further indication of their lack of faith were the next day's headlines in all newspapers claiming the SUP secretary was stalling negotiations, the union report added.

The settlement by the non-PMA operator, Alaska Steamship Company, involving 20 ships, recognizes the SUP's principal demands on wages and other economic conditions. In the face of this accord, shipowners in the PMA advanced an offer embodying just half the increases reached in negotiations with Alaska Steamship and at that it was the first formula produced by the shipowners to end the walkout.

In the face of this, the SUP recalled its pledge of a month ago to match continued stalling by the PMA with demands that would partially enable the Sailors to make up their accumulated wage losses due to the strike by upping earlier figures considered rock-bottom.

# Seafarer Jumps From FOW To 2nd Assistant



BME Secretary-Treasurer Charlie King pats Lawrence E. Gordon on the back for a job well done in passing exam for 2d assistant engineer right out of the foc'sle. Gordon attended BME-sponsored school course to prepare for the exam.

Few men have made the big jump from the foc'sle to a 2nd assistant engineer's license, but one of them that did the trick is Seafarer (now engineer) Lawrence E. Gordon. As a result he is now aboard the Steel Scientist (Isthmian) as a licensed officer.

What makes Gordon's achievement all the more remarkable is that he passed the 2nd assistant's exam without any preparation other than six weeks of school instruction arranged by the Brotherhood of Marine Engineers.

### Went To BME

Gordon decided to go out for a license when he came off the Seagale (Seatraders) and heard about the BME's program to help Seafarers become licensed engineers. He went up to the BME office where arrangements were made for him to attend school.

Since he had six years' sea time

under his belt as fireman-oller-water-tender, he was eligible for a second assistant's license. Gordon decided he might as well go out for it instead of taking the 3rd assistant's exam.

"The exam was a pretty tough one," he recalled. "It took me a full week to complete it. I started on Monday, July 7, and wasn't finished until July 14." Tough or not, Gordon passed with flying colors and received an original 2nd assistant's license.

The 32-year-old mariner has been going to sea for ten years now, all of that time in the engine room. He makes his home in New Kensington, Pa.

# A Seafarer's Fight Back From A World Of Pain

A year and a half ago two Seafarers and a mate aboard the Cities Service tanker Logans Fort were working on deck unloading kerosene onto barges while at anchor in the Cities Service terminal a half mile off the Norfolk Naval Base.

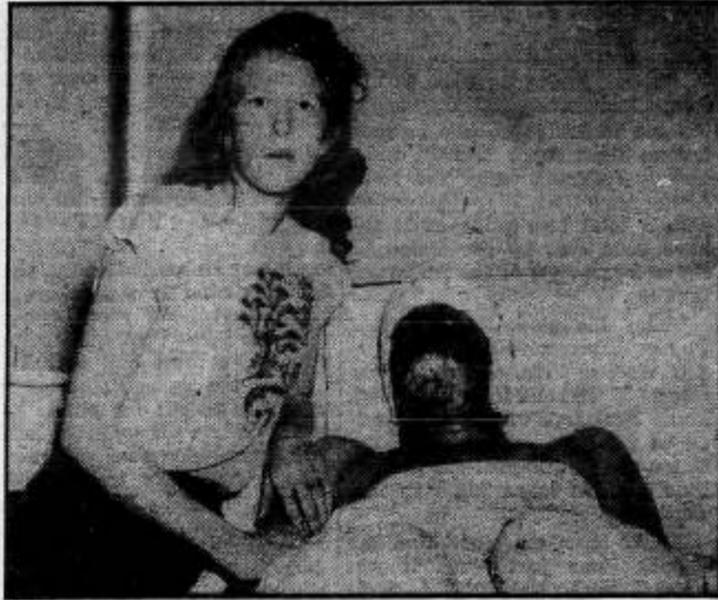
Without warning, the roar of an explosion filled the air. The deck area and the barges were enveloped in a mass of flames. The flash fire wrapped itself around the three men working on deck.

The two Seafarers made it over the side. The mate collapsed on deck. The flames were quickly extinguished and other crewmembers helped one of the Seafarers, Fred Huffman, out of the oily water. He and the mate, Basil Cubitt-Smith were rushed to the hospital. The other Seafarer, Joseph Sheldrick, never came back up to the surface after his jump from the blazing ship. The mate died shortly after he arrived at the hospital.

## Faces Operation

Today, just 18 months after the tragedy, AB Fred Huffman is facing an operation that offers him a 50-50 chance to fully use his hands once more. He has just received an \$85,000 settlement from the Cities Service Oil Company. But the 18 months between the accident and the settlement are a story in themselves.

After Fred was taken from the ship to the hospital, he spent the



Fred Huffman and his wife Juanita while he was hospitalized following the Logans Fort explosion.

until you can hardly breathe and your nerves get all tense."

It was hard for a man used to being active. "I went swimming the other day and brushed my hands against the bottom. It liked to have killed me," or not even being able to go fishing because, "I can't wade the streams for fear of falling and hurting my hands."

## Training Useless

It was hard for a man used to working with his hands.

"Everything I have learned in my life does me no good now. I've trained myself for refrigeration, carpentry, motor mechanic (electrical and gasoline) and seamanship, which is the hardest of them all. Now I can't even handle a wrench."

There was a year and a half of having to wear soft leather gloves in order to touch anything. "I can't even wash my own face unless I use a cloth."

For over a year, Fred wandered around, from state to state and city to city, trying to get used to himself, his new life. "Maybe I'm running way," but always trying. There was a year of visiting different doctors and always being told the same thing, that an operation was needed, that the chances of recovering use of his hands were about 50-50.

One doctor told him that the small finger on his right hand might have to be amputated if it couldn't be straightened out. "I don't want to lose two joints of my finger unless I have to. Of course, I know that the little finger doesn't do much good, but it's nice to have around anyway. I don't want my hand disfigured any more than it is if I can help it."

## Was Hard to Take

There was also the money problem. Fred, after over eight months, decided to try a light job where he thought he would have to use his hands. So he tried selling vacuum cleaners, but his hands always got in the way. "It was the first time I had ever failed at anything, and it was hard to take." The whole year and a half was "hard to take."

Finally, last month, the settlement came through. Fred's attorney advised him to invest the money so that he would have some income from it. Fred did invest it, and is getting an income, but that's not the end of the story, for now, he's making plans to go back into the hospital and have the operations that may give him back the full use of his hands.

The SIU and all his fellow Seafarers wish him the best of luck.

## Low-Priced Gear For Ships

Seafarers riding ships into the port of New York have a chance to save a lot of that payoff dough when they use a service offered by Union representatives coming aboard with samples of work and dress gear from the SIU-operated Sea Chest at headquarters.

Those who haven't yet heard of this new service or had the opportunity to take advantage of it are advised that the men lugging those bulging sample cases to your ship are members of the SIU, acting in behalf of the SIU-owned and operated Sea Chest.

Operation of the Sea Chest in headquarters has been so well-received by the branch membership that special efforts are being made to offer men coming into the port the same chance to get at well-made, bottom-priced gear if they can't get to the beach to come into the store and see what's what.

Stock carried varies from A to Z, including work clothes as well as the latest styles in men's dresswear and accessories. Suits, shoes, shirts and furnishings of all types, in addition to luggage and miscellaneous items not found in comparable haberdasheries, particularly at these prices, can be had within hours by ordering from the samples carried by the SIU representative who comes aboard the ship.

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out of stores to be set up in major outports.

# Top of the News

**DEMOCRATS' TURN IN CHICAGO**—Act II of the nominating conventions is now winding up in Chicago with the Democrats getting their turn. The convention opened on a note of acrimony with "Trumanites" and "Dixiecrats," the latter led by Governor Byrnes of South Carolina and Senator Byrd of Virginia, fighting a furious sham battle. The pro-Truman faction pushed through a resolution calling for all delegates to take a "loyalty oath" that they would support the party nominee, whoever he might be. At the last minute, both sides backed away from an inevitable split and the loyalty oath was watered down. In the course of the first few days it became apparent that none of the five or six candidates had enough strength to win the nomination, so the trend started running strongly to the reluctant Governor Stevenson of Illinois. He was in the unique position of having the convention come to him instead of the other way around as is the case with all other presidential candidates.

**IRANIAN OIL BOILS AGAIN**—The Iranian political situation flared up violently when Premier Mossadegh resigned after he was refused control over the Iranian Army as Minister of War. He was replaced temporarily by Ahmad Ghavam who has a reputation for being friendly to the British. Immediately following Mossadegh's resignation, his supporters allied with the Communist-led Tudeh party in nationwide riots against the new premier. After a couple of days Ghavam threw in the sponge with Mossadegh coming back in office and presumably having a free hand. British hopes that there would be a change in the oil situation were dashed by the latest developments.

**WIDESPREAD RENT INCREASES SEEN**—The Director of Rent Stabilization, Tighe E. Woods, estimates that six million families will face rent increases of from 20 to 100 percent in the near future unless state and local governments act to maintain controls. Under the present law, Federal rent controls will expire September 30 unless local governments request extension or the area has been declared a critical defense housing zone. Up until now only 18 communities have requested an extension of controls.

**SOVIET PUBLICATIONS BANNED HERE**—The official Information Bulletin published by the Soviet Embassy has been banned by the US in retaliation for treatment accorded a State Department magazine, "Amerika" in the Soviet Union. At one time, "Amerika" sold 50,000 copies in Moscow and was very much in demand there. Later on, the Soviet government started attacking the magazine and its distribution was gradually restricted so that publication was halted.

**EAST GERMANY PLANS ARMY**—A "defense army" of 375,000 men is being developed by the East German government. All former officers of the German World War II Army have been ordered to register for possible service, and a general registration of all men and women between 18 and 65 has been set. The call for the new registration was taken as evidence that a drive for volunteer enlistments had fallen far short of goals.

**NEW PLANE SPEED RECORD**—The Navy has revealed that an experimental plane, called the Skyrocket, has flown successfully at a speed of 1,238 miles an hour which is almost twice as fast as previous speed records. The plane, which was launched at 30,000 feet from a B-29 bomber, climbed to an altitude of 79,000 and then set the speed record in a dive. Big problem with adapting such high speeds for practical purposes is in air conditioning, since tremendous heat is developed from air friction at such high speeds.

**VIOLENT QUAKES SHAKE CALIFORNIA**—A very powerful earthquake centered in the mountains north of Los Angeles caused 11 deaths in the town of Tehachapi, California, and tremendous property damage including an oil refinery fire south of Bakersfield. The quake's effect was felt as far afield as San Francisco, with resultant mountain slides blocking highways and railroad lines. Instrument recordings showed that the quake was stronger than the disastrous San Francisco and Long Beach tremors. Only the fact that it was centered in a very thinly populated area kept the death rate as low as it was.

**TRUCE HOPES HIT BOTTOM AGAIN**—A flurry of rumors last week to the effect that a truce was near in Korea evaporated into thin air like so many other rumors before them. The truce optimism was set off when North Korean and Chinese delegations requested a recess, a step which is usually taken as a sign that new truce offers are on their way. After the recess was over, the talks bogged down into the same deadlock that has persisted for so many months up until now.

**"FLYING SAUCERS" STORIES SPREAD**—More reports of "flying saucers" by experienced airline pilots have come out in recent weeks. Pilots of both Eastern and Capitol Airlines planes have reported seeing specific objects from their planes. In addition, radar operators at the Washington National Airport picked up three "saucers" on their scopes which indicate that there were actual objects in the air since radar will not pick up mere beams of light. A theory has been advanced by national publications to the effect that these saucers are flying machines from another planet. Whether such a fantastic explanation is true or not, the Air Force is known to be interested in all reports of "saucer" sightings.

**ATOMIC EXPANSION PROGRAM UNDERWAY**—Contracts totaling nearly a billion dollars have been awarded by the Atomic Energy Commission to expand its facilities at Oak Ridge, Tennessee, and Paducah, Kentucky. The new facilities will be plants for producing uranium 235, which is the type of uranium used in atom bombs. Additional contracts for new construction at Hanford, Washington, and at the Savannah River hydrogen bomb facilities will be awarded in the near future. Meanwhile, it is estimated that the Russians have a stockpile of several hundred "conventional" atom bombs by now and are also building hydrogen bomb facilities.



Huffman as he is today, with his wife Juanita and daughter.

next three months swathed in bandages and ointments to help heal the painful burns he had received.

In March of 1951 he was released from the hospital. His burns had "healed." But that was just the start for Fred Huffman. Now he had to adjust himself to a new life, a life in which the tendons of his fingers had been so scorched his hands could not be straightened out. Over a year of travelling from place to place, he tried to get used to not being able to touch anything with the almost raw palms of his hands.

## Tough Adjustment

His letters to his attorney tell the story, a story of a difficult adjustment, of no money coming in and of not being able to work to get any because of the injured hands, which still cannot be straightened out, and which are still so sensitive he must wear leather gloves in order to touch something.

He tried staying with his wife's folks on their farm, but "it's hell," he wrote. "I just can't sit around and watch other people work while I do nothing day in and day out. After a while your insides knot up

# Sea Pearl Saves Nine On Battered Schooner

After drifting helplessly for seven days, a storm battered schooner with no radio, almost no food, no sails, mast or motor and seven men and a woman

aboard was rescued by the SIU-manned Sea Pearl (Orion).

The people aboard the damaged schooner had just about given up hope when the SIU-manned Sea Pearl hove into view and made for them.

Just one day out of Curacao, bound for Dakar, the lookout spotted an object about six miles to the port. It was choppy, but the weather was clear, and the Sea Pearl changed course to investigate the "object," which proved to be the schooner "Missie Wallis" of British registry.

The skipper of the schooner told Captain Ozoling that they had left Port of Spain, Trinidad, bound for St. Lucia, but on the second day out they had run into a storm.

### Prayed for Ship

The storm had hit them so suddenly and so hard that they lost all their sails and their mast. Since they had no auxiliary engine, they had been adrift for seven days, just floating helplessly with no radio, just praying for a ship to come into sight.

The schooner, according to Seafarer Arturo Manam Jr., was carrying a crew of seven men plus a woman with an eight-month-old baby. Their food stores had started to run down while they were adrift, and they were in a tough spot when the Sea Pearl sighted them.

In regular heads-up SIU fashion, the crew of the Sea Pearl soon had the schooner made fast and Captain Ozoling announced that they'd tow the damaged ship to her destination at St. Lucia, about 270 miles away.

After 38 hours of towing the schooner, the Sea Pearl had her in St. Lucia and then got her secured to a tug. The people of the schooner gave their thanks to the crew of the Sea Pearl and praised their seamanship.

The crew of the Sea Pearl gave a vote of thanks to Captain Ozoling for the "fine example he set" in giving help to the schooner, and then, with her good deed done, the Sea Pearl headed for Dakar at full speed, trying to make up some of her lost time.



With the Nathaniel Palmer high and dry behind him, Seafarer Maurice Jones, chief cook, takes a stroll on the sandy bed of the Plata River, while bosun John G. Spuron parks himself on a handy seat next to the mired ship. Unusually low water frustrated efforts to float the vessel.



# New 'Front' Feeble Try By Bridges

SAN FRANCISCO.—A cloak and dagger "caucus" session at Long Beach last week originated the latest move generated by Harry Bridges' longshore union to create another "front" behind which Bridges can direct his cold war against other waterfront unions and particularly the striking SUP.

Masked as a revival of the Maritime Federation of the Pacific which disbanded in failure a dozen years ago, Bridges' newest creation is strangely reminiscent of the old Committee for Maritime Unity which he and his partisans used in an attempt to mastermind a fight to bring under Communist control other waterfront unions. The CMU was subsequently repudiated by its member groups after non-Communist forces unveiled its actual purposes.

Indicative of the lack of sentiment for the Bridges' creation was the absence of representatives from any other union at the formative "caucus" held a week ago.

One of the aims of the regenerated MFP would be machinery for a referee to settle jurisdictional disputes following a secret ballot vote by the rank and file of all maritime unions determining the jurisdiction of each union "based on the work and practices of long standing."

This last provides the key to the purpose of the body, since one of the issues foisted by the shipowners against the SUP during the Sailors' strike involves work which the shipowners, in their anti-SUP alliance with Bridges against the SUP, have said belongs to the ILWU. The effect of the MFP would be to fortify this concession from the shipowners in order to beat down SUP conditions.

# River Leaves, Ship Stays

Some of the Seafarer crewmembers of the Nathaniel B. Palmer (Palmer) are back in the States after having the unusual experience of having a river dry up under their ship.

Other Seafarers are still aboard the high and dry vessel which is stuck in an Argentina river, and will probably remain high and dry until December.

They will probably remain aboard the ship until she's floated again, or until she's disposed of in some other way. Some rumors have it that the company is trying to sell the grounded vessel to the Argentina Government, but the company says they haven't decided what they're going to do yet.

The big problem came up after the ship found itself stuck. She had only a scant three days food supply aboard and arrangements had to be made to get supplies overland, but even then the food situation was bad, according to the crewmembers.

### Delivers Coal

The whole thing started when the Palmer went up the River La Plata last April and delivered a cargo of coal to Villa Constitucion. The river was at its flood peak.

After unloading, the Palmer started down the river bound for Montevideo. However, the level of the river had dropped in the meantime. A fog hung over the river

and it was windy. Apparently a buoy had washed away, for the Palmer ran aground.

She was stuck about 10 miles from Villa Constitucion and about 80 miles from Buenos Aires. The level of the river kept falling, and they were stuck right in the middle of nowhere. The banks of the river at that point were dotted with quicksand and the only thing in sight was the Argentine Political Prison.

### Food Supply Low

With such a low stock of food, arrangements were soon made to get bare necessities overland, but Seafarers John G. Spuron, bosun, and Frank Rakan, cook, said that the feeding was very poor all the while they were aboard.

Salvage tugs were called in and worked for 43 days trying to free the Palmer. Hoses were run over the side so that they could get water for engine room operation, since, as the level of the river fell, they were left high and dry.

After 43 days, the salvage operators announced that the Palmer would have to stay there until this coming December, when heavy rains on the Amazon River, which feeds the La Plata, would raise the level again. Until then, they said,

there was nothing that could be done.

"One day I took a walk from the ship," Spuron said, "and I went over a mile one way and never got in water over two inches deep and never over two feet of water for a half-mile in the other direction."

### Jinx Follows Crew

After a month and a half of seeing nothing but the political prison, 26 of the crewmembers were taken off and flown back to the States. But even then the jinx followed them, for one group had to change planes three times on the trip back.

While flying over Brazil, one of the engines on the four-engined plane cut out and they had to make a forced landing at a military air base. At one place they had to wait 26 hours for another plane.

According to the men who got back, about 10 crewmen will remain aboard the Palmer until her disposition has been decided.

Meanwhile, Ben Rees, Norfolk Port Agent, swung into action as soon as the group of crewmen returned. The ship's articles and payroll proved a little slow in arriving, so the Union arranged for wages, subsistence and lodging to continue until the records arrived and the actual pay-off was made.

# Cartoon History Of The SIU

Consolidation Period, 1934-36

No. 16



In April, 1935, 14 years after the 1921 lockout, the West Coast won a 60-cent overtime rate, wage hikes of \$12.50 per month (ABs from \$50 to \$60) and union shipping hall. The three watch system was established. Atlantic & Gulf unorganized seamen were given similar raises to show there was no need for a union.



Although inadequate, the gains were a victory. But to hold them and plan future action, the loose ends had to be picked up and organizational strength developed. The operators still harassed the unions, and settling any beef usually meant job action. The main issue was still the union hiring hall.



The Communists and old ISU leadership were the two big stumbling blocks. On the West Coast, a new leadership began fighting Standard Oil of Calif. Shipping was through a union hiring hall, but on the East Coast all was confusion. The only hope was in groups of ISU members who plugged for good unionism.

# PORT REPORTS . . . . .

## Baltimore:

### Search For Building Being Narrowed Down

Shipping has picked up considerably over the past two weeks, even though the payoffs, sign-ons and in-transits don't indicate it. Since the last regular report we have had 14 ships pay off, three sign on and nine ships calling in transit.

Several of the ships paying off here were on continuous articles, therefore eliminating the sign-on procedure. With the exception of two small beefs that are now pending, all other disputes were of a routine nature and were handled to the satisfaction of all concerned.

We are at the present time looking over three or four buildings, one of them in particular, which might meet all the desired requirements of the membership in this port. The membership will be brought up to date and the proper membership committees elected once definite prospects have been lined up and we're ready to start bidding for a new hall in this city.

One of the beefs mentioned previously, concerning messmen who clean out the radio shack on Calmar ships, is being disputed by the company though all the other operators are paying it. Headquarters is handling it now and we'll have a report on the outcome soon.

The other item involved the night cook and baker on Bull Line ships, where they attempt to knock off the NCB at five o'clock in port to avoid payment of an hour overtime in accord with the home port and/or port of payoff clause procedure recently negotiated. This, too, will be squared away in the near future.

Earl Sheppard  
Baltimore Port Agent  
↓ ↓ ↓

## San Francisco:

### Skipper Drops Charges But CG Presses Them

Prospects for shipping don't look too hot in the next two weeks with only a couple of payoffs in sight, but we will have the usual in-transit jobs in from Pedro and Seattle. As both these ports are stripped for men, any man who wants to move out in a hurry can find a spot on the West Coast.

Ships paying off in the last two weeks were the John Kulukundis (Mar-Trade), back from a trip to the Far East and heading out there again; Martin McCarver (Waterman), returned from India and nearby points and due in the Suisson Bay boneyard; Clearwater

Victory (Bloomfield), going back there after coming from the Orient; Sea Thunder (Colonial), in from an eight-month voyage to Arabia and Persian Gulf ports and signed on new coastwise articles for 60 days, and the Greeley Victory (South Atlantic), in from the Orient and heading out there again.

#### Clean Payoffs

All payoffs were in good shape due to the heads-up delegates and crews aboard the ships, especially the Greeley Victory and the McCarver. On the Sea Thunder the Coast Guard put two men on charges despite the captain's agreement to drop them before the payoff. They carried out the trial of an AB despite his absence, found him guilty and fixed his penalty as six months' suspension, three months effective



Machel

and three months more if he gets into further trouble.

We made a strong protest to the CG here but they refused to alter the decision, so we have sent an appeal through to Washington. Meanwhile we managed to get this man a temporary AB certificate which he can sail on until his appeal is processed. We were told by the CG that the captain had no authority to drop the charges and that they would press any charges themselves even if the officer involved tried to drop them.

#### Book Transfers

Here on the Coast, many brothers are slow to transfer their old books in for the new ones, so we want to remind all hands that the sooner they turn their old ones in the sooner they will get new ones. These books are the talk of the entire labor movement due to their first-class appearance.

One of the members who has gotten one of those snappy new books is Martin A. Machel, a Seafarer since 1947, who hails from Ohio but generally ships out of New Orleans. Machel, who lists skills as a millwright and welder among his talents, has been going to sea about eight years now, and says the SIU blueprint of benefits for the membership can't be topped anywhere.

Those new books, he notes, are a passport to gains and conditions equalled by no other seagoing union. On the beach with him are brothers J. W. Morris, P. E. Walsh, S. Marshall, S. Mavromichalis, G. Peteusky, T. McRaney, G. Mirabueno and W. Orr.

H. J. Fischer  
West Coast Representative

## New York:

### Cargo Lack Idles Ships As Steel Beef Drags On

Shipping has dropped off some since the last report due to the fact that several ships have been laid up during this period. They were not laid up, however, as a further cut-back in shipping but rather due to a lack of cargoes brought on by the steel strike.

We expect most of these ships to crew up again in the near future, as the companies operating them are looking for charters that are not affected by the steel tie-up. We paid off a total of 25 ships in the past two weeks and signed eight on foreign articles.

The ships in for payoff were the following: Elizabeth, Kathryn, Frances, Paine Wingate, Puerto Rico, Beatrice (Bull); Bents Fort, Royal Oak, Paoli (Cities Service); Cecil Bean, Frederic Collin (Dry-Trans); Golden City, Claiborne, Lafayette, Hurricane (Waterman); John Evans, Clarksburg Victory (Mississippi); Strathport (Strathmore); Jefferson City Victory, Mankato Victory, Coeur D'Alene Victory (Victory Carriers); Steel Traveler (Isthmian); Seabeaver (Orion); Western Trader (Western Nav); Nikos (Dolphin).

Sign-ons included: Evelyn (Bull); Steel Artisan, Steel Traveler (Isthmian); Wild Ranger, Golden City (Waterman); Strathport; Albion (Dry-Trans); Coeur D'Alene Victory (Victory Carriers).

#### Left Beefs Unsettled

There are still a number of brothers coming in who have paid off their ships without Union representation and leaving disputes unsettled. When you come to headquarters with the dispute and we have no record of it, the job of settling it is much harder for us. If there is a Union hall in the port where you pay off, turn the beef over to the port agent. He will settle it or get all the facts on the case and forward them to us so that we'll have something to work on and back us up when we bring it to the operators.

We have just finished the agents' conference discussed in the last headquarters report, which was attended by all of your elected agents and headquarters officials. The conference was in session for nearly three weeks, during which time we burned the midnight oil almost every night. We feel there was a lot accomplished at these meetings which will be beneficial to the Union and its membership.

There will be a full report on

it by headquarters and we recommend that the membership go down the line in favor of the program proposed by the conference. Its adoption will mean a great stride forward in the advancement and expansion of the SIU and greater protection and benefits for our membership.

Claud Simmons  
Asst. Secy.-Treas.

↓ ↓ ↓

## Mobile:

### New Orleans' Hot Air Needs Conditioning

It looks like shipping for the coming two weeks will be no better than it was in the past period, which was fair.

Ships that paid off here included the following: Warrior, Morning Light, City of Alma (Waterman); Genevieve Peterkin (Bloomfield), and the Alcoa Corsair, Planter, Pilgrim, Cavalier and Pegasus (Alcoa). All but the City of Alma and the Alcoa Corsair signed on. The Iberville, and Antinous were in transit.

The branch membership is glad to hear that the New Orleans hall will be getting air conditioning one



Shirah

of these days because from the way the hot air's been coming out of there about certain baseball teams, we're sure the brothers could use a little bit of fresh, cool air. One of the latest recipients of the SIU baby benefit under the Welfare Plan is Charles Laverne Shirah, who joined the Union in 1947 and sails in all ratings in the stewards department. While he was on the beach, Shirah asked to take this opportunity to express his thanks to the Union for the wonderful benefits it has secured for the membership.

He received the check for \$200 plus the \$25 bond from the Union the other day, and since he was ashore at the time of the baby's birth, the money came as a real blessing. He notes that when his wife told the neighbors about the maternity benefit provided by the Union they could hardly believe what she told them.

It's agreed though that when the baby grows up he would make a fine sailor, except that "he" is a girl. Of course, there's always a chance she could be a stewardess, Charlié, so don't lose hope.

Cal Tanner  
Mobile Port Agent

## New Orleans:

### Plan To Air Condition Hall Is Well Received

Shipping through here hit a new low since the last report with only 178 men shipping to regular deep-sea jobs. There were 20 shipped to tugs and standby jobs, which helped some but not enough to stop the pinch.

We can report a better and brighter outlook for the coming two weeks with two Victories due to crew up and seven ships on regular runs due in here for payoff. Those that paid off the past period were the Alcoa Ranger (Alcoa); Del Viento, Del Mar, Cape Horn (Mississippi); Antinous, Chickasaw (Waterman); Wanda (Epiphany) and the Northwestern Victory (Victory Carriers). The sign-ons included the Del Mar, Del Sol (Mississippi); Genevieve Peterkin (Bloomfield) and the Northwestern Victory.

Ships in transit to the port were the following: Alcoa Clipper, Pilgrim, Pennant Pennant (Alcoa); Steel Rover (Isthmian); Del Sol (Mississippi); Seatrains Louisiana New Jersey, Georgia (Seatrain); Warrior, Monarch of the Seas (Waterman); Southern Cities (Southern Trading); Tadel (Ship-Enter); William H. Carruth (Trans Fuel) and Genevieve Peterkin.

#### Constitution Stirrs Talk

Quite a bit of talk around the hall regarding the new propositions for the SIU Constitution. The majority of the membership is very much in favor of the idea and feel it is another advancement to add to the many that have made history for the SIU and made it second to none in the industry. Quite a few of the brothers here have signed a resolution to be submitted to the Secretary-Treasurer to have their names included as original sponsors and signers of the Union's Declaration of Rights and the amended constitution as soon as it is adopted by the membership.

Another topic of conversation that comes up quite regularly is the proposal to air condition the hall here. With the weather in the high nineties quite often, this would sure come in handy. It's been pretty hot and raining to beat hell lately, so you can get mighty uncomfortable, especially when all the windows are battened down. The gang down here is well pleased with the news that the hall will be air conditioned sooner or later so they can tell their brother members in Mobile that they too have a cool hall.

#### Strikes Clearing Up

The strike situation around the port is just about cleared up. Among those still going on is one by the AFL teamsters against Huff Truck Lines and as usual we have pledged our support. The teamsters in this area have always been behind the SIU 100 percent. With organizational work on the part of the teamsters going on now, it is a common occurrence for them to be on strike against some company practically at all times.

In Algiers, the AFL bus drivers' strike is in its fourth week, with hopes for an early settlement pretty dim since the company has offered them an increase of only a few pennies. The men haven't had to call on anyone for aid yet and have turned down the company offer because their wages are well under the scale of other bus drivers in New Orleans. All buses are tied up and no attempt has been made to move them. If any attempt is made and the union seeks our help, we'll be ready to assist in any way possible.

Lindsey J. Williams  
New Orleans Port Agent

### 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.

## A & G SHIPPING RECORD

### Shipping from July 3 to July 16

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENG'N	STEW.		DECK	ENG.	STEW.	
Boston	40	27	27	94	21	18	28	67
New York	220	201	183	604	145	161	126	432
Philadelphia	51	42	33	126	45	40	27	112
Baltimore	131	127	78	336	102	104	73	279
Norfolk	82	53	54	189	40	39	31	110
Savannah	26	29	26	81	19	17	19	55
Tampa	12	12	8	32	7	9	5	21
Mobile	75	71	58	204	66	49	55	170
New Orleans	79	66	78	223	48	62	68	178
Galveston	61	38	53	152	27	30	34	101
West Coast	65	55	59	179	95	78	83	256
Totals	842	721	657	2,220	625	607	549	1,781

# PORT REPORTS

## Seattle:

### Neutral MCS Hiring Hall Working Fine

Things really perked up here in the last two weeks, as shipping turned heavy again, the way it had been during the spring.

We paid off the Ocean Tow Company's two motor ships, the Alaska Spruce and Alaska Cedar, and signed on both of them, plus the Gadsden, which is back in business under the SIU banner and will sail from here regularly to Alaska along with the other two.

In addition, we had the John B. Waterman and Fairport (Waterman) and the Alamar (Calmar) in transit. Beefs were routine all along the line.

These past two weeks saw the SUP sign and end its strike



Slusarczyk

with the Alaska Steamship Company. The local commie union fronts had been hitting the waterfront with their literature blasting the SUP, but the Sailors gained every point that the Com-

mies and their fellow travelers hollered long and loud about.

Otherwise the port is rather quiet. The neutral hiring hall for marine cooks and stewards has begun operations and between eight and nine hundred men have registered for jobs there so far.

On the beach for a spell so that we had a chance to talk with him, brother J. F. Slusarczyk has been with the SIU since 1939 and states that he has been happy as he's watched the Union grow since its beginnings years earlier.

#### Waiting Far East

He says no other maritime labor organization can point to the gains and benefits that the Seafarers now enjoy, but has special praise for the many gains produced by the Welfare and Vacation Programs particularly. Like many others on this coast, he's waiting out a ship for the Far East because that's where the heavy cabbage is made.

Also on the beach and probably one of the newest citizens of our metropolis is brother E. R. Johansen, who has decided to plant his roots here and become one of our local boys. Just to prove his point, he's bought a nice home in town to settle down in when he's not shipping.

Jeff Morrison  
Seattle Port Agent



## Boston:

### Brothers Here Behind Constitution Changes

Shipping has dropped to about half what it was the last period, as things slowed up even further.

There was just a trio of ships in for payoff and they signed on again all over again. These were the Lone Jack (Cities Service); Seapender (Seatraders) and the W. E. Downing (Mathiasen). In transit were the Yarmouth (Eastern) and the Steel Recorder (Isthmian).

Both the Lone Jack and the Downing had clean payoffs with no beefs. On the Seapender there was a beef about transportation for five men who had signed on in Vancouver after being shown a transportation rider which was not attached to the articles, though it was signed by the captain. She also needed repair work which could have been taken care of by the crew and a new washing ma-

chine to replace the old one which the crew had bought. In addition, the men had been logged a total of \$140 during the trip.

#### No Teeth

The transportation beef had no teeth in it since the rider was not attached to the articles. We also talked to the captain about the logs and had them dropped, besides getting agreement that repairs would be taken care of by the port engineer.

At our branch meeting all brothers present asked to be the first signers of the new resolutions on the SIU Constitution, which seems to be a well-received idea around here.

William Willridge is still around on the beach, along with brother M. G. Dugan who just got off the Ann Marie (Bull). Leo Rams just got back from his vacation where he tried his hand at a little fishing and T. A. Patriquin is in off a long trip.

Ray Harris is recovering from his operation at the local marine hospital, and W. E. Lake and Stan Greenridge, who are wardmates, seem to be improving. In addition, R. P. Bowman is looking fitter every time we visit him and brother D. S. White, though in a cast, is keeping himself occupied making hat bands with his free hands.

James Sheehan  
Boston Port Agent



## Savannah:

### Outlook For Shipping Not Too Encouraging

The shipping situation continues about the same as past reports, as just about enough jobs come in to handle the crowd on the beach.

We paid off six ships and signed on three during the period, shipping men to jobs on the Southport (South Atlantic); Fort Hoskins (Cities Service); Seatrain Savannah (Seatrain); Potrero Hills (Mar-Trade); Marina (Bull); Strathbay (Strathmore). The Southland was expected to crew up this week although she was slated to be idle another three weeks and the Anniston Victory, also South Atlantic, was paid off and prepared to lay up. We have 16 men on as standbys to strip the vessel in preparation for the boneyard.

Crewing of the Southland will help the picture some, but there's no other encouragement forthcoming.

E. B. Tilley  
Savannah Port Agent

## Lake Charles:

### Brothers Bow To Rain, Agree On Another Trip

All is well in this fair city, with shipping for rated men still on the good side. In the past two weeks we shipped every rated man who even thought of coming around this port and even had to call on Galveston for help.

Accounting for this activity were the Bents Fort, Lone Jack, Chiawa, Fort Hoskins, Government Camp, Winter Hill and Paoli, all of them Cities Service wagons, plus the Federal (Trafalgar), Trinity (Carras) and W. E. Downing (Mathiasen). All of the above took quite a few men, most of them rated, but the non-rated boys didn't do so poorly either.

One day last week we had 16.7 inches of rain which caused the closing of highway 90 west of the city. This prevented us from getting to oil docks but the brothers who wanted to get off cancelled the order when it was plain no replacements could reach them. We



Lee

are dicker with the idea of putting pontoons on our feet in order to be able to float across arfy flooded area, although certain unkind citizens have suggested we don't need pontoons since our feet are big enough without them.

#### Off Bauxite Run

During the past two weeks we had a visit from one of our boys who's now riding a coastwise tanker after a long stretch on the bauxite run. The brother in question, Harvey Lee, who has been sailing with the SIU since 1947, thinks he has now found a home on the oil boats.

Harvey says he never in his life expected to see the benefits that Seafarers now enjoy and that any man who fouls up conditions ought to be bounced out before he causes any further trouble. Brother Lee sails all ratings in the stewards department and, according to the crew of the Government Camp, his cooking is really tops.

Our wandering Swede, Karl Hellman, took off a few weeks ago for sunny California with the idea of selling an ancient Buick car that some fast-talking salesman peddled him a few (20) years ago. Now he's going to do some hard-working hombre a favor and let him talk him into selling this wreck. Before leaving, Karl also told us

he was getting hitched, so we wish him and the "boss" lots of luck.

#### Gaining Strength

On the political front it looks like our friend John Clark is gaining strength in the Seventh Congressional District race. He has only one strong opponent and with labor's backing, he's expected to beat that one. The first primary is slated for July 29.

The Calcasieu Building and Construction Trades Council has shut down the army post at Camp Polk, La., because some hard-headed army official thinks he can use scab labor and get away with it. Picketing has been peaceful so far and a settlement seems to be in the fire. The iron workers won their beef with the contractors so they're all happy now.

Meanwhile, shipping for the coming two weeks so far looks very bright. We have several ships listed to arrive here.

Leroy Clarke  
Lake Charles Agent



## Galveston:

### Summer Weather Puts Everything To Sleep

Jobs are still running well for rated men in all departments, but the non-rated men are still finding it pretty tough to get off the beach. The pace of activity generally is nothing to crow about, though.

We had three ships in and out of here after paying off and signing on, so that kept us in practice in case things get really busy again. The three were the Taddei (Ship-center), Alice Brown (Bloomfield) and Sea Comet (Triton).

#### In-Transit Traffic

As far as the in-transit traffic was concerned, that was a little more than usual, so we moved some men out. In transit to the port we had the Royal Oak (Cities Service), Cape Horn (Mississippi) and the Seatrains Texas, Georgia, New York, Louisiana and New Jersey (Seatrain). Both the Salem Maritime and French Creek, also Cities Service tankers, have gone into idle status temporarily.

Elsewhere in the port there's not much doing, as there seems to be a lull in everything with summer definitely here.

The branch membership, especially the fathers in the group, are still pretty excited about the idea of maternity benefits. They figure the first set of twins to qualify for these benefits will come from this area since, as everybody knows, Texans always do things in a big way.

Keith Alsop  
Galveston Port Agent

## Wilmington:

### Tuna Fishers Eyeing Possible Tariff Aid

Anybody who wants to see some red-hot shipping just has to come out here and we'll accommodate him with pleasure. We can use men in all ratings, and that includes all departments. Chief electricians are worth their weight in gold out here.

Payoffs the last two weeks included the Kyska and Topa Topa for Waterman, and the Ames Victory (Victory Carriers). All three of these were signed on again.

The in-transits were pretty heavy for a change, as we had the John B. Waterman, Bienville (Waterman); Calmar, Yorkmar (Calmar); John B. Kulukundis, Sea Victor (Mar Trade); Seathounder (Colonial); Brightstar (Triton); Mary N. Adams (Bloomfield) and Seanan (Orion) in here.

There were quite a few repairs on the Ames Victory, but we held up the sign-on until the port cap-



Parker

tain went ahead and squared away all work that should have been done in port. After a talk with the port engineer, we had the Topa's sewage pipes overhauled and her water tanks cemented

because the water on her was beginning to go bad. The crew of the Topa donated \$100 to the SUP's strike fund and was warmly commended by the Sailors' strike committee for their fine example of trade union solidarity.

We got quite a few logs against the crew on the Kyska but the master agreed to drop them when we promised we would take action against the offenders ourselves.

#### Commies Stick Together

We note that the Commies as usual are sticking together like glue. All those waterfront outfits have stated they will band together to stop the SUP from raiding their jobs, but actually who's raiding who? A look at the record will show that the SUP has had the jobs for years and that they're written right into their contract. This strikes us as plain eyewash to cover their lining up with the operators in the PMA.

It is being rumored around that there's finally going to be some legislation one of these days to save the Southern California tuna industry by erecting a tariff against the cheap Japanese and Peruvian tuna that is flooding the country. It is vitally needed to save the thousands of people who depend upon tuna fishing for their living. We hope this is not just an election promise.

Just back from an eight-month trip on the Seathunder (Orion), Brother Gil Parker is a native of Savannah and a member of the SIU since 1943. One of the crack-erjack bakers in the Union, he too has taken a liking to Yokohama and is fast building up a preference for that Japanese city over his former favorite, Hamburg, Germany.

He's amazed at all the things that have come to pass since he snipped out, and since he has never seen the new hall in New York, that is one of the first things he's going to do when he returns to the East Coast. He has special high praise for the disability and maternity benefits and comments, "Hell, it even pays to get married now!"

Sam Cohen  
Wilmington Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

- BALTIMORE..... 14 North Gay St.
- Earl Sheppard, Agent Mulberry 4540
- BOSTON..... 278 State St.
- James Sheehan, Agent Richmond 2-0140
- Dispatcher Richmond 2-0141
- GALVESTON..... 308 1/2 23rd St.
- Keith Alsop, Agent Phone 2-9448
- LAKE CHARLES, La..... 1419 Ryan St.
- LeRoy Clarke, Agent Phone 6-5744
- MOBILE..... 1 South Lawrence St.
- Cal Tanner, Agent Phone 2-1734
- NEW ORLEANS..... 823 Bienville St.
- Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK..... 673 4th Ave., Brooklyn
- E. B. Tilley, Agent Phone 3-1728
- SEATTLE..... 2700 1st Ave.
- Jeff Morrison, Agent Seneca 4570
- PHILADELPHIA..... 337 Market St.
- S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO..... 450 Harrison St.
- H. J. Fischer, Agent Douglas 2-5475
- SAN JUAN, PR..... 252 Ponce de Leon
- Sal Colla, Agent
- SAVANNAH..... 3 Abercorn St.
- E. B. Tilley, Agent Phone 3-1728
- SEATTLE..... 2700 1st Ave.
- SENECA..... Seneca 4570
- TAMPA..... 1909-1911 N. Franklin St.
- Ray White, Agent Phone 2-1233
- WILMINGTON, Calif..... 440 Avalon Blvd.

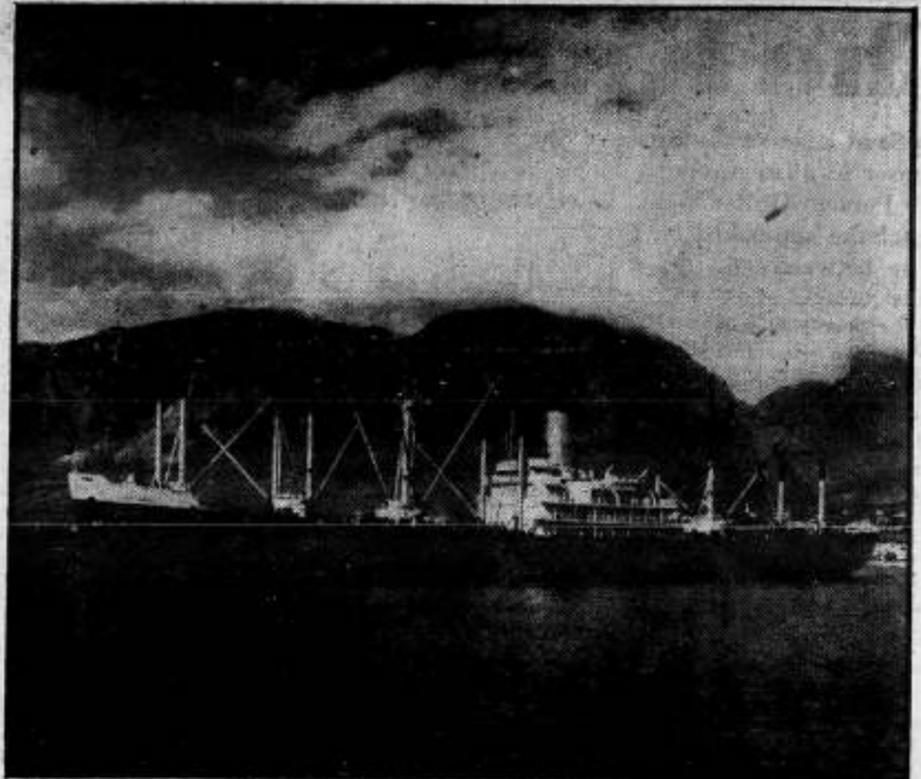
- Sam Cohen, Agent Terminal 4-2374
- HEADQUARTERS 675 4th Ave., Bklyn
- SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Lloyd Gardner Robert Matthews Claude Simmons
- HEADQUARTERS REPRESENTATIVE Joe Algina
- SUP
- HONOLULU..... 18 Merchant St.
- Phone 5-6777
- PORTLAND..... 111 W. Burnside St.
- Beacon 4336
- 257 5th St.
- Phone 2599
- RICHMOND, CALIF..... 450 Harrison St.
- Douglas 2-5363
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- Main 0260
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- Terminal 4-3131
- NEW YORK..... 675 4th Ave., Brooklyn
- Sterling 4-6871
- Canadian District
- MONTREAL..... 463 McGill St.
- Marquette 5909
- HALIFAX, N.E..... 126 1/2 Hollis St.
- Phone 3-9511
- FORT WILLIAM..... 118 1/2 Spradgate Ave.
- Ontario Phone: 3-3321

- PORT COLBORNE..... 103 Durham St.
- Ontario Phone: 5591
- TORONTO, Ontario..... 86 Colborne St.
- Eglin 5719
- VICTORIA, B. C..... 617 1/2 Cormorant St.
- Empire 4531
- VANCOUVER, B. C..... 563 Hamilton St.
- Pacific 7824
- SYDNEY, N.S..... 304 Charlotte St.
- Phone 6366
- BAGOTVILLE, Quebec..... 20 Eglin St.
- Phone: 545
- THOROLD, Ontario..... 37 Ormont St.
- Phone: 3-3202
- QUEBEC..... 113 Cote De La Montagne
- Quebec Phone: 2-7078
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- Phone: 2-3049
- Great Lakes District
- ALPENA..... 123 W. Fletcher
- Phone: 1238W
- BUFFALO, N. Y..... 130 Main St.
- Phone: Cleveland 7391
- CLEVELAND..... 734 Lakeside Ave., NE
- Phone: Main 1-9147
- DETROIT..... 4036 3rd St.
- Headquarters Phone: Woodward 1-6857
- DULUTH..... 531 W. Michigan St.
- Phone: Melrose 2-4110
- SOUTH CHICAGO..... 2261 E. 92nd St.
- Phone: Essex 5-3419

# SALTWATER STUDIES

## By A Seafarer Part II

This is the second and final page of an unusually excellent group of pictures taken by Seafarer Sal Terracina during his last trip aboard the Steel Maker, Isthmian. Terracina not only manages to catch much of the character of his subjects through the expressions they wear, but he also makes sure to get in something that indicates their jobs. Although the pictures are undoubtedly posed, they are marked by a naturalness that makes them seem almost like candid shots.



Deck delegate Richard J. Weir, AB (top), looks natural alongside a block. John C. Laugaudus, oiler (center) takes his eyes off a temperature gauge for a moment to look at the photog, while Melano S. Sospino, chief steward, gives a big smile as he holds a pot handle and a long fork.

The Steel Maker, scene of these pictures, lies calmly in her berth at Hilo, Hawaii (top). C. Smith, AB; E. Anderson, DM; J. Trent, UM, and D. Kimbrell, chief electrician, enjoy coffee time (center, left to right). Keith Potter, messman, displays his handiwork (bottom).

# The King's Chef Prepares A Soup

Ibn Saud, scion of the House of Shem, Lord of the Faithful, Dispenser of Justice, a king in his own right on the shores of the Persian Gulf and the banks of the Red Sea, and in much of the sun-baked lands that lie between squatted in the dust of ages and acknowledged the bounty of Allah.

The muezzin was summoning the faithful to prayer and Ibn felt that life was good.

And the music... Ah, the music, sweeter than the sounds that the Houris lure from the heavenly harps in the Mussulman's paradise was the melodious crinkling of the Yankee dollars as they were gathered to the kingly coffers.

Those plebeian Turkish sovereigns, Marie Theresa dollars, In-



King Ibn Saud

dian rupees, and all the copper coins of Oman were fit for bartering in the market places, assuredly, but the king was having none of them. He was peddling the liquid black gold that flowed so freely from his legendary domains for American dollars; hoarding them against that great day when the Saudi Arabian desert was to be made to bloom like the rose.

His people, too, found life at long, long last. The accession of Ibn Saud had marked the dusk of the Age of Squalor and the dawn of the Age of Plenty—even as the advent of the Prophet had divided the Age of Ignorance from the Age of Knowledge fully thirteen hundred years before.

The fat-tailed sheep gambled in great plenty before the celebrated black tents of Arabi and the tamarind and the tamarisk bloomed in the land; the granaries were bursting with wheat, the harems were crowded with beauties, the out-houses were full of Cadillacs and the Emir Faisal was big with an idea.

### A French Chef

Why, reasoned that redoubtable son of the king, go on eating mutton in ten thousand disguises when all the delicacies of the occidental table were now his for the asking. It was high time that he banished that turbaned assassin of the appetite from the family galley and replaced him with a culinary artiste from the Western World.

Now, with Ibn Saud and his sons the wish is father to the deed, because the baron's gold and silver and oil keep many bright young men on tap whose sole duties lie in ransacking the world for choice tidbits for the king and his brood, much as the genie fished the treasures to Aladdin whenever he rubbed the lamp in the wondrous days of yore.

Thus it chanced that an American chef who has served his apprenticeship in the green and pleasant land of France—that

cradle of the true gourmet—found himself poaching (eggs, that is) on the Emir's family preserve.

Of the trials and tribulations of cooking in conformity with the Mohammedan food laws in the Emir's household we are not concerned, for that's a tale for another day, so we will leave our friend to spend eight months fighting the glaring heat, the flies and all the crawling vermin of an Eastern desert and pick him up again after he had thrown in the towel and started for home.

### Books Passage

He reached the Mediterranean end of the Suez just in time to book a passage on the Steel Director that had just cleared the canal from Port Said and would soon be anchors aweigh for New York.

Chief of the galley on this trip of the Director in the Spring of 1950 was "Blackie, The Fluffo Kid." Smitthers, the 4-8 AB, had dubbed him "The Fluffo Kid" on the voyage out for his penchant for indiscriminately daubing everything he cooked with a salad oil of that name. The "Blackie" he had earned in Vizagapatam by going ashore one night a white-headed old man and returning the next morning with his hair dyed a coal black. It was a bewildering transformation. He looked for all the world as though he had dipped his head in a basin of shoe blackening. Of course, the dye faded away to a dirty brown long before the voyage was over, but the name lingered on. (After all, who knows Harry Muches or Johnny Chamberlain as anything but "Lamb Chop Harry" or "Beef Stew John.")

### A Mean Bean-burner

Anyway, this "Blackie" was the best-natured guy in the world and he was liked by everyone aboard,



Frenchy Michelet

but he had to take a lot of growling about his chow because he was really a pretty sorry bean-burner as ship cooks go.

A few nights out of Suez we were all sitting around in my foc'sle (I was steward) drinking my last bottle of cognac and listening to our passenger tell tall tales of his experiences with those veiled damsels of the East. Besides the passenger, there were George Smitthers, Bill McNeil, Artie Huffart, better known among the initiated by the euphonious title of "Little Owl," Willie West and a half-dozen others whose names elude me now.

The passenger was holding us all spellbound with his fascinating tales, and the grog was getting in a lick or two of its own accord when, for some unaccountable reason, the passenger took a tack into the wind. "Stew," he says, "why

in hell don't you go in the galley and teach that shoemaker to make a vegetable soup? That dish water he served at noon today would make a maggot sick."

"Look, brother," says "Little Owl," "in order to teach a dog tricks you gotta be smarter than the dog."

"Really," I says, bridling and holding the cork over the neck of my bottle in a menacing manner, "if you guys don't like the chow on this scow..."

Everybody chimed in to rule the "Owl" definitely out of order. "After all," says Mitthers, "Mercer Michelet" (I was running the slopchest for the Old Man and Smitthers was having his little joke about my little slice of the take)

Mercer Michelet is the host and it's boorish to insult him.

"Besides," Smitthers continued as I emphatically corked the bottle, "I don't think it's exactly a coincidence that Escoffier and Michelet are both French names."

### Soup For a King

After considerable discussion pro and con I was finally talked into passing the bottle again and we all got such a bun on that the passenger volunteered to go into the galley and demonstrate how a vegetable soup should be made. He did, too, with half the crew to assist him in the capacity of galley boys. It was so very good and yet so very simple that I pass it on to you.

The first requisite of a good vegetable soup is stock—or for any other soup, for that matter—with the grease skimmed off and thoroughly strained. Put about two pounds of lean beef—shin or brisket—into the stock and let it simmer for several hours. Now braise all your diced or julienne vegetables in butter for about twenty minutes. Add 2 No. 2½ cans of tomatoes to the braised vegetables and let simmer for a few minutes longer. Now remove the beef and shred it and return it to the stock. Add the braised vegetables and tomatoes mixture to the stock and let the whole simmer for about a half hour more. Serve with croutons.

Frenchy Michelet

## A Treasure Hunter's Jinx

Perhaps one of the unluckiest treasure hunters of recent times was Captain John Lusher, who claimed to have sunken treasure within his grasp on three different occasions, and whose treasure-hunting career was ended by one of the many monsters of the deep which always threaten the success of any deep-sea treasure expedition.

Captain Lusher, who died not many years ago in Florida, became sort of a legend in his own right as he told his stories of his jinxed treasure hunting.

His first "success" came when he found a sunken galleon in southern waters. He would never locate it for anyone and never made clear how he came to find the vessel.

However, he made an exploratory dive and inspected the hulk. He was sure it contained treasure, but he couldn't get into the wreck because of a solid mass of coral that had formed around the hulk. So, he returned to port and spent two weeks gathering blasting and salvage equipment.

### Gunboat Waiting

When he returned to the spot, he saw that his first visit had been observed, for a native gunboat was anchored at the spot and he was ordered off.

One of the things that marked his career was that he was almost as lucky in finding gunboats as he was in finding treasure.

Some months after that disappointment, however, he ran across another sunken vessel. This time, he was still down on his first dive when a gunboat approached and ordered his boat off. He was sure that this ship too had contained some treasure.

But the high spot, and the end of his career came off Bermuda when he found the wreck of the San Antonio, a vessel that is generally conceded to have gone down with a cargo of gold and silver. Being sure of his find, Captain Lusher went down with a sledge hammer and planned to start salvage operations immediately. He was taking no chances on any more gunboats.

### Enters Hull

He got to the bottom of the blue-green water and slowly worked his way inside the rotted hull. The first compartment he entered proved to be the crew's quarters. He slowly worked his way along a companionway and entered what he thought was the treasure room.

As he entered, however, a section of the rotted deck gave way beneath him. He fell through up to his waist. He waited a moment until the water cleared and then began to climb out of the hole when his foot suddenly became wedged in something.

He couldn't work it loose, so

he took a look. His foot was firmly clamped in the shell of a giant sea clam, one he estimated weighed well over 200 pounds, and one of the variety which has a reputation of cruelly crushing anything that comes within its grasp and never letting go.

### Foot's Crushed

The small sledge hammer made no impression at all on the shell of the monster. The shell slowly closed, and Lusher could feel the bones in his ankle and foot being broken.

In a last ditch effort, he managed to force the head of the hammer between the jaws of the clam and at the same time, signalled to be pulled up.

As the pressure increased on his lines, he twisted the hammer, braced himself and then fainted as his foot pulled loose.

When he was brought to the surface, his right foot and ankle was just a bloody pulp. He was rushed to port and into a hospital where his life was saved, but he was told that he would never be able to dive again.

For the few years that he lived after that, he was a familiar figure on the Florida waterfront, hobbling around with the aid of a cane or a crutch, and always announcing that

he was searching for an honest and ambitious man whom he could entrust with his secret of the San Antonio's location.

## LOG Welcomes Stories, Pics

With the LOG now containing 28 pages, the biggest ever, there is more room now than ever before for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe it themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, NY. If you want anything returned after we use it, we'll do that too.

## 'Guests' Tour Headquarters



Seafarer Martin Iturrino displays the two strange "guests" he took on a tour of the New York headquarters. Iturrino, who was second cook on the Rosario (Bull) caught the two horseshoe crabs in Baltimore.

# IN THE WAKE

The question is sometimes raised that if a continent is a large body of land nearly or entirely surrounded by water, how can we call Europe and Asia continents? The explanation arises in the theories of the ancients, who considered the Black Sea, located between the two "continents," much larger than it really was. Actually, the Black Sea occupies an area of only 160,000 square miles. The "continents" of Europe and Asia would be more accurately described as the single continent of Eurasia. Land area of all the continents, incidentally, comprises only 29 percent of the total surface area of the earth.

We use the expression "getting down to brass tacks" as a way of saying someone is dealing with actual facts, but it all started as a sea term. The idea is said to refer to cleaning the hull of a ship so thoroughly that the brass-colored tacks on the bottom became exposed to the naked eye. The salty taste of seawater, tests show, comes from approximately three and a half pounds of salty material in every 100 pounds of seawater.

Voyages of those master-mariners—Magellan and Drake around the world in the sixteenth century had an interesting point in common—they both "lost" a day. Drake was amazed to learn that it was Monday when he arrived back in England, not a Sunday as he had imagined. Likewise, Magellan's crew did a special penance in Seville on their return for having observed many saints' days on the wrong dates. In neither case had allowance been made for crossing what we now call the International Date Line, because at the time the theory of longitude was imperfectly understood and the methods of measuring it at sea extremely poor.

Launching a ship ceremoniously is only one among many nautical superstitions which stem from the days when human sacrifice provided the blood which dampened the ship, an offering to the sea gods, before the vessel reached the water. As time wore on this cruel

custom was replaced by the slaughtering of a lamb or ox. The blood of an animal was believed to add life to the ship, together with the "blood" tribute to the sea spirits, as some of it reddened the water near the bow. The reason for offering the blood was to spare the blood and lives of those who would man the ship, who were in danger if the sea gods had not been given their due share first.

General William Tecumseh Sherman may have defined war correctly as being hell, but he was way off on the origin for the name of Cape Horn. He assumed the Spanish name for it, Cabo de Hornos, meant Cape of Ovens, since this is the Spanish word for oven and Horn Island does resemble an oven in some respects. But the Cape received its name from the Horn, the small, clumsy vessel in which William Schouten, a Dutch sailor, doubled the Cape in 1616. The navigator himself was known as William Schouten van Horn, because his home was in the village of Horn, Holland.

Before Panama seceded from Columbia in 1903 and became an independent republic, it was generally indicated on maps as part of South America. Since then geographers have regarded the boundary between Panama and Colombia as the boundary between South and Central America. Thus it happened that Panama has had the distinction of being moved from South America to North America, for Central America is considered merely the extreme southern portion of North America.

In sailor lore Davy Jones is the evil spirit of the sea, and his name sometimes is applied even to the devil in general. The origin of Davy Jones is unknown, but one theory is that the name is a garbled version compounding Duffy, a West Indian spirit, and Jonah, the Prophet in the Scriptures who had an unusual adventure with a big fish. Ketchup or catsup, a familiar table spice, is from an Oriental word meaning a sauce, such as the brine of pickled fish.

# THE INQUIRING SEAFARER

Question: What was the most memorable cargo a ship you were on carried?

Charles Seymour, 2nd cook: I remember we carried food stores, mostly K-rations, to Korea about two years ago, about the time the war over there just started. Food was pretty scarce, it seemed, because the way they started unloading, it looked like we couldn't have gotten there any too soon.



Lawrence Beaudry, bosun: We once picked up 8,000 tons of copra and 4,000 tons of bugs came with it. That was in the Philippines in 1945. Those things were crawling all over the ship, in the food, in the lockers, wherever you turned. But when we unloaded, there wasn't one left. They went right with the copra.

Luis Williams, 2nd cook: That's easy; it was on a tanker with a cargo of high test gas. Somebody dropped a bomb right into the hold in Haifa. Only one man was hurt but the ship was a mess. That was in 1946 when fighting was going on in Palestine. Somebody just didn't want that gas unloaded.



Boyd Davis, deck engineer: There's no nice story about it, but coal is always a tough cargo to carry. Your ship is a dirty ship from top to bottom and you can't get rid of that black dust no matter what you try. They won't give you OT to clean it up, so you ride all across with it down to the last minute.

Dusan De Duisin, oiler: We've carried leather hides a couple of times and believe me, it's no pleasure. The smell is all over the ship; you can't hide from it. There's nothing worse, I think. I've had 'em on a short Seatrain run where the smell comes right through the steel car doors and on long trips too.



Joe St. Laurent, FWT: Cargo doesn't bother me too much, no matter what it is. My last trip, for example, was on a long Isthmian run carrying baled rubber from the Far East. It doesn't smell as much as you might expect it to. Anyway, there was a fat payoff when it was all over, so who cares.



# MEET THE SEAFARER



Carl Adams, BR

Dreams can come true, though 30 years ago, the idea of today's conditions were something only a guy with his head in the clouds could visualize. That's the way Carl Adams looks at it, and he's one veteran of the '21 strike to whom those years are still a fresh memory.

Just three years earlier, Carl, at 17, had left his Connecticut home to go to sea, and before the end of the war in 1918, he was riding those twinscrew, Standard Oil tankers all over the world. He worked in the fireroom, on deck and in the galley, wherever he could get a berth. "The messroom was right in the foc'sle those days, with bunks piled three and four high. We took whatever slop was thrown at us then because there was nobody you could turn to who could do anything about it."

### 'Workhorse' Ship

The following year, he was an OS on an India-bound tanker with a Nova Scotia skipper, a Russian first mate and a Norwegian bosun, all of them workhorses who expected everybody else to be the same.

It was here that he came down with what he found out later was acute appendicitis, but that didn't help him. All the way from Karachi to Calcutta he had a high fever, but the bosun piled him out every morning anyway.

The events that really stand out in his mind though happened during the 1921 strike when he was on the beach in New Orleans. "The shipowners were importing scabs from New York by train and we made a mess of those trains when they hit the Gulf. We had a lot of fun making things hot for them; we were young and we took chances. One day a bunch of seamen were just standing around on Chartres Street when a police wagon backed up and hauled us off to jail.

"There was a howl in New Orleans. The papers ran headlines about this drunken judge sending us to the pokey, while the labor council went to bat for us and got us out in three days. The ISU was

a weak bunch though and we were banging our heads against the wall."

### Sailed Off And On

He kept on sailing off and on, sometimes working ashore on odd jobs, but always coming back to the sea. Most of the time he rode tankers, but why it worked out that way he never figured out. He sailed through the thirties and again during World War II.

In 1947, Adams began sailing with the SIU and enjoying some of those conditions he could only hope for in the years past. "The reason things never worked out well for the seamen's movement until now is that the other outfits didn't have the unity we have today."

The last year or so, he's been running a sort of organizing campaign on his own, rounding up his nephews and sending them down to the SIU halls in their home towns. Two of them, Gus Hayzen and Mike Murphy, are both sailing on deck as Seafarers, but Adams sadly comments that he's "run out of nephews." Married and living in Brooklyn, he has one daughter, 13.

Adams came back from a coal run to Germany last month on the George Kulukundis (Orion) which brought the old days back into focus. "Everyone heard about that one. The skipper rode across the Atlantic with the hatches open and we figure we barely escaped with our hides. Of course, when it was over, the Union straightened the guy out but good—there won't be a stunt like that again."

He suffered a little on this trip from a weak stomach and wound up hospitalized at Staten Island for a couple of weeks, but he's fit and ready to move out again.

"I didn't get a nickel back in 1919 or in 1923 when I was laid up with a bum leg. Today they take care of me like a prince and I don't have to go bummin' for a pack of cigarettes. There's maintenance and cure, hospital benefits and a Union that makes sure we don't get kicked around in the hospitals like we used to. It's too bad some of those guys who were around in '21 can't see what we have today. We all thought we'd never see it."

# The Seafarers Puzzle

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
15			16				17	18		
		19				20				
21	22	23			24					
25				26				27	28	
29			30					31		
32			33					34		
		35				36				
37	38					39				
40				41				42	43	44
45			46	47				48		
49				50				51		

ACROSS

- Job for the delegate
- Ship's "bank Account"
- It keeps you posted
- Jason's ship
- Bread spread
- Adherent
- Mar-Trade ship
- Port in Ecuador
- Mr. Allen, of radio
- Frankness
- French—(Cities Service)
- The ocean
- Crewmember
- Girl's name
- River in Italy
- Grow old
- Let's stand
- Wasp has a new one
- Down: Prefix
- Rent
- White Sox player
- Handed out cards
- Large food fishes
- Captain Bligh's ship
- Belonging to him
- Group of eight singers
- Please keep them clean
- Varnish ingredient
- Job for pumps
- NY canal
- Bat wood
- Sea eagle
- Depressed spot

DOWN

- Used by Robinson
- Age
- Served by cook
- Bubbled, as beer
- Young horse
- City on Danube
- Compass point
- Estates
- He flew Atlantic
- Man's name
- Rigging
- Albanian coin
- Queen Elizabeth's daughter
- Island of Greece
- Sahara lake
- Teas wildly
- Bearing of Samoa from Fiji
- Port of Brittany
- It wants Trieste
- Port S of Trieste
- Is in debt
- Port noted for scenery
- Mr. Hogan, of golf
- Smooth
- Drove a dog sled
- Tulip bulb exporters
- It is: Cont.
- Gauche's weapon
- SA tubers
- Codlike fish
- Pale
- Before
- Jap measure
- Place
- Comparative ending

Puzzle Answer on Page 27.

# TEN YEARS AGO

The National Debt jumped to over 76 billion dollars . . . Rommel's desert legions threatened Alexandria but the British rallied and held them back . . . A destroyer sank a sub after a running battle along the Virginia . . . The SIU presented the Maritime War Emergency Board with a brief containing the Union's arguments in favor of higher bonuses . . . The secret trial of eight accused saboteurs began in Washington.

The government, for the first time in history and over the objections of Congress, began withholding income taxes from salaries. The withholding tax was set at 5 percent . . . The Union told the crew of the Robin Locksley that they had an extra \$125 in bonus money coming to each of them . . . Bombers blasted the Ruhr for three straight days . . . Anybody buying new parts for his car was required to turn in the old part . . . A sub sank a freighter inside Puerto Limon, Costa Rica.

Relations between India and England became strained almost to the breaking point . . . US casualties—not including merchant

seamen—totalled 44,143, with 4,801 dead, 3,218 wounded and 36,124 missing . . . Brooklyn and the Yankees led their leagues . . . The SIU hit the \$1-a-year men who scuttled a plan to produce more than one badly needed ship a day so they could protect the steel monopoly . . . More curbs on inflation were asked by the President.

Admiral William D. Leahy was named as a special aide to President Roosevelt to be a top ranking chief of staff . . . The German armies on the Eastern Front pushed forward and were threatening Moscow . . . The US cut its consular ties with Finland . . . The SIU demanded that shipowners stop chiseling torpedoed Seafarers out of wages . . . A Seafarer, whose ship had been torpedoed from under him, was unable to buy a tube of toothpaste because he didn't have a used tube to turn in . . . The US announced that the Nazis would be held "strictly accountable" for war crimes once the war was over . . . Fighting became so fierce on the desert that for the first time since the war, the action was fought 24 hours a day . . . Tighter curbs were asked on gasoline "bootleggers."

# SEAFARERS LOG

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## Stretching The Dollar

Like everybody else these days, the Seafarer finds prices are pretty steep when he steps ashore to buy himself some necessities with his hard-earned payoff. Whether it's a new pair of shoes for the kids or the house he has been saving up for, he's likely to wind up paying more than he would have paid six months ago for the same items.

In this respect the Seafarer faces the same kind of problem that all American workers are wrestling with—the job of trying to make both ends of the family budget balance off. That's why the LOG is carrying a new feature on getting the best buys for your money. The column is written by a man who is a specialist in consumer problems. It will help save the pennies and dollars that could be the difference between getting by and falling into the clutches of the bill collector.

This new feature, like the newly-instituted maternity benefit, reflects the growing concern of the Union with the problems faced by the Seafarer as a family man, and the intent of the LOG to help the Seafarer meet these problems.

~ ~ ~

## The Constitution

The resolution for revamping the constitution which is now being passed on at membership meetings, is a matter of considerable importance to all Seafarers. What is finally adopted will determine how the Union's business is to be conducted and what will be the rights, duties and responsibilities of both officers and members.

Copies of this proposed constitution are being mailed to all SIU-contracted ships and it will be open for amendments and changes when read at two more membership meetings before being put to referendum vote. All Seafarers are urged to study it carefully.

~ ~ ~

## What Next?

Now that President Truman has signed the modified Long-Range Shipping Bill into law, it is a matter of conjecture what effect the measure will have on the nation's weakened merchant fleet. Since it appears that this legislation is the only inducement forthcoming from Washington to encourage future construction by private operators, despite White House assurances that the next session of Congress may again study the picture, it's up to all segments of the industry to assess its prospects in that light.

Although the SIU approved the basic idea of the measure, it added its voice to those who opposed it as it finally emerged with certain tax features killed. The major point forgotten in the crush of last-minute adoption of the bill was that if US shippers cannot compete in daily operation with foreign-flag ships without these tax benefits, then there is no incentive for them to use the construction subsidy features for building new ships, which were left in.

We hope the new Administration doesn't stand idly by in the face of this twisted situation.

~ ~ ~

## A Medal For Harry

The attempt of West Coast longshore boss Harry Bridges to revive the long dead carcass of the Maritime Federation of the Pacific is plain proof—in case your thermometer broke down—that the summer silly season is with us again.

The rash of "letterhead outfits" that have cropped up on the labor scene since Australia decided it was far enough down under to do without California's commissar will gain no respectability from this latest effort. About the only ones who actually gain from Bridges' periodic adventures are the printers who make up the letterheads.

We suggest that the next time they cast a batch of 50-year buttons to honor their loyal members, they make one up applauding the scores of jobs Harry has thrown their way. It's the least they could do.

# LETTER of the WEEK

## Oldtimers Recall Past Hardships

To the Editor:

Well brothers, I've taken my fun where I found it: Norfolk. I paid off the Zane Grey as she was being put into mothballs at the boneyard, went over to the hall, saw our agent, Brother Ben Rees, and filed for my vacation money. Pronto that efficient machine of teamwork in headquarters had my check down to the Norfolk hall, one hundred and three honest-to-goodness American iron men (\$103).

Then my vacation began. I met Joel Anderson who is better known as Andy. We took a walk over to the Midway tavern, guzzled some of the amber fluid and passed the time away with Tena, the loveliest barmaid on Main street.

### Recall 1921 Strike

Soon we were joined by oldtimers, Fred W. Henderson and Fred R. Bohlken. It was good for us four oldtimers to be together and go back over that long, long road. We thrashed out the 1921 strike and right on up until the present. We spoke of our many hardships and compared them with our present conditions. All of us are gray, many of us bald and gray and we each wondered why and how we ever stuck it out.

Finally we decided it must have been a mighty, strong determination to be a seaman and see an American merchant marine for, by and with Americans. Needless to say, we all spoke with pride of our SIU.

### Old Hog Islanders

We talked of the old Hog Islanders, Soccondoga, Soccerappa, Schoharie, the Bayou Chico (I made the maiden voyage on her). The last time I saw her in the news was back in World War II. She had been given to the Russians and I felt I had just been notified a good friend had died.

Then we spoke of the Morgan Line, Munson Line, the Export Line which was just getting started and had not named their ships with the "Ex" yet. I was on their old SS Hog Island. They only had a couple of ships those days and docked in Greenpoint, Long Island, at the foot of India Street.

We also spoke of the Moore McCormack Line and the United American Line which was the Hamburg American Line. We had the Resolute and Reliance, big passenger liners we had seized from Germany in the first World War.

### Seamen's Paradises

It was prohibition in those days and all your friends who were landlubbers expected you to bring them a bottle of good scotch from abroad. Hamburg, Antwerp and Le Havre were truly seamen's paradises in those days.

It was getting late. We told Tena so long, shook hands around and wondered if our paths would ever meet again.

Right now, Andy is on this scow, the Ames Victory, with me and we are heading for Japan. Steady as she goes, boys.

Oskal Jones

## 'In The Same Boat!'



## As I See It

by PAUL HALL



IT'S NO SECRET TO SEAFARERS that the American merchant marine has taken quite a kicking around from time to time down in Washington. There are plenty of people in our Government who don't want to see a strong US merchant fleet, or think it of little importance to the well-being and safety of our country.

However, it's quite a surprise to learn that some of the brass in the Defense Department number themselves among that group. You would think that this department would be deeply concerned about maintaining a sizeable fleet of merchant ships to carry the goods in an emergency.

Strange as it may seem, there are those in the department who apparently are ready to sponsor a raid on the Government-owned reserve fleet by a Japanese shipping company organized expressly for that purpose. This company would like to take 50 US Libertys in tow and go into the shipping business with them.

At the same time, somebody high up in the MSTs has made a deal with this same Japanese outfit permitting them to carry US Government cargo on Navy LSTs that are going to be handed over to them. This outfit will haul down a cool \$1,000 a day profit out of this arrangement.

As if that wasn't all, the word seems to have gotten around that higher-ups in the Administration are sympathetic to these ship giveaways. Foreign shippers from other countries are trying to get into the same act and are throwing their weight around in Washington to get legislation passed in their behalf.

If these kind of deals go through, they add up to a subsidy for foreign shippers at the expense of US maritime. The odd part of it all is that these things are being proposed by people who beefed long and loud about subsidy features of the Long-Range Shipping Bill.

It appears that the Defense Department has to straighten itself out a little bit on the position of the US merchant fleet. You can be pretty certain that the same fellows who are lending an ear to these

ship giveaway deals would be running around crying for more ship-treaty if this country ever gets into another international fix.

LAST MONTH THE US SENATE ratified a little-noticed treaty that may have pretty beneficial consequences for Seafarers. It's the 1946 International Labor Conference in Seattle, and compared all maritime nations that signed it to set a standard that all ship operators will have to stick to when it comes to food, water, stores and other matters concerning the health and well being of seamen.

The great majority of the conditions in the treaty have long been part of the standard SIU agreements.

Your Union is happy to see this development take place because we are interested in seeing that seamen everywhere get the kind of conditions that we in the SIU enjoy. And by closing the gap a little between the US and other countries, this treaty will help make it possible for our ships to compete on more of an equal basis.

ALMOST EVERY SEAFARER and a great many people outside our industry, have read how Seafarer Eric Joseph sacrificed one of his eyes so that a fellow-Seafarer, Phil Pron, could see again. Now this same man, who was hailed in newspapers from coast to coast, may have to leave this country because he is fouled up in a lot of Washington red tape.

It happens that Eric Joseph was born in British India. That fact is enough in the eyes of the Immigration authorities to keep him out of this country, because the law says that only 100 natives of India are permitted to come into this country each year.

It seems to us that any man like Eric Joseph who has shown in such a convincing fashion that he has what it takes to make a good citizen of these United States ought to be able to stay here. Your Union is going to try to see to it that the proper authorities in Washington are made aware of Seafarer Joseph's problem.



# Fish and Ships

The members of a total of 19 SIU-affiliated unions on the West Coast provide the US with most of its domestic canned tuna, sardines and mackerel.

They work through a Joint Council, and, like all SIU unions, are leaders in the fight for decent wages and conditions in the fields in which they are interested.

An example of this SIU cooperation can be seen in the tuna clippers out of San Diego, the purse seiners out of Los Angeles and the canneries in the area of both harbors, each segment manned by an autonomous union.

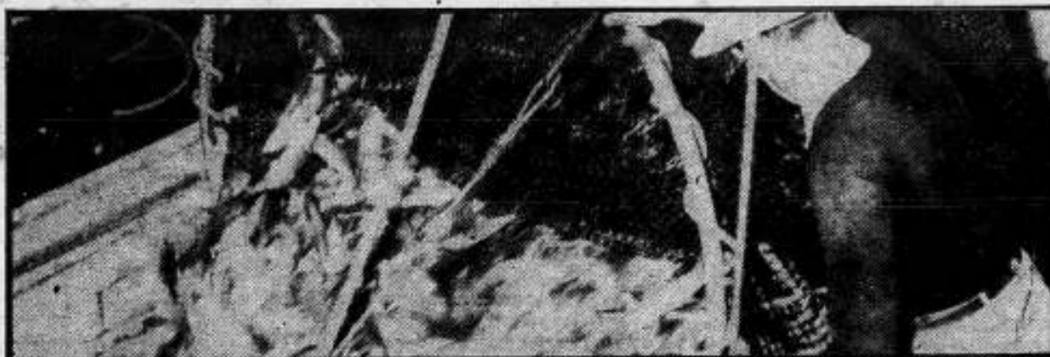
Here they are at work—one part of the 90,000 fishermen, seamen, boatmen and marine allied workers who make up the Seafarers International Union.



Action is fast and furious when the tuna clippers, which range as far south as Chile, hit into a school of fish. These Cannery Workers and Fishermen's Union members, just as the men on the purse seiners, are paid on a share basis. A barbless hook with a lure is snapped by the fish as it hits the water. When the fish are running big, one hook is tied to lines from two or three poles. The men then work in unison to haul the fish into the boat.



Los Angeles Harbor's famous Cannery Row, the largest commercial fishing port in the world, where 45 percent of the US-produced tuna is processed.



Purse seiners take sardines at night, when the glowing wake made by the large schools is easily spotted. Nets are spread around the school, drawn in by a winch (top), and then spread (below) to get at the fish in them.

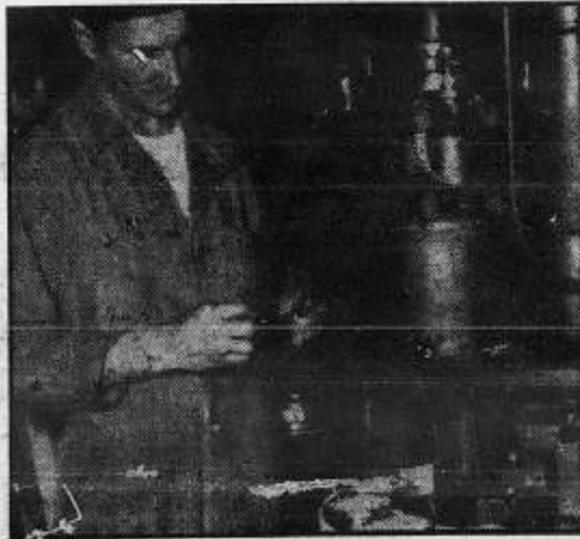
Once the nets are spread, a brailer (top), holding up to three tons, scoops out the fish and dumps them into the holds. The Seine and Line Fishermen's Union members then put back into port and unload with another brailer (center) holding up to a ton. The nets are then cleaned and repaired (bottom) so they'll be ready for the next trip.



After coming off the ship, tuna is cooked and then goes through a cleaning line. Cannery Workers Union girls remove skin, bones, dark meat and blood from the cooked tuna, which then goes into cans.



These CWU-SIU checkers are the end of the line. They check the cans and remove those which are too light or too heavy and correct the weight themselves. Here they are working "chunk style" tuna, a new style.



When the checkers finish, the cans are sealed. Here, a sealing machine operator checks the seams of a finished can. Once the label is pasted on, the cans will be shipped to stores all over the world.

# MARITIME

The United States Government has launched an inquiry to find out actual shipbuilding costs in foreign shipyards so that it can more accurately determine the differential subsidies it pays for certain American shipbuilding. . . . The USS Courier, the first American propaganda radio ship, has sailed for the Mediterranean, where it will begin breaking down the Iron Curtain. . . . The Maritime Administration has leased its Hoboken waterfront property to the city of Hoboken, which, in turn, will lease it to the New York Port Authority for development.

The Italian Line, which was left with only one 300-ton vessel at the end of the war, now has 12 vessels in service, and will add 2 more during the next year. . . . The speedy new Japanese freighter Tomishima Maru of 7,550 gross tons, arrived in New York on her maiden voyage. She has twin screws powered by huge Diesels.

The number of "restricted" piers in New York Harbor has reached a total of 14, as 4 new piers were added to the list within the last week. . . . There is a shortage of pilots in the Suez Canal, according to a recent announcement, and delays of up to 12 hours may result. According to treaty, Egyptian pilots must be given preferential hiring and any foreign pilots must be hired only with the permission of the Egyptian Government. . . . Tangiers has launched a waterfront improvement program. Port facilities will be renovated and improved under the \$4,500,000 program.

Maintenance work on Anchorage Channel in Upper New York Bay is getting under way. The Army dredge, Essayous, is slated to spend three months working on the project. The largest dredge in the world, she is returning from an assignment in the Mediterranean. . . . American shipyards have announced that they have 102 commitments for new tonnage at present. Some 89 vessels totalling 1,782,150 deadweight tons are on order in coastal yards, while Great Lakes yards have 13 vessels totalling 223,000 deadweight tons on order.

The keel of the aircraft carrier Forrestal was laid at ceremonies at Newport News, Va. The carrier will be the largest warship in the world. . . . The Dutch ship Slamet picked up the crew of the Greek freighter Despina in the Red Sea. The Despina's crew fought fires on board for 30 hours before they abandoned ship and saw her rocked by internal explosions. They were taken to Suez. . . . President Truman has signed a bill covering the handling of explosives and designed to prevent explosions like the recent one at South Amboy, NJ.

The former Marine Robin, now the Joseph H. Thompson, is nearing completion. Destined for Great Lakes service as an ore carrier, the vessel will be the third largest in the American merchant fleet. Only the new liner United States and the liner America are larger than the 710-foot vessel. Rebuilt in sections at three different shipyards, she'll be joined together on the Lakes, and will be 23,000 deadweight tons.

Comodore Harry Manning, skipper of the United States, said that there is no danger of the Queen Mary or Queen Elizabeth trying to win back the speed record for England. However, he said, the United States' new record probably won't stand very long. "Atomic developments may produce much faster ships," he said. . . . A 32-year-old Englishman arrived in Havana last week, after making a 10-month voyage from England in an 18-foot boat.

A tug freed the 2,800-ton British freighter Inchislay from a shoal off Palawan Island after 6 days. . . . Contracts totalling more than \$1,000,000 have been given East Coast shipyards for repair and maintenance work on Navy vessels assigned to MSTs. . . . The Norwegian steamer Maria Cleppe and the Chilean motorship Victoria both ran aground in the Strait of Magellan area. Naval vessels and ships in the area rushed to their aid.

France's newest addition to her merchant fleet, the 20,500-ton liner Flandre, has begun her maiden voyage for New York. The largest ship designed and built by the French since the war, she's designed for the North Atlantic tourist trade along with her two running mates, the Liberte and the Ile de France. . . . Divers have examined the charred hull of the Norwegian freighter Black Gull, which burned off Long Island with a loss of three lives, and now salvage operations are proceeding. The gutted hull is now in shallow water off Staten Island, where she was towed after the fire.

The United States, now that she has the cross-Atlantic speed record in her pocket, will settle down, according to her operators, and maintain her schedule of about five days for a crossing from dock to dock. . . . The Navy transports General Edwin D. Patrick and David W. Shanks were due on the West Coast this week with troops from the Far East.

# THE LABOR ROUND-UP

The steel strike, going into its eighth week, is still the big news in labor, and the situation is still about the same, with the industry refusing to change its position at all.

White House-sponsored talks between the union and the industry have produced no results at all. Meanwhile, the White House is considering another seizure of the industry, this time under a provision of the Selective Service Act. However, the administration is reluctant to use this bulky mechanism because, as it admits, the steel they would get through this move "would just be a drop in the bucket."

A strike by AFL Flight Engineers against Trans World Airlines was postponed when President Truman named an emergency board to investigate the dispute. . . . The wives of machinists joined their picketlines against Kallispeil, Mont., auto dealers. The union wants a 10 percent wage hike, guaranteed weekly minimum wage and a union shop.

Thirteen boys and a girl, all children of members of Local 3, International Brotherhood of Electrical Workers, have been given scholarships provided by the union and the electrical industry of New York. For the first time, medical and dental training was included with engineering costs, and it was the first time a girl got a scholarship.

A four-month bus strike ended in Boston when the union accepted an increase of 15 cents over the average \$1.55 hourly rate. . . . The AFL International Typographical Union marked the first anniversary of its entry in the daily newspaper publishing field as three of its papers started their second year of operations.

A spokesman for the western Pennsylvania coal operators has announced that the United Mine Workers has served notice that it is terminating its contract in 60 days. This move would mean that unless the UMW gets a new contract by September 22, the coal mines would be tied up under the UMW "no contract, no work" policy. So far, however, there has been no announcement of when negotiations would begin. The other coal operators have not commented on whether they too have received similar notices.

# On the Job

In our last issue we reviewed the procedures involved in stowing food supplies aboard ship. After the food is parceled out and stacked in the correct refrigerator box or storeroom, the steward department still has the problem of keeping the various boxes clean and free from excessive frost.

It is a sound idea to give a thorough housecleaning to all refrigerators and storerooms at least once every month and especially just before the ship is due in its home port. This is an obvious precaution to keep dirt and vermin away from the food supply.

### Cut Off the Juice

In cleaning the meat box for example it's necessary to take everything out of the box and put them in one of the other refrigerator storage boxes. Otherwise, meat will start thawing out before the cleaning job can be completed. Since the box is ordinarily kept at zero degrees, the chief engineer has to cut off the refrigeration in the room the night before so that the men can enter the box to clean it.

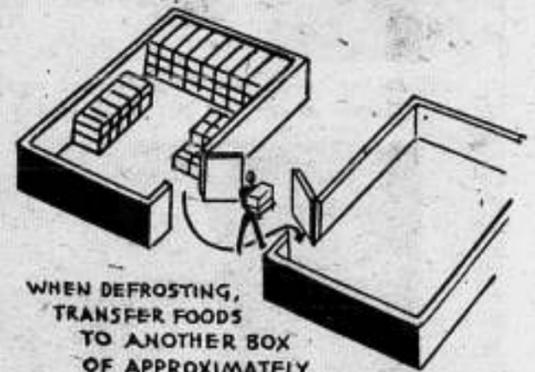
The first part of the job is cleaning the floor gratings. These have to be washed thoroughly with hot salt water and soap. If that doesn't do the trick a weak solution of lye should be added. After cleaning, the gratings are rinsed in fresh water. The meat box shelves should also be scrubbed and rinsed. If it's possible to get a water hose into the box, the refrigeration pipes and the walls can be washed down thoroughly. In any event, they should be scrubbed with soap powder and water as should the bulkheads. Once the room has been cleaned, the refrigeration can be turned back on and the floor racks replaced when they have dried. The meat should be put back in immediately after the temperature in the box gets down to 30 degrees Fahrenheit.

The same cleaning process applies to fish boxes and egg and cheese boxes. The vegetable cooler is handled somewhat differently. In this case it is better if the contents of the box are not emptied unless there is just a small amount of fruits and root vegetables left like potatoes and onions.

### Move Down to the Eng

Usually however, all the contents of the vegetable box are moved down to the end of the box where the scupper is located and the blower is shut off. The food is then covered with a tarpaulin to keep it dry while the cleaning is going on.

Then the floor racks at the empty end of the box are taken up on deck and cleaned and the empty walls and shelves are washed. When this end of the box is cleaned the stock is transferred to it and the other end taken care of in the same manner. After all is finished the food is rearranged around the shelves and the blower turned on again.



Of course in cleaning-out cold boxes you are also defrosting them. It is necessary to defrost a box every time a one-inch layer of ice forms on the pipes of the fan grilles as this frost seriously interferes with the efficiency of the box. With the exception of eggs, fruits and vegetables, the defrosting procedure means moving the stores out into another box of approximately equal temperature. As long as this has to be done, the box is given a cleaning every time it is defrosted although it may be in pretty clean shape to begin with.

### Be Careful With Pipes

The defrosting procedure involves turning off refrigeration the night before, removing stores, cleaning the deck grilles, and then knocking ice off the pipes. The best way to do this is to knock it off with a piece of wood as metal picks, cleavers, wrenches and the like can puncture or damage the pipes. On some ships it is possible to run water or hot gas into the refrigeration pipes. This will loosen all the frost much faster than the hand method.

The box is then washed and cleaned, refrigeration turned on, deck grilles put back in place and food returned immediately. The box should be kept shut 24 hours after defrosting.

## Burly

Follow Burly Every Issue In The Seafarers Log



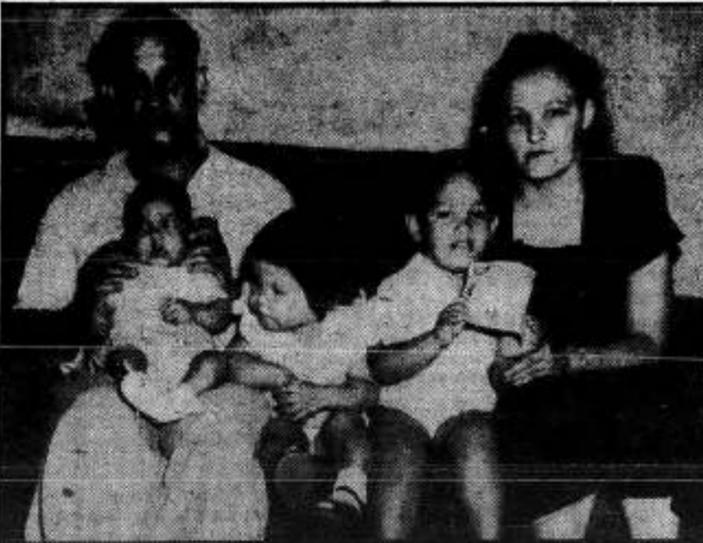
## Birth Beneficiaries



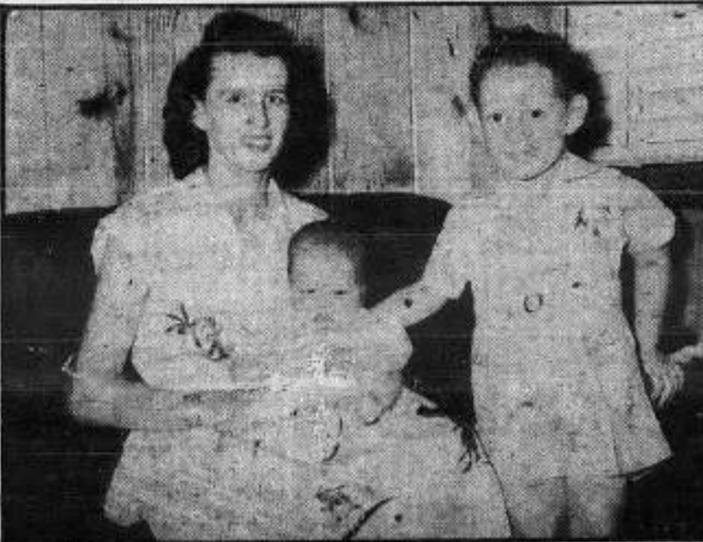
Seafarer George Hoffman's family waits at home in New Orleans while father is at sea.



Another first born is Miranda Temple shown with her mother Thelma, at age one month. Father is James Temple.



Pedro Velasquez, 3, displays maternity benefit brought by birth of Gerson, while family looks on.



Mrs. Alvina White had two of her three children home when photo arrived: Gary 3, and Maria Fay 3, months.

# Seafarers Study Proposed Changes In Constitution

(Continued from page 3)

Congress made other changes necessary to safeguard the Union, its membership, and its ever-growing financial resources from lawsuits and other restrictions growing out of this anti-labor legislation.

The tremendous growth of the Union since its early days was another factor considered in mak-

## 4 Million Read Of Log Port Expose

(Continued from page 2)

isting loopholes insofar as possible will be introduced once the legislators resume business in January.

In substantiating the LOG charges, the Post's writers, Will Chasan and John Starr, cited one of several tests run off by the LOG to show the ease with which seamen can come and go off foreign ships. In this particular instance Seafarers Mike Miller and Mike Manning, accompanied by the LOG photographer, boarded an Italian freighter, the Pietro Orseolo, on the Brooklyn waterfront as the starting point of their test.

Subsequently the two Seafarers walked off the ship in the guise of crewmembers without once being questioned by guards or having their papers checked.

### 'Sabotage'

The two men then went to Pennsylvania Station the next day where they picked up small beach bags. In completing the test, Manning dropped his bag containing "high explosives" in a train tunnel passing under the Hudson while Miller went to the giant Kensico Reservoir, source of New York City's water supply and dumped a load of "poison pellets" into the water.

As pointed out in the Post article, this dummy test demonstrated the ease with which it was possible for a saboteur or spy to enter the country from a foreign ship and roam it at will.

### Panamanian Problem

The article emphasized that these dangers were particularly prevalent on Panamanian flag vessels which often carry cargoes to and from Communist countries including China and grant crewmembers Panamanian seamen's papers on request with no checkup on the applicant. It recalled one instance of a Rumanian communist who bought captain's papers for a Panamanian tanker and actually commanded the vessel for a while.

On the other side of the coin, the article pointed out that the lack of regulation on Panamanian, Honduran or Liberian ships made it simple for fugitives from justice, such as some of the Communist leaders who jumped ball, to escape from this country.

The article gives full credit to the LOG and to the SIU for bringing this serious problem to light and for keeping tabs on waterfront developments of this nature.

In preparing for the article the authors worked in conjunction with SIU headquarters officials gathering the necessary evidence.

Reprints of the article have been obtained by the Union and will be distributed to all SIU ships along with the regular mailing of the LOG.

ing revisions so as to allow for the widest possible participation by a greatly-expanded Union membership.

In drawing up proposals to amend the constitution the agents spelled out all the membership rights and guarantees contained in the present constitution and practiced by the Union, though they are obscured in the original by clumsiness of phraseology and construction. In the new proposals, all these guarantees contained in various sections of the existing constitution were brought under one heading and spelled out in specific, simple language as a "Statement of Principles and Declaration of Rights."

### Easy To Understand

This declaration is patterned after the Bill of Rights in the US Constitution and provides a clearly-written and easily-understood definition of the rights and responsibilities of both members and officials as well as the specific limits to the power of Union officials.

In the statement of principles the document specifies the obligations of the Seafarer to the community as a citizen, as well as "our duty to combat the menace of Com-

munist and any other enemies of freedom."

It also pledges exertion of "our individual and collective influence in the fight for enactment of labor and other legislation and policies which look to the attainment of a free and happy society without distinction based on race, creed or color."

### Model For Unions

Commenting on the proposed document, the conference of agents stated, "We believe that this new constitution as it stands will prove to be a model for the Union movement, because of the way it spells out membership obligations, rights and safeguards in clear and simple terms, doing away with the lawyer's language that exists in most documents of this kind."

"We think we have a pretty good document here that will stand the test of time and assure the kind of democratic operation of the Union that Seafarers have always had."

In addition to the new draft resolution, the agents discussed plans for new contract negotiations and the Union's rapidly expanding welfare operations as well as other Union matters.

## More Countries Seek To Buy US Vessels

(Continued from page 3)

panies making it a semi-official shipping organization.

Information that the Japanese company was out after the Libertys came in the course of a cocktail party given by the new company. That was the first that American maritime interests learned of the existence of the new firm.

The considerable headway made by the Japanese company in its request for the Libertys is revealed by a statement appearing in the Japanese press, quoting Charles H. McGuire, director of the National Shipping Authority, to the effect that the US Government is "studying a Japanese request for a lease of Liberty-type ships."

### Ship Sales Act

Ever since the end of World War II foreign shippers have been after the US reserve fleet. Under the terms of the Ship Sales Act of 1946, a very sizeable percentage of the Government-owned war-built fleet, 446 vessels in all, was sold to foreign shipowners and went into competition with American flag shipping. The purpose of the Act was to help restore the merchant fleets of foreign nations that were shattered in World War II.

However, the Act expired on January 15, 1951, and consequently, sales of such ships to foreign interests are only permissible by act of Congress.

While the Act is no longer in existence, some sections of the Government, notably the State Department, have been in sympathy with proposals to revive the Ship Sales Act or similar legislation.

Testifying before the House Merchant Marine Committee recently, Jack K. McFall, Assistant Secretary of State, told the Congressmen that the Department was in sympathy with the transfer of ships to South Korea, and further stated: "In any legislative reconsideration of ship disposal policy, the Department would wish to avoid action which might be interpreted as discrimination between friendly governments, and to encourage action which

would permit transfer of tonnage under conditions determined to be in the national interest."

McFall also revealed that the State Department has received applications for Libertys and other vessels "in considerable numbers" from foreign interests.

If the Japanese company can succeed in lining up the Defense Department alongside the State Department behind its proposal, their would undoubtedly be strong sentiment in Congress for transfer of the ships.

Commenting on these latest moves, an SIU headquarters representative declared: "When the Long-Range Shipping Bill was up before Congress the Administration went to bat against the tax deferrals of the bill as an indirect subsidy for the American Merchant Marine. As a result, these provisions were knocked out of the bill. "Now this same Administration is playing with the idea of giving indirect subsidies to foreign fleets by giving away American ships cut rate at the taxpayers' expense."

## Need Pix Of Foreign Ports

The SEAFARERS LOG has need for pictures of foreign ports of call for use in a coming series. Any Seafarers who have pictures they have taken in ports they visited are requested to send them to the LOG.

They can be pictures taken in the port, shots of your ship, pictures of dockside activity, shots of Seafarers while on shore leave in a foreign port, or just pictures you took of the place while ashore. They're all needed.

Any pictures you send will be returned if requested. So gather up those pictures you took and mail them to the SEAFARERS LOG, 875 Fourth Avenue, Brooklyn, N. Y.

# Seafarer Finds Pall Of Hate Hangs Heavy Over Alexandria

ALEXANDRIA, Egypt—The Steel Age pulled into here at 9 AM and we were secured an hour later. We didn't have to be warned to lock up everything in sight, be it a spoon or a pen, because there's so many thieves floating around.

"When's the draw?" everyone kept asking. The skipper left about 10 AM to get the money and that was the last we saw of him for five hours.

### On the Lookout

The first impression I got is the utter despondency that surrounds everything. Sudanese with turbans and flowing white robes mingle with their fezzed Egyptian brothers, some wearing shoes, most not. The ever-present police are on hand to keep some order and the secret police are there to watch the police. It seems that in this country everyone watches each other and this is one of the reasons why these people are so unhappy.



Kronmel

At 3 PM the skipper arrived with the money and everyone gave a sigh of relief. A few crewmembers went into town and came back later with very gloomy reports. Despite these tales I was determined to get a look. Luck was with me as I caught a ride into town with the company agent.

We crossed a very old bridge and then into a sidestreet where I was immediately recognized as an American. A young woman dressed in a dirty sheet came running up and asked for a cigarette which I promptly complied with. Apparently this was not good enough because she wanted a whole pack.

All I had with me at the time was less than a pack and I tried to explain this to her but she seemed set on possessing all or nothing.

### Crowd Gathers

A crowd started to gather around the car and while this was happening my guide refused to intervene. Scared as I was, I still was able to reason with one young guy. I flashed some chewing gum and after a huddled confab the crowd seemed to settle for the gum, but not before someone in the crowd called me a lousy American and told me to go to hades.

Finally we arrived at the post-office and I was still thinking of

how close I was to getting my ears pinned back when a little boy ran by shouting, "Go back to England."

The PO was an ancient building, stuffy and hot despite its tremendous size. I got rid of ten post-cards and six letters but kept in mind that my next letter was to be all about this place.

### Squalor And Hate

My guide summoned a taxi and assured me that we were going to one of the better ginmills in Alexandria. I wanted only one thing at that moment and that was to go back to the ship, away from all this squalor, misery and hate. I thought to myself that I've been to a lot of ports and seen much suffering but this... what kind of a world was this?

Deciding that one beer might perk me, I was led to this cabaret where I was able to relax a little.

An old battered piano stood by the wall and I thought of all the good music that comes from a Tatum solo when suddenly a fellow sat down and started fooling around. The familiar chorús of "Robin's Nest" came floating by.

"Whata ya say, man?" Thus introducing myself, I found that he was off an Isbrandtsen ship and lived in New York. "What a place this is," he said, and then smiling up at me, added "How about jamming a little?"

The happy feeling that overtook me would be hard to explain. So far from home and here were two lonely guys knocking themselves out with "How High the Moon."

### Back to the Ship

I told my guide that a quick trip back to the ship would be greatly appreciated by me—the quicker the trip the more the appreciation.

The taxi driver kept giving me brutal icy stares. I later found out that this guy fought the British during the riots and his brother was killed during the fracas.

The streets in the native quarter were passing through are mostly very narrow, and I believe that a man could touch the walls on both sides. The smell of burning grease seems to come from every door and window.

Passing the market place, I

asked the driver to slow down. Before my eyes the world went back 2,000 years.

Long tables of every Middle East delicacy were to be seen. Fruits of every color and shape; cakes that were just baked in the tremendous brick enclosure which stood down the street. This delicious smell that came from this ancient bakery made me almost go crazy.

Long strings of figs hung from the walls and piles of unleavened bread were everywhere.

There was a continuous haggling and shouting between buyers and sellers. Above the din Arabian music was playing, giving a very weird effect.

### Traffic Jams

We went onto the main drag, on the other side of the tracks. Ancient Fords kept jamming traffic although the donkey-carts didn't help.

Of course, the "trams" (trolley cars) which look like they were built three centuries ago, were bulging from their sides with people, some of whom were even hanging from the windows.

Money changers were situated on every street off the main drag. They will change any currency in the world. The official rate makes you give up \$2.85 for one Egyptian pound, but these gentlemen can be induced to take only \$2.30 for their pound.

Finally we got across the bridge and up ahead was the Steel Age. One hour later, we started moving. I could honestly say I wasn't sorry to leave Alexandria.

Harry Kronmel

## Did You Know . . .

That the origin of the phrase "to get the sack" stems from a Turkish sultan's habit of throwing those who displeased him into the sea? Today the term refers to someone who is fired or ousted from a job by less forceful means, but when the sultan did it, he tied the disfavored person into a sack and threw him into the Bosphorus.

That it is possible for an airplane to fly lower than a submarine can dive? It's easy enough in certain parts of the world where the land is far below normal sea level.

That the SIU Welfare Plan will pay out duplicate benefits for each Seafarer's child born after April 1, 1952? If you have twins or triplets, you'll collect \$200 plus a \$25 US bond for each child.

That one of the most common foods eaten daily contains two of the deadliest poisons? Ordinary table salt is composed of sodium and chloride, harmless in the one compound but deadly in a separate state.

That Seafarers in the hospitals needn't fear that their benefits will be cut off after 13 weeks or a similar period as under other union set-ups? At long as you need them, whether ten days or ten years, you're guaranteed hospital benefits from the SIU.

That you can't bring a second-hand car to the Island of Bermuda? Once autoless, Bermuda now allows cars in under a 1946 law permitting the operation of ten-horsepower private cars and taxis with a speed of 15 mph in the city and 20 mph in country areas. Bicycles

were and continue to be the principal means of transportation on the island.

That bats have always used radar? Blindfolded bats fly in the dark as well as those with unobstructed sight, but bats whose ears have been covered constantly bump into things, tests have shown. Sounds made by bats while flying, inaudible to humans, are reflected back to them and aid them in locating objects to be avoided. This is similar to the radar principle used by ships at sea.

That the LOG maintains a correspondent in Washington to keep you fully informed on all legislation and Government regulations affecting you and your industry?

That water really runs off a duck's back? The explanation is that the duck's feathers are kept in an oily condition by small oil glands. During a rain, or while paddling about in a pond, ducks frequently bend back and rub oil on their heads from glands at the base of the tail. They then oil their feathers with their heads.

That a man weighing 175 pounds on the earth would weigh almost two and a half tons on the sun? This results because the force of gravity on the sun is 28 times that of the earth's surface.

That Mount Everest, highest expanse of mountain in the world, is still growing? A Swiss expedition had to call off its climb this year after scaling almost to the top of Everest's heights because they found the peak had reached up several hundred feet more and prevented a further march upward.

## Strikes Greet Omega In 2 Ports

The Liberty Ship Omega had a peculiar experience during our last round-trip when we had to lay up at both ends of the trip because of longshore strikes. We took the ship out of New York originally with a load of grain for France. When we got to Rouen the longshore-

were a failure. Apparently, the thrifty Frenchman is beginning to realize that the Moscow line cuts down on the take-home pay with its work stoppages for political reasons.

We finally pulled out of there,

bound for Sorel, Quebec, to pick up another load of grain. When we got half loaded in Sorel, the longshoremen went on strike and threw a picket line around us. They had a new idea—pickets riding bicycles.

After four days of this with all sorts of rumors flying around about moving the ship, we wired headquarters for advice. Before we got an answer, a contract was signed and the strike was over.

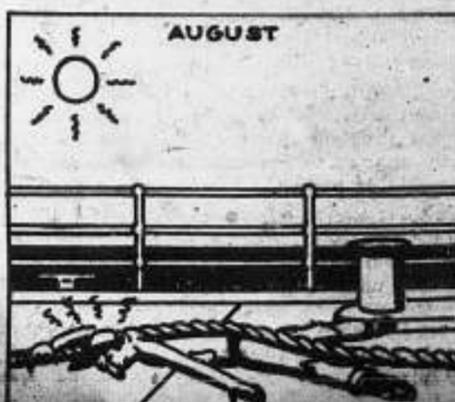
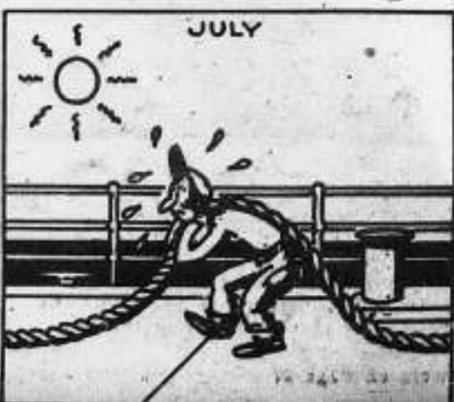
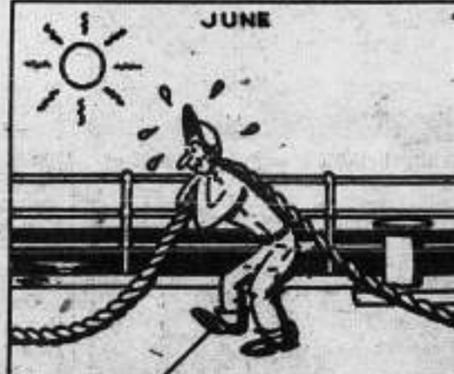
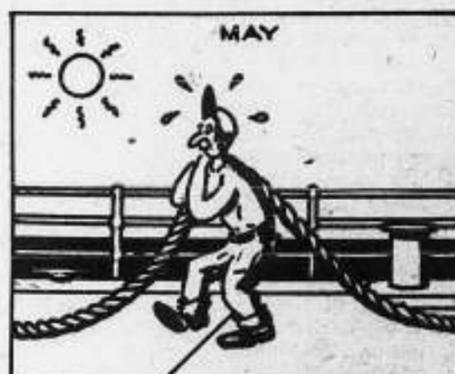
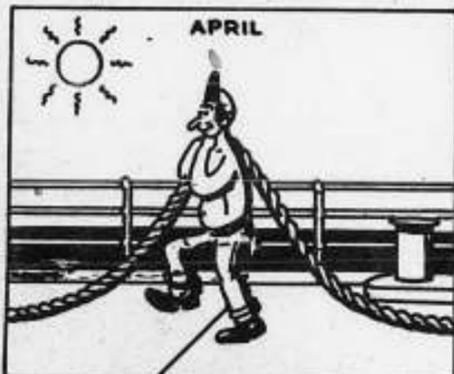
While we were in Montreal we visited the old hall of the Canadian District and had a look at the new one under construction.

The oldtimers in the black gang aboard this ship are Big Jim Welsh, the Giant fan; Whitey Katterman, the trotting expert from Yonkers, Fred Bruggner, the Tampa tenor and Scotty McKenzie, deck engineer.

Edward Robinson  
Engine delegate

## A Place In The Sun

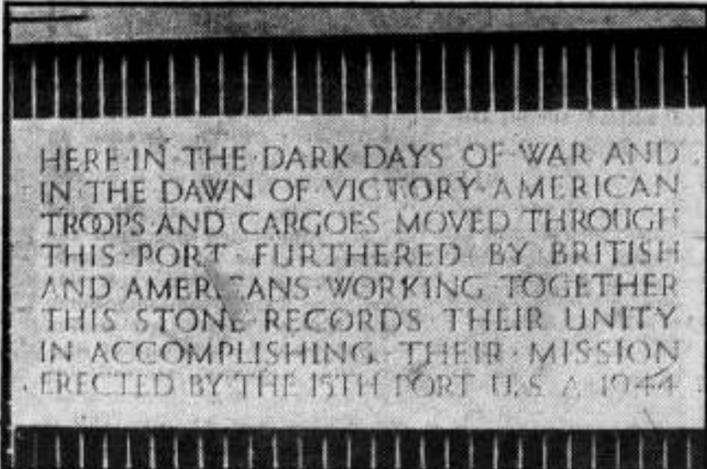
—Contributed by Joseph Tremblay



## Quitting Ship? Notify Union

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

Memories Of World War II



This plaque stands on the Liverpool waterfront recalling the days when US merchant ships supplied the sinews of victory to the Allies. Photo by Evaristo Rosa.

LOG-A-RHYTHM:  
Lighthouse

By M. Dwyer

*She throws her rays far out to sea  
Across the ocean's foam,  
To guard the ships that linger  
there  
Upon their voyage home.  
To her they look for safety.  
They know she'll never fail,  
For she would not forsake them,  
Through calmness, or through  
gale.*

The FOC'SLE  
FOTOGRAPHER

By SEAFARERS LOG Photo Editor

As indicated in an earlier column, we are going to go through the various steps of processing our first roll of film.

A negative that has been properly exposed and developed is a permanent record from which you can make prints whenever you wish. Throughout the developing procedure always bear in mind that you are dealing with negatives from which you may want to make enlargements. Very small defects on a negative will appear as large defects on the enlargements. Thus the need for care and cleanliness in developing film cannot be overemphasized. Do not place your fingers on the film, particularly on the emulsion side. This is the side that faces the lens and bears the negative image. This side of the film is dull while the back of the film is shiny. Always handle film by the edges so that no part of your hand touches the surface.

A roll of film passes through 6 basic steps when it is processed.

1. The film is loaded into the reel of the developing tank in total darkness. Before loading separate the film from its paper backing. Be sure to cover the tank before turning on the light. The lid of the tank is of special construction and is lightproof.

2. Pour the developer into the tank in a steady stream. Tilting the tank slightly will permit the air inside to escape. When the tank is filled, note the time and agitate it for about 5 seconds after every minute of development. Developing time will vary with the film used, the type of developer, temperature etc. At the LOG office we use XX film and develop in Microdol. This combination will produce a normal negative in 20 minutes at 68°F.

3. After the 20 minutes have elapsed the solution is poured from the tank into a storage bottle. Make sure the bottle is clearly marked so that you don't confuse it with the bottle of hypo. After the solution is removed rinse the film in water a few times. This is still done through the opening in the lid. One rinse in a weak solution of acetic acid may be substituted. The acid rinse is made up with 1 oz. of 28% acetic acid and 32 ozs. of water. Strong vinegar may be used instead of the acid.

4. Whatever rinse is used is poured out and the fixing solution is poured in. With fresh hypo the film will clear in 5 minutes. The general rule is to fix for double the clearing time. As the hypo ages this time will increase. When clearing time takes more than 10 minutes, discard the hypo. At this point the film may be examined.

5. The hypo is poured out into its storage bottle and the film is washed. A gentle stream of water into the open tank for about 25 minutes is generally sufficient to remove all the hypo remaining in the film. Of special interest to Seafarers is the fact that hypo is more quickly removed in sea water than in fresh. Films can be washed in sea water for about 10 minutes. However, make sure to finish the wash in fresh water for about 5 minutes.

6. After the wash the film is hung up to dry. Film will dry in 20 minutes. Should rapid drying be necessary a fan may be used. Direct the air against the back side of the film to prevent the air stream forcing dust particles into the emulsion. When dry you may store as you like—either as a whole roll or cut apart into strips or individual frames.

A quart of Microdol will develop about 10 rolls of film. If no replenisher is used the time for developing will have to be increased after the third roll.

The temperature of the developing solution may be higher or lower than the recommended 68°F. When higher, developing time will be less and when the temperature of the solution is lower the developing time will be more. When temperatures are other than 68°F. compensate with the following changes:

At 62°F.....	28 minutes
At 65°F.....	24 minutes
At 71°F.....	17 minutes

Kirk Limp In, Tired But Happy

The good yacht Robin Kirk, looking spic and span outwardly finally made it to Boston after 24 days. Bosun Bud Tobias and his merry men have painted everything in sight, rust and all. Down below everything is not so forte, as can be seen by the time taken for this voyage. The friction tape and bailing wire managed to hold out though.

The stewards department was lucky in having aboard two old Africa hands, "Smoky" Messenger, passenger waiter, and Stan Cooper, 2nd cook. They gave us full information on every port, even the ones they had never visited. In every instance the info they passed along was wrong but after the first few bum steers from these embryo quiz-kids we learned to ask their advice and then do the opposite. On our second stop in Durban "Smoky" announced that he would



Iliff

either get married or buy a new watch. Reason prevailed and "Smoky" can now give you the correct time.

The steward finally struggled out of the jungle, got his pants pressed, and is back to normal. He still hasn't recovered his teeth or watch but is very happy, and lucky to be alive, if that is what it is called. However, he hadn't fully recovered by sailing time and we were therefore short of stores, eggs being one of the items that were strictly rationed.

As for me I labored in the saloon mess and I do mean labored and I do mean mess. On Thursdays and Saturdays, traditionally steak nights aboard US ships, I knelt in silent prayer before I set up for the evening meal. Have you ever

been in a monkey house at feeding time?

I went aboard the Tuxford in Cape Town and was surprised to find Charley Gedrow and Johnny Hummell, alumni of the PR, serving a stretch for Robin. However, they are working with a qualified steward and who knows, they may even become Robin stiffs and earn their sweater. Incidentally, that innocent face of Charley Gedrow is still copping the gals.

Big Game Hunter

A lad who came aboard in Beira soliciting laundry, announced that he was only in the laundry business as a hobby; actually he was a guide and a hunter of big game. I gave him some laundry and can vouch for the truth of part of that statement. The 1st Asst., Dick Jones, and Sparks, Allen Bloom, eagerly availed themselves of his services as a guide. They left for their trip, along with several others, on Friday evening and it immediately started to rain. They returned on Monday, early in the AM, damp, disgusted, bedraggled and hungry! Apparently all they got was wet.

Tommy Griffith, oiler, who has spent five years on this run, all the time hoping to get an opportunity to do a little serious hunting, had intended to make the trip but when he learned that the others' experience in shooting had been confined to aiming at clay pipes at Coney Island, he reconsidered. Says Tom, "You may as well be hung for a sheep as a lamb but I don't want any radio operators mistaking me for a rhinoceros."

Slim Iliff

Stranger Lends Helping Hand To Injured Seaman

Lying in a hospital with a broken neck is no picnic for anybody, but it's twice as bad when you are a seaman more than 3,000 miles from home. Yet for veteran Seafarer William Girardeau, this experience was lightened by the generosity and kindness of complete strangers.

Girardeau, who is 72 years old, was aboard the David S. Terry as cook and baker. On the 29th of January, when the ship had stopped at Amsterdam, Girardeau fell into a coal pit returning to the vessel and fractured his spine. For the next 49 days he lay flat on his back, his body in a cast, at the Red Cross Hospital in Beverwyck, Holland.

Daily Visits

On his first day at the hospital an English-born woman, Mrs. Van Hoff, happened to stop at his bedside and asked him if he had any friends there. When she learned that Girardeau was alone in her country, she made a point of visiting him every day thereafter for as long as he was a patient, bringing him fresh fruit and other gifts.

"It was quite a comfort," Girardeau said, "to know that I had someone coming to see me like that while I was laid up."

Still Getting Treatment

Girardeau had nothing but the highest praise for the care given him by the nurses and doctors at the hospital. "They gave me very fine care, there," he said.

Girardeau was able to come back

to the States in April, but until recently was in the Staten Island Hospital for further medical treatment.

Despite the seriousness of his accident and his advanced age, Girardeau has no thoughts of quitting the sea just yet. "I want to keep going to sea regularly until I'm 75" he declared, "then I'll go on my social security and won't work so steady."



Flanked by two Dutch nurses, Seafarer William Girardeau posed for this photo on the grounds of the Red Cross Hospital in Beverwyck, Holland, after he was on the mend from a fractured spine.

Quiz Corner

- (1) A plant reported 980 tons of sheet aluminum on hand. If this stock is equally divided between six prime contractors, and each prime contractor assigns 9/25 of his allotment to subcontractors, who in turn assign seven factories 5/28 of their allotment, how many tons of the aluminum are available to each factory?
- (2) The vertical rays of the sun never strike the earth's surface at (the equator), (the tropic of Cancer), (New York City), (the tropic of Capricorn)?
- (3) Over a hundred years ago, a man from Tennessee wearing coonskin and nicknamed "Old Hickory" became President of the US. Was it (Jefferson), (Harrison), (Jackson), (Johnson)?
- (4) You be the judge. In order to keep his creditors from getting it, a man put his house in his wife's name and wanted to get it back after the creditors were put off. Must she give it back to him?
- (5) On the road to a market, a farmer met three people. He sold the first person half the eggs he had and half an egg more, half the eggs remaining and half an egg more to the second and sold the third half the remainder and half another egg. When he got to market he still had three dozen eggs. How could he do this without breaking any eggs?
- (6) The continent on which there are no glaciers is (Australia), (Asia), (Europe), (South America)?
- (7) During the period from 1830 to 1860, the largest number of immigrants to the US came from (Asia), (Germany), (Italy), (Great Britain and Ireland)?
- (8) The first all-professional baseball team was from (Albany), (Boston), (Cincinnati), (Detroit)?
- (9) The planet which is about the same size as the earth is (Mars), (Mercury), (Uranus), (Venus)?
- (10) If a fleet of nine heavy cargo ships can effectively supply a foreign port, how many smaller cargo ships would be needed to do the same job if they had only 60 percent the cargo capacity of the larger vessels?

Quiz Answers on Page 27

# Wild West Tour Proves Perilous

Here on the Marie Hamill we have among our crew one individual who is well known in many ports especially Baltimore. He is Joseph "Mustacho" Pendleton. The nickname comes from the 18-month-old mustache he is sporting which is his prize possession.

His stay on the beach this last time was something to see. He paid off on the West Coast and started to Texas. He and his side-kick, Ray Queen, started off in a hopped-up Ford. While touring through the hot, arid, sunshine state of Arizona, they stopped for a refresher in a small town. They got friendly with two Arizona cowboys there who invited them out to the ranch to ride a friendly horse.

### Ready For Anything

This was something new and different, so "Mustacho" and his side-kick store up on refreshments and then go off to the wide open spaces. They find a nice shady spot and while the cowboys are off catching the friendly horses, they put away some more refreshments and are ready for anything.

Two hours later the cowboys come around with the friendly horses who were all worked up and as ready as "Mustacho" if not more so. "Mustacho" mounted his steed real Western-style and grins like a real Western cowboy. All of a sudden everything starts popping.

### Grandpa's Joy



Bright-eyed youngster is Michael McWatt, grandson of veteran Seafarer Frank Gardner.



Holding on to his birthday cake aboard the Marie Hamill is Joseph "Mustacho" Pendleton, DM. His shipmates (left to right)—Robert Darlet, Jr., messman; Robert E. Morgan, AB and Frank Nigro, steward, helped him enjoy it.

"Mustacho" claims he is the first person to fly a jet plane without a pilot's license.

Well Arizona was too hot anyway so they take off for Texas. All is going fine, so they decide to spend a nice long weekend out in the open spaces. This time they pick a spot right in the middle of 11,000 acres of open range.

### Up A Tree

"Mustacho" was relaxing in first class style when he heard a strange sound. Getting up and looking around, he saw two frisky bulls looking his way only 50 yards off. He tried to go up the tree but the base was too large. At that moment a little six-year-old girl came to the rescue and shooed them away. Seeing that "Mustacho" had the shakes, she consoled him and said, "Don't be afraid, they are gone."

All was well and peace had returned to the camp when "Mustacho" saw a strange creature around. Shooting first and asking questions afterwards, he emptied his pistol. Dead-eye had killed his first copperhead snake.

Before long he had several notches in the pistol as the moccasins, copperheads and every-

thing else was roaming around. The quiet, peaceful weekend being over, "Mustacho" and company head to Galveston and are all ready to get a ship, any ship.

He is now working hard and saving his money to buy himself a ranch in Texas, snakes, bulls and all. I wonder. Time will tell.

Frank Nigro

# The SPORTS LINE

By Spike Marlin

The heavyweight championship will be settled (unofficially) on July 28 when Harry Matthews and Rocky Marciano square off for the big prize. There is one slight technicality remaining, namely, that the winner has to knock the block off Joe Walcott. That is a mere formality to be dispensed with in the fall.

We said once before that Matthews was one of the current crop who could take Marciano and nothing has happened since to change our minds. Not that he is any shoo-in. Far from it.

### Opposing Styles

This shapes up as a very fascinating contest between two sharply opposing styles. Marciano's chief assets are great strength and a good punch with either hand. As a fighter he is an over-size edition of Jake LaMotta. Like LaMotta he likes to get in close, bull his opponent and club him with left hooks and sweeping right hands.

However, Rocky has serious weaknesses. He is awkward, often off balance and wide open to right hand counters after he delivers his looping blows.

### Good Counter-Puncher

Matthews, on the other hand, is one of the best counter-punchers around. While he doesn't hit as

hard as Marciano, he is faster with his hands and punches more crisply than his opponent. He's also more mobile than Marciano, who lumbers in like a baby rhino.

In some respects, Matthews puts up the same kind of fight as Roland La Starza who, it may be remembered, gave Marciano his closest tussle, losing a much-disputed split decision. The big difference between the two is again, Matthews' lightness of foot.

The styles of the two fighters make the pattern of the contest clear. Marciano is going to be the aggressor all the way, trying to get in close, corner his man and club him with either hand. Matthews will be fighting stand-up, back pedaling and moving around a good deal, staying away from the ropes, and countering every right hand by Marciano.

Obviously, Marciano's hopes lie in wearing Matthews down with his greater strength and finishing him off in the later rounds. That's why his management strove unsuccessfully to make this one a 12-rounder because over the longer distance Rocky would have the advantage.

From here it's hard to see how a polished boxer like Matthews could be trapped and mauled by his clumsy opponent. The possibility that it might happen and put a sudden end to the fight is one of the things that makes this contest an exciting one.

# Crimp Halls Were Dirty Joints

Now that the Baltimore Building assessment has been approved by the membership, assuring new buildings in Baltimore, Philadelphia and Galveston in addition to buildings already in existence in various other ports the membership will have modern, up-to-date facilities for shipping, comfort, and recreation.

All this brings back once again memories of the various types of shipping halls that were in existence in the 1920's and the early 1930's.

In the early 1920's shipping was mainly out of Shipping Board fink halls which usually were in dark old buildings such as warehouses, lofts, or some dilapidated stores. There were a few old benches, usually dusty, full of splinters and often covered with bedbugs. There was no hourly job call so that a guy couldn't step out

for a breather. You were never sure when a job was going to be called, and for that reason, you had to stick around so that you wouldn't miss your chances of shipping.

By the end of the day if you hadn't shipped, you were tired out and dirty, needing both a good bath and a soft chair to relax in.

### Relax In Doghouse

And where was the relaxation? Why, nothing else but the Doghouse. Truthfully speaking, the Doghouse was a Godsend alongside of those crum joints.

In various ports, the hangout was a rooming house and if you lived in the house your chances of shipping were not too bad. At least you could rest in your room, crummy as it may have been.

The crimp joints, such as used to be on South and West Streets in New York were even dirtier and darker than the Shipping Board holes. It seems that in those days all shipping halls believed in conserving lights. Reaching a crimp joint was itself a work of art—up broken-down stairs, through dirty, dark hallways. Either going up or coming down you took your life in your hands never knowing when

a step would collapse and you might break a leg.

### Good Halls Today

Seamen really had it tough with the bad wages and working conditions of those days coinciding with the filthy joints that they had to ship from. Today, organized into crack unions like the SIU and SUP they have clean, well-lit halls with places to lounge in comfort, plus cafeterias, bars and stores that are air-conditioned and well kept. Today a seaman in these unions either has or will have the best of

sanitary conditions and means provided for showers and shaving.

Also, the future will bring seamen's hotels which will be clean and well kept so that at long last the seamen do not have to live in old flophouses and various joints that never belonged to them. My hat is off to all the members who voted the building assessment in, as through this action clean and neat halls will be the rule in every port where the SIU has a Union hall.

Louis Goffin



Goffin

# 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 use. Mail in your suggestions. Here's Chief Steward William Stark's recipe for "Chicken Hasenpfeffer."

Pickling food in brine or packing it in spices is the oldest method of preserving food in countries with warm climates, dating back at least 5,000 years. The mode established then still hangs on in some modern-day food preparation, so that cold cut meats like pastrami are really a hanger-on from way back.

Stale though the idea may be, dishes conceived from it are still popular, says William Stark, steward, who's put in an even dozen years sailing in the galley and another two as a hotel cook in Pennsylvania. Lounging at the Wilmington SIU hall after a trip to the Far East, he explained what it's all about.

"Hasenpfeffer," which means pickled rabbit, is generally native to Alsace-Lorraine, Germany and

most Central European countries where wild rabbits roamed freely three or four centuries ago. But pickling was practiced as well on deer, boar meat and chicken, the latter particularly around Leghorn, Italy.

To prepare the dish, first clean and quarter 8-10 chickens. Take a large wooden bucket, place a layer of onions and sharp spices on the bottom, then a layer of the quartered chicken, alternating until the bucket is full. Dilute one or two cups of vinegar and cover the chicken. Put the bucket with its contents into the chill box for 2-3 days.

On the day dish is to be served, remove the chicken, bread it and fry off fat. Place it in steamer, steam until tender, then serve. The chicken will have an unusual spicy flavor, a change of pace from the standard fried or roast menu. Some cooks even pour sour cream or top of the chicken just before serving. (Feeds 25.)



Stark

# Seafarer Sam Says

**LEAVE HER SHIPSHAPE!**

**THE SIU HAS A REPUTATION FOR MAINTAINING CLEAN SHIPS. AT THE PAYOFF BE SURE THE PASSAGEWAYS, MESSROOM, FOYLES AND DECKS ARE CLEAN. BE A CREW THE SIU CAN BE PROUD OF!**

**Thanks SIU For Birth Benefit**

To the Editor:

Enclosed you will find a copy of my marriage license and the birth certificate of my son who was born June 1.



Pedraza

I would rather take them to the hall myself but since I'm the bosun here on the Seatrain New York, I find it quite difficult to go and therefore I'm sending it by mail.

I have no words to tell you how thankful I am that I belong to such a wonderful Union that's always looking out for the benefit of its membership.

All I can say is that it has made me more and more proud to say that I'm a member of the SIU.

Faustino M. Pedraza

**Hit High-Priced Clothing Outfits**

To the Editor:

At our last shipboard meeting the crew of the Del Sud (Mississippi) went on record that all clothing companies be stopped from coming aboard SIU ships until they come down on their ridiculous prices. The motion referred to the Hub, Marine Exchange and Mer Mar Clothing companies.

Their clothing is very inferior to name brands and they have a practice of putting bills owed to them on the ship's stopcheck bill.

The Union should notify the shipping companies to void any passes such clothing companies may have until further authorization from the Union hall.

Baldy Bollinger  
Ship's delegate

**Hopes He Doesn't Miss Any LOGs**

To the Editor:

This is to advise you that I have moved to Los Angeles and would like you to continue sending me the SEAFARERS LOG at my new address.

Please change this on your books as I don't want to miss any issues. My son, G. L. Newman, reads them also after he gets ashore and I keep them all.

I enjoy reading the LOG. It's a fine paper and gives one the shipping news in a way that no newspaper can compare.

John F. Newman

**Relief In Port Poses Problems**

To the Editor:

I noticed a letter in the LOG by Brother John Fedesovich regarding relief for the black gang while in port. I presume he means the home port. While the engineers and mates may have such relief I personally believe that although on the surface it looks very good it has serious drawbacks.

To begin with, it might have a tendency to make those who were relieved homestead the same ships when in port of payoff. It would thereby make it more difficult for the man on the beach to ship out. It also would cause a beef in the deck gang and probably in the steward department.

Agree On Suggestion

This issue is quite big and requires careful consideration. I have discussed the matter with some of the boys here in the Staten Island Hospital where I am a patient, and they feel that perhaps something could be done to provide a rest for the Seafarer when he reaches port so he can go home to his family after a long trip. At the same time,

his job can be secured by furnishing relief from the Union.

Now I want it understood that said relief should be a port watch and not a day work watch. I remember I took one of these relief jobs in New Orleans, and to my grief I never worked harder in all my life. I worked like mad all day for two days in a hot engine room with the engineers doing repairs, while my brother Seafarer was having a good time ashore.

As a matter of fact, it was becoming commonplace with the oilers to call the Union hall for that kind of relief when the ship got to port. Therefore brothers, you can readily see that the matter needs discussion, so if you are in the mood, take it up at a meeting.

Paddy Farrell

**Mate Racking Up OT For Crew**

To the Editor:

We had quite a discussion at our last shipboard meeting aboard the Heywood Brown (Victory Carriers) about the chief mate painting his room and doing other work that belongs to the deck gang. I went to him and told him that he was making lots of nice overtime for the deck department but he isn't interested.

We're trying to put a stop to the practice, but if that doesn't work out we'll have all the overtime down on the sheets when payoff time comes.

Arthur O. Roy  
Ship's delegate

**Run To Greece Pleasant Trip**

To the Editor:

Just returned from a trip on the good ship Cecil N. Bean, on its run to the Mediterranean. The crew signed on April 14 in New York. It was a pleasant run enjoyed by all hands.

There were no complaints or beefs to the steward's good food which was enjoyed throughout the entire voyage. In fact it was the best feeder I have been on in many a moon.

The crew as a whole got along in great shape and the life of the entire voyage was none other than our small-sized pantryman, the "Great Moose" himself. He only weighs 260 with his shoes off.

We made three ports, Piraeus and Salonica in Greece and Istanbul in Turkey. Also we stopped in Algeria for bunkers.

Highlights of the trip were cognac, peaches, cherries and strawberries of which all hands drank and ate their fill.

Mike Miller



Four contented Seafarers off the Cecil N. Bean pose dockside in Piraeus, Greece. They are (left to right): Red, AB; Raul Mattin, steward; Mahoney, deck engineer; and Mike Miller, night cook.

**LETTERS**

**Money Exchange Rates Listed**

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 23, 1952, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 30 francs to the dollar.
- Denmark: 16.45 cents per krone.
- France: 350 francs to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 16.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 32.63 cents per peso.
- Venezuela: 28.85 cents per bolivar.

**Seabeaver Needs New Quarters**

To the Editor:

The last few trips aboard the Seabeaver (Colonial) there has been a continual stream of beefs and complaints regarding the terrible sleeping quarters on this vessel.

At the end of each voyage we have been informed by the port engineer that nothing could be done about the matter until the ship went into drydock. Now that the vessel is scheduled for dry-docking, the crew is hoping that there will be some action on this problem.

Bill Thompson  
Ship's delegate

**SIU Doing Great Things For Men**

To the Editor:

I just read in the LOG about the new birth benefits and find that my wife and I just got alongside the dock in time. I have been trying to get photostatic copies of our marriage and birth certificates but am unable to do so.

As a result of this useless searching I am enclosing the original certificates plus enough postage to enable you to return them if you will be so kind.

Also, I'm enclosing my last discharge which is off the Fairport (Waterman). Boy, what a ship that is. Just ask any of the boys who have been on her.

Officer Problems

The mate seems to think that he is some sort of privileged character or something like that. I'll grant him the fact that he's a character. He seems to think that the agreement is only meant for the rest of the ships in the SIU and not the Fairport.

I personally collected six hours overtime against him for some

work he was doing on deck. Don't you think he loved me like a brother? If some more of the boys put in on him, maybe in time he will get right.

Thank you in advance for returning these papers and for all the great things the SIU is doing for the seaman lucky enough to be under its wing.

Allen R. Nauman

**Seatrain Baker Artist In Flour**

To the Editor:

We enjoy the cool crisp breezes of the ocean and Gulf Stream on the Seatrain New Jersey, contrary to the heat wave that is sweeping the nation on land. We have plenty of milk aboard, sweet and sour, enjoy ice-cream all along the Atlantic Coast, have delicious strawberry shortcake, watermelon, honeydew and cantaloupe.

Our baker, Jean Auer, makes cakes and pies that are out of this world. You could say he's an artist with flour and water. We have a small bakery shop aboard and no one has any wrinkles in their stomachs.

We have Coca-Cola and Seven Up on ice whenever you desire it. All in all, it's a good deal while afloat as we hit port each weekend. Regards to the membership.

Sir Charles

**Get That Free Medical Checkup**

To the Editor:

I am in the San Juan US Public Health Service Hospital for an operation which is due in a couple of days. The reason is that I got hurt while on the Beatrice (Bull Line) on July 8. Well the conditions here are about A-1, the best.



Reyes

The food is very good, the nurses and doctors are fine and I am getting very good treatment so far.

The only trouble is the heat because the ventilation is very poor. Anyway when you compare this to the 14 days I spent at the hospital in Colombo, Ceylon, 1 1/2 years ago, this is heaven. Nothing is missing here.

I have a date with the knife, which is my first operation. Meanwhile they are giving me a good checkup all around which means when I get out of here I will be just like a brand new man.

I also believe that every man going to sea ought to have a good checkup every once in a while for his own sake and the sake of others. It doesn't cost you anything and they treat you very nice.

I also want to thank the boys on the Beatrice for their friendliness and also to congratulate all our Union officials and brother members. We have the best union in any industry and I like to see it stay that way.

Juan Reyes

**Ex-Seafarer Enjoys the LOG**

To the Editor:

Please send me a copy of the book "Seafarers In World War II." I really enjoy reading the LOG. I read it from cover to cover although I haven't been to sea since 1947. I hope I will be back before long.

Joseph P. McCann

(Ed. note: A copy of the booklet is on its way.)

**Seafarer Buys Island Home**

To the Editor:

At last I got a home in Puerto Rico. For some time my only ambition is to have a home. Now that I have it it's wide open for any



Litchfield

SIU brother for information or help around the island.

Our home is at E-G 11, Puerto Nuevo, Puerto Rico.

These homes are priced at \$4,000. You pay as you go, \$30 a

month. They are really not worth \$3,000 but you and me or any brother interested in a home in Puerto Rico can get hold of one and make it worth \$20,000.

Anytime one of your boys come down I will be glad to show him around. See what's what without "Government escort."

George Litchfield

**Company Policy On Stores Hit**

To the Editor:

We held a special meeting aboard the Del Aires (Mississippi) recently to take up our meat problem. Our steward explained that he was putting out whatever meat he had on ship and was short because of the company's policy of buying their meats in Buenos Aires.

The steward said that this had been company policy for a long time but on the last trip the Argentine Government had stopped the practice claiming that the city is short on meat. The company was so informed by letter and warned that they could not expect to store up in Buenos Aires any more.

Not Enough Stores

Despite this, the company is still sending out ships with expectations of storing up in Buenos Aires as meat is so cheap down there. The steward explained that he was specifically ordered not to buy meat in Montevideo as the company did not want to pay the current price in Uruguay. This despite the fact that there is all the meat you want in Montevideo.

The steward declared that something must be done to see that these ships are properly stored for a long trip to South America since there are delays of from one to thirty days in South American ports due to ship congestion in these ports.

The crew then went on record that before signing on for another trip to make certain that there are enough stores aboard.

J. King

Ship's delegate

**Far From Home**



Pvt. Hafford Roberts poses aboard the Jeff Davis while ship was in Okinawa. Anthony Nottage photo.

## Thought He Was Seeing Things

To the Editor:

I am applying for the maternity benefits now provided by the Welfare Plan. Enclosed are the necessary papers.

I am on the beach now and after all the expenses my last payoff sure has holes in it now. When I read in the LOG about this new benefit I had to ask my wife to read it and tell me if I was seeing things.

I always knew the SIU was the best only now I am going to say it louder and longer. I will be watching for the mail until I have an answer. Hoping to hear from this soon.

Paul E. Reed

~ ~ ~

## Steward Should Get Top Pay

To the Editor:

Although others have done it before, I just have to mention the present beef about stewards.

As a steward I think it is about time the membership got informed about them. They are a highly skilled and competent rating. We have to put just as much sea time in the galley as the bosun has to have or the electrician needs below, but we are the lowest paid. Now the bosun gets a \$30 raise and nil for the steward.

Once Company Man

I am not knocking the bosun, but my point is that the steward at one time was a company stiff. The SIU realized that to kill the food beefs they would have to get at the man whose responsibility it was. So the stewards were all brought in the Union and are now shipped out of the hall. It cut out the blacklist, piece-off and cut-throat practices which hurt the crew.

But ever since then the companies refuse to give the steward much recommendation. They give you the line, "Well, if you didn't belong to the Union..." and there you are. The steward takes pride in his job and the fact that he is a member of the SIU. It is time the Union bridged the gap. By rights the steward should be the highest paid unlicensed man aboard ship.

Lee de Parlier

~ ~ ~

## Approves Relief Firemen In Port

To the Editor:

With negotiations for a new contract about to start, you may say that I waited too long to make a suggestion. But I have learned that in labor matters it is the first and last opinions that count more.

Somebody else has been writing on the same subject, about the relief FWT's for the regular FWT's, and surely hit the nail in the right place. This is something that many a fireman has been speaking about for years. I'm making the same suggestion and have many reasons to make it.

One-Trip Man

Almost every time that I sign on a ship it is for one trip only, because even if I try for a standby man either from the hall or one of my regular shipmates, I'm always confronted with a lot of



Ramirez

hardtiming from the first or chief engineer, so much so that I'm forced to quit most of the time.

It seems that the engineers do not like to have none but regular FWT's standing watches at all

times. That they do, I guess, because the regular FWT's are more acquainted with the plant. But it isn't a good way to keep the regular FWT's because if one has a family

he wants to go home to them when he has time off not in the time that he is supposed to have for shuteye.

Companies Will Save

That is why there are so many one-trip firemen like me. On the other hand they have to break in new FWT's all the time because they can't keep regular FWT's that way. If relief firemen are supplied as part of the agreement, it will stand better for the companies themselves and in the long run they can save money by keeping competent personnel who are fully acquainted with the plant. Because such a man knows every trick around the plant, the oil bills for the companies are less.

Steady Fireman Best

The necessity for the relief fireman to be acquainted with the plant is not of too great importance if he knows his job of firing. Firing in port is kept to a minimum except when working winches when a little more fire is necessary. At all times the fireman that can save the company a lot of dough is the one going to sea steady. The more an FWT knows his fire business the better he makes a maneuver and the better he keeps his fires when using all of them at sea, resulting in a lot less consumption of oil.

Having new men all the time does not help the companies, because even a man who is an old hand at firing has to get acquainted with a lot of tricks every-time he steps into a different fire room. By the time he gets around to knowing everything a lot of extra oil goes up in smoke.

A relief fireman, just by going one hour ahead of time the first day, will find out everything he needs to do a good job in port as well as the regular FWT. The FWT going to sea is the one who really has to know all the tricks if he is to help the chief save some oil.

I think the companies will agree that having relief FWT's will do good one way socially and do good in the other way, financially.

Luis A. Ramirez

~ ~ ~

## LOG Tells Him What's Going On

To the Editor:

Enclosed are the birth certificate and marriage license as well as my last ship's discharge.

I became a dad on May 14, 1952, and according to the LOG, I qualify for maternity benefits.

It is a good thing to receive the LOG home so as to know what's going on.

Miguel E. Diaz

~ ~ ~

## Asks For Mail From Friends

To the Editor:

I receive every issue of the LOG and appreciate it very much as it helps me keep up on what's going on. I see some of my shipmates' names and pictures in it and it brings back the days I spent at sea.

I am sending you one of my pictures and would appreciate it very much if you would put it in the LOG for me so some of my old shipmates can see it and write to me. Thank you for whatever you can do for me along this line.

Louis Kellar, No. 86953  
Box 69, London, Ohio



Kellar

## Painting Overdue On Steel Vendor

To the Editor:

Trip after trip promises have been made on the Steel Vendor to the effect that the stewards department lockers would be painted on the coming voyages. These units have not been painted in over three years as stewards department men on the vessels are witnesses to the fact.



Palmer

The membership at our last shipboard meeting passed a motion that if this painting and other items on the repair list are not completed, not to sail on the next voyage.

Jerry Palmer  
Ship's delegate

~ ~ ~

## Fight For Gains Not Over Yet

To the Editor:

The SIU has driven forward from the beginning and is still going strong. Vacation pay, maternity benefits, a \$25 savings bond for new babies and disability payments are only a few of the Union's gains.

We must never let down if we wish to continue to enjoy what we have earned. This brings me to the smaller items which follow.

In the LOG of June 27 you may have seen the cartoon showing a lookout on the bow reporting from a telephone booth. Yes, it is a foul-weather dream of an OS.

I am an OS who has been kicked around by company officials and officers. But I am not by myself in this matter, that is why I am convinced we will not stand for it. We shouldn't sit back and let the rain, wind and cold beat us no more than we would let anything else when there is no good reason for it.

Marine architects Gibbs and Cox would probably have a laugh when they saw that cartoon. But I challenge their ability to construct a lookout house of this type, one that will hold the glass when hail and green seas lash at her. Let's see the engineers who gave us the superliner United States go to work on this.

Some Are Envious

Again I say we have feelings, wanting to be free from weather, to be able to smoke on the bridge and have wholesome food the same as captains and mates in their lofty perch. Yet some stick to the tradition of Mr. Big, holding that seamen are the scum of the earth. They are envious that we have forced them to show respect for our rights and have advanced as far as we have.

We don't want special privileges, just things that are enjoyed by many in a free world such as ours. Even livestock is sheltered and well fed by a wise owner.

Just last week, a mate told an AB not to come on the bridge without his cigarettes. The AB had left them below, thinking there wasn't any use to carry them up. This mate had sailed on deck and knew what we undergo.

An oldtimer like Jerry Thaxton, now on the Alcoa Corsair, can tell you of a mate that was OS when he was bosun. This mate is better known as "BT" to a few seamen. He is truly a good mate, understanding without airs. Privileges are given by him to seamen that would open the eyes of many selfish men. He holds an SIU book

and says he will sail on deck again some day.

He isn't the only mate I know of like this. There are many SIU bookmen who have a mate's ticket. These are the men who can give us privileges which we are entitled to.

Accept the Union

Some companies have no labor trouble as they accept the Union as permanent and being of positive value. In turn, the SIU accepts the necessity of the company to operate at a profit. They run the business and we work in the interest of the crew.

Both the Union and the company search for ways to accommodate their differences. They keep communication lines open to be ready to discuss anything. They work together with respect of each other.

But these things are not so with every company. Some balk, like a donkey at the plow.

We are not perfect as there are weeds in our garden. The performer is a character who disgraces our Union and tears down everything we achieved. We must guard against these as they are a threat to our Union.

Are we going to let anything stand in our way? Certainly not. The battle has been tough, but will never end as long as we are denied privileges we are entitled to. No opposition is too great that we can't meet it through continual exposure of things as these.

D. Kling

~ ~ ~

## Olympic Games Out For Year

To the Editor:

We have 7½ months to go on one year's articles on the Olympic Games and there are only 12 of the original crew left on the ship. Included among them is the one and only Snuffy Smith, our capable bosun, who is rated among us as an A-1 serang. The rest of the crew right now is from the SIU Canadian district. Good Joes too.

When we get hold of some pictures I'll send them in. So long for now, I guess I'll take a swim.

Al Pietrowski

~ ~ ~

## Benefit Will Come In Handy

To the Editor:

I noticed in the SEAFARERS LOG that we are supposed to get a maternity benefit. So enclosed you will find the necessary proof.

It certainly will come in handy and we think it is wonderful for the Union to give these nice benefits to Union men.

Charles N. Bailey

## Seafarer-Noble



The smiling Shriner is none other than Seafarer Philip Reyes attending a Shrine convention in Miami.

## Maternity Pay Very Pleasant

To the Editor:

While reading the June 13 issue of the SEAFARERS LOG, I received a very pleasant surprise when I read the article regarding



Hipp

the new maternity benefits. I had received the LOG just one day after we were blessed with a 9 lb. 7½ oz. boy.

This benefit will go a long way to help pay expenses for the new arrival and

to make my stay on the beach more pleasant.

I'm enclosing the birth certificate and marriage license as per instructions. I'm also sending you my last discharge but would like to have this returned to me if possible. My heartfelt thanks and appreciation to those who made this benefit possible.

Furman P. Hipp

~ ~ ~

## Bradford Island Getting Around

To the Editor:

The Bradford Island (Cities Service) has been running from Puerto La Cruz to Argentina. This is our second trip to Campona and first to Bahia Blanca.

We had one cruise around the islands—Arbau, St. Thomas and Puerto Rico. The company forwards all the mail except the LOG. We got some LOGs and OT sheets off the Alcoa Pilgrim in Ponce.

The orders now are Aruba and the States, but they change every day on here. The guys sure are hoping they don't change this time.

Ray Wright

Ship's delegate

~ ~ ~

## SIU Treats Him Better Than All

To the Editor:

I thought I would take this means to tell you how proud I am of being with the SIU. I belong to the Teamsters and Meat Cutters Union, but never have I been treated like I have by the SIU.

I am in the hospital now in Baltimore and the patrolman just gave me my \$15. It sure comes in handy. I know I could not afford the treatment I am getting in here. It's the world's best.

I thank all the heads of our Union for all their work in the past and the future.

Frank B. McCollian

~ ~ ~

## Hastings Baker Hailed By Crew

To the Editor:

Along with the rest of the crew aboard the Hastings, I would like to commend the baking of Felix Tate. His pastries are excellent.

The three departments on here have been good shipmates and all is smooth. If the trip continues as it has been up to now it's going to be a very good one.

I. D. Richardson

Ship's delegate

~ ~ ~

## Thanks SIU Men For Blood Aid

To the Editor:

We wish to express our heartfelt thanks to the membership in the Port of New Orleans for their blood donations in an unsuccessful attempt to save our little three-year-old niece, Judith Perrone.

We are also thankful for the flowers presented by the members.

An SIU man is always welcome in our place.

Mr. & Mrs. G. S. Bobb

# LETTERS

## Recalls Old Days Before The SIU

**To the Editor:**  
When I began going to sea, I was hired off the docks by a chief engineer. I had to work eight hours or more to prove myself a good worker to him and the first Sunday had to work 20 minutes or more sweeping out the engine room and emptying trash cans.

**Schrunk**  
The cats were cooked at midship and carried back aft in containers and set on the table to be served as a meal. If you like it, okay. If you didn't like it, that was okay too. Sometimes the food was cold. You ate whatever was brought back aft.

**Things Better Now**  
Since the SIU was organized in 1938, things in general have gotten much better from then to the present time. We have good food now, and excellent working conditions as well as a wonderful shipping-out system.

From our shipping through the hall, SIU officials have done a wonderful job of making this Union what it is today.

At present I am under doctor's orders not to work and have been so from April. I'm taking treatment for a weak heart. Regards to all my friends and shipmates.

**Charles G. Schrunk**

## Officers Ride, Crewmen Walk

**To the Editor:**  
We have a beef here that we think you may be able to straighten out. In Yokohama, Japan, if the ship is docked at North Pier all unlicensed crewmembers must walk back to the ship from the gate. It is more than a mile to the ship from the gate and about half the time it is raining.

We are not allowed to even hitch a ride. But any ship's officer with a pink pass can take a taxi right to the gangway. That covers everybody from steward to captain.

**Borrow Dough**  
What really gets us sore is that some of these officers bum money from us to ride back in a cab while we with our yellow passes must walk.

One more thing. There are two of us here on a SUP ship. Our dues are paid through last year. We caught this ship in January and have been out ever since with no

sign of going back yet. So will you let us know if we are in bad standing. We will not be able to pay our dues till we get back.

**Henry M. Murrnoka**  
**Harry Monahan**  
(Ed. note: In situations like these you can square yourself by presenting your discharges at the nearest hall when you get back.)

## Sees New Halls Boon To Seamen

**To the Editor:**  
I can't see why we couldn't have a 100 percent yes vote on the resolution on acquiring new halls. Any brother voting "no" on this issue is nothing but a traitor not only to the Union but our brothers as well. After all, look at what we have gotten in the past year: \$2,500 death benefit, \$15 a week hospital and disability benefit, vacation pay, \$200 maternity bonus plus a \$25 bond for each child.

We haven't stopped yet and I am sure we will have better contracts when negotiations are taken up in August.

**Keep Banner High**

Yes brothers, that new hotel will not only be a dream, but a certainty, a home away from home that we can call our own. Let's keep the SIU banner flying high. We have the best conditions in the maritime industry. All this didn't come easy. There was blood and sweat and even tears as the saying goes. So long for now brothers and happy sailing.

**Joseph C. Zital**  
(Ed. note: As reported in the June 27 LOG, the resolution won a 91 percent "yes" vote.)

## Burbank's Trip Pleasant One

**To the Editor:**  
At the time of this writing the Burbank Victory (Eastern) is nearing Yokohama. This is a very happy ship so far, the ship being manned by competent and able Union men. We look forward to a pleasant voyage, this being the first trip by this ship under the SIU banner.

Some of us are sporting the new SIU book. It sure is something to be proud of as it is a true expression of the Union itself. Steady as she goes.

**William Bause**



Bause

# SEAFARERS CASH BENEFITS

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

TOTAL \$88,250.34

Vacation Plan, July 7-July 18  
Welfare Plan, June 29-July 12

## VACATION

REPORT NO. 12

By Lloyd Gardner, Asst. Secretary-Treasurer  
Period Covered By This Report—July 7-July 18

Cash on Hand	\$ 215,068.65
Estimated Accounts Receivable	210,000.00
Vacation Benefits Paid in Period	62,745.16
Vacation Benefits Paid Since February 11, 1952	1,068,743.51

Our vacation benefits have slowed down a little bit the past few weeks because of the layoffs of the Government-owned ships, but we are still going strong as the figures show. The totals are well past the million dollar mark now and we'll be looking for that two million figure.

One thing should be kept in mind by all men who are eligible. Don't hang on to those discharges too long and try to pile up two years' benefits. If you wait more than a year after you get a discharge you're liable to wind up losing some of the vacation money you would get otherwise. To be on the safe side it's best to come up and collect whenever you have the minimum of 90 days seetime. In any case, if you have some old discharges lying around that you haven't collected on yet, check with the Union before those discharges get too old.

Name	Check No.	Amount	D. Tsalekis	13802	42.39
To Cash Vac. Checks	13706	\$5,000.00	Edwin Schmidt	13803	66.89
Ignacio Defunero	13707	37.33	Elmer Kent	13804	49.00
Castro Ignacio	13708	41.61	Alfonso Cassiro	13805	134.94
Edward Gravin	13709	75.83	William Miller	13806	48.61
Yu Song Yes	13710	62.22	Harry Rockkind	13807	48.22
Andrew Boney	13711	37.84	David Albright	13808	39.28
Dr. Rasmussen	13712	35.00	Harold Vincent	13809	44.72
George Alexander	13713	113.56	Jack Gray	13810	152.44
Stanley Tillet	13714	80.89	Ronald Galt	13811	45.50
Thomas Cherry	13715	36.56	Gianetto Ristori	13812	84.00
Roy Justice	13716	41.22	Jesus Ayala	13813	42.39
Edgar Walker	13717	84.56	Armenus Wickins	13814	38.50
Koa Lim	13718	90.22	Karl Eriksson	13815	38.50
Elmer Hasenpflug	13719	49.78	Claude Scott	13816	35.00
Walter Edwards	13720	42.78	Charles Heppding	13817	49.00
Paul Cathcart	13721	67.67	Andreas Arrogancia	13818	121.33
James Percival	13722	120.94	Wilbur Satterfield	13819	143.89
George Corbett	13723	35.78	F. A. Savoie	13820	65.72
Frank Nelson	13724	87.50	Leonard Layton	13821	111.22
Claire Hamlin	13725	57.17	Matthew DiLeo	13822	44.72
Herbert Townsley	13726	132.61	Roman Arabaki	13823	40.44
Luis Ramos	13727	75.44	Frank Wilhelm	13824	68.44
Arvid Osolin	13728	41.22	Ray Miller	13825	56.39
Restituto G. Impaya	13729	133.00	Thomas Dennis	13826	45.89
Joseph Violante	13730	117.03	Garland Stenneth	13827	42.00
Oleasa Buczo	13731	35.78	Harold Wheeler	13828	147.78
William Tuck	13732	35.78	Alexander Isatt	13829	123.67
Henrik Moller	13733	48.61	Joseph Dutko	13830	140.00
William Cullen	13734	36.56	James Rogers	13831	43.26
Frank Hempelman	13735	50.17	Herbert Loge	13832	128.72
Nicholas Sargent	13736	133.78	Cecil White	13833	49.78
Joseph Sharp	13737	40.61	James McClintoc	13834	106.94
Jose Vargen	13738	39.67	Odis Dedesaux	13835	129.50
Robert McNay	13739	44.72	George Thayer	13836	36.94
John Howarth	13740	110.06	Charles Lambert	13837	84.00
Thomas Price	13741	65.72	Harmon Butts	13838	56.00
George Petusky	13742	43.56	Miles Foster	13839	38.56
Daniel Seabolt	13743	71.94	Owen Foster	13840	53.67
Arthur Young	13744	47.44	Emanuel Vatis	13841	44.33
Eugene Wilson	13745	148.56	John Dwyer	13842	72.33
Robert Schlegler	13746	46.28	Lewis Gayton	13843	122.50
Tranquillas Maravillas	13747	99.17	John Murray	13844	37.72
William Girardiau	13748	68.83	Reino Sandberg	13845	52.50
Harry Davis	13749	122.50	Jack Pontieux	13846	50.94
Armand Baldinelli	13750	44.72	Francesco Troia	13847	46.67
Harry Murray	13751	47.06	Edward Bourgeois	13848	35.78
Augustus Hickey	13752	36.94	Samuel Cooper	13849	53.67
Roberts Mays	13753	26.00	Oskar Theisen	13850	45.11
Edward Bussean	13754	40.44	Dallas Rushing	13851	41.61
Guy Craig	13755	38.11	Leroy Seals	13852	41.22
Nicholas Kallas	13756	29.28	Dock Slaton	13853	35.00
Antonio Lalli	13757	45.11	Ira Bridges	13854	40.06
Jose Griffith	13758	99.56	Alfred Fehm	13855	105.00
John Hoggie	13759	138.83	Norman Jefferson	13856	41.61
Walter Zaleski	13760	136.50	Howard Hutcheron	13857	78.94
Warren Lewis	13761	41.61	Philip Brooks	13858	65.72
Conrado Espinosa	13762	85.56	Ronald Burton	13859	40.06
Stephen Carr	13763	48.61	Jon Bozren	13860	40.44
Juan Pagan	13764	43.17	Martin Paulsen	13861	120.94
A. Alexander	13765	57.17	Juan Hernandez	13862	105.78
Ernesto Calliguir	13766	116.67	John McCurdy	13863	5,000.00
Kalle Rankonen	13767	105.00	To Cash Vac. Checks	13863	99.56
Peter Kurpinasi	13768	95.44	Leo Kosianczuk	13864	138.65
Ervin Tistan	13769	60.28	Pedro Elliot	13865	50.94
Michael Kicks	13770	82.06	Juan Cruz	13866	56.39
Dudley Whittaker	13771	56.78	Ward Wallace	13867	47.44
Daniel Mullin	13772	49.39	Roy Cuthrell	13868	106.56
Alejo Vila	13773	83.33	James Hunsucker	13869	89.06
Rosendo Serrano	13774	39.22	Stan Rowe	13870	60.28
Jose Marrero	13775	108.50	Walter Ulrich	13871	35.78
Claude Fulcher	13776	55.61	Carlos Torres	13872	50.17
Grover Barnes	13777	108.89	John Mutsers	13873	40.06
Donald Herlihy	13778	100.33	John Rios	13874	148.56
Gustav Akk	13779	47.44	Enrique Hernandez	13875	141.56
Pedro Judilla	13780	89.06	Restituto Barrientos	13876	65.33
John White	13781	35.78	Leandro Aragon	13877	84.78
Solomon Stokolchick	13782	49.00	Kurt Frauske	13878	37.72
Victor Aniles	13783	60.67	Rosco Hampton	13879	40.44
Heinrich Sterling	13784	35.00	Walter Zajanc	13880	49.39
William Hall	13785	42.78	John McGuinness	13881	70.78
Clifford Weiner	13786	37.72	Ronald Jarns	13882	119.39
Samuel Reed	13787	52.11	H. Charles West	13883	154.00
Edward Smith	13788	35.78	Stanislaw Czarnecki	13884	100.72
Wm. Isbell	13789	71.56	George Englehart	13885	120.94
John Stroka	13790	45.89	Francisco Bartolomei	13886	56.39
Joseph Gill	13791	43.94	Harry Stesch	13887	35.39
Burnett Brown	13792	49.39	Carlos Rosado	13888	56.39
Lawrence Mays	13793	53.28	Agustia Rosado	13889	84.39
Joso Coelho	13794	104.61	Richard Kammer	13890	41.22
Joseph Colth	13795	39.28	Francis Warren	13891	48.61
Benjamin Valles	13796	47.06	Ronald Babler	13892	60.67
Lennis Buford	13797	49.00	William Reith	13893	40.83
John Clateby	13798	55.61	Carlos Morales	13894	59.11
Charles Sulo	13799	69.28	Luis Rodriguez	13895	41.61
Leon Malczewski	13800	35.06	Antonio Caruso	13896	79.33
James Bond	13801	194.00	Alvin Carpenter	13897	106.94
			Charles Palmer	13898	77.78

To Cash Vac. Checks	13899	3,000.00
Pio Dario	13900	154.00
Mayom Davis	13901	82.06
John Morrison	13902	61.83
Ambrose Magdina	13903	141.56
Gordon Loucks	13904	38.11
Andrew Tonon	13905	130.67
William Hirst	13906	39.67
Kenneth Erickson	13907	38.89
Robert Burns	13908	50.17
Ralph Crowley	13909	66.89
West French	13910	42.39
Calvin Price	13911	38.89
James Fowler	13912	38.11
John Picarrotta	13913	52.89
Ashford Panton	13914	121.06
Austin Carter	13915	113.94
Jose Sanchez	13916	64.17
Jack Holt	13917	114.33
Edgar Giles	13918	52.89
Alphonse Logindis	13919	47.06
West Blanchard	13920	67.28
Harry Neale	13921	50.94
Jay Norris	13922	50.94
Milton Otto	13923	91.78
Charles Cox	13924	48.22
William Smith	13925	117.44
Earl Gonyea	13926	123.67
Elias Mendosa	13927	44.72
Edward Lewis	13928	42.39
Noel Loveday	13929	143.53
Matthew Stabile	13930	43.54
Harry Horn	13931	56.00
Joseph Broussard	13932	65.72
Jose Pacheco	13933	38.50
Luther Pate	13934	45.89
Ronald Stewart	13935	50.56
Adam Lemoine	13936	47.44
Harry Farrort	13937	48.22
James Brannan	13938	35.39
Charles Martinez	13939	36.56
Henry Gomez	13940	41.22
Raymond Franklin	13941	38.11
Jack Mays	13942	35.00
Veikko Pollanen	13943	35.78
William Sutherland	13944	42.39
John Adams	13945	48.22
Gordon Davis	13946	154.78
Void	13947	Void
Void	13948	Void
Ward Ramey	13949	64.17
Angel Urti	13950	73.11
Aldwin Philbert	13951	83.61
Peter Blanchard	13952	136.11
Paul Huseby	13953	134.94
Stewart Hanks	13954	124.44
Adolph Sadenwater	13955	36.17
Antonio Melendez	13956	121.33
Bryan Varn Jr.	13957	35.00
Dan Stilianopoulos	13958	50.72
Wiley Hudgens	13959	63.78
Edward McGowan	13960	78.94
Dagaberto Borges	13961	36.94
Herman Lewis	13962	88.67
David Helm	13963	53.67
Gerardo Rivero	13964	85.56
Joseph Snyder	13965	96.44
Anis Meadows	13966	57.17
Woodrow Reid	13967	138.63
Walter Roberts	13968	95.28
Francis Higgins	13969	94.50
Udel Turner	13970	38.11
Hans Olsen	13971	63.78
William Henderson	13972	82.06
Carl Harris	13973	124.06
John Fisher	13974	87.89
Leland McMillan	13975	127.56
Giovanni Gueriero	13976	42.39
Diego Martinez	13977	44.72
Bernard Graziano	13978	52.11
Ambrose Galhar	13979	45.50
Basilio Andaya	13980	46.28
Remus Hall	13981	38.50
Lorenzo Rinaldi	13982	46.28
George Prota	13983	71.17
William White	13984	46.67
George Jamison	13985	124.44
Evangelos Stratis	13986	156.72
Felix Roehner	13987	94.11
Beringo Gonzales	13988	37.33
David Russell	13989	141.56
Alex Anagnostou	13990	35.78
Casimir Honorowski	13991	128.33
Jose Torres	13992	50.11
Void	13993	Void
James Smith	13994	39.67
Thomas Durkin	13995	51.33
David Fisher	13996	66.11
Harry Kaufman	13997	117.44
Harry Yancovitch	13998	40.44
Dennis McCarthy	13999	105.00
Jesus Castro	14000	53.28
Guillermo Martinez	14001	139.61
Isidro Gonzalez		

# SEAFARERS CASH BENEFITS



## TOTAL

### \$88,250.34

Vacation Plan  
July 7-July 18  
Welfare Plan  
June 29-July 12

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.I.

(Continued from page 23)

Name	Check No.	Amount	Name	Check No.	Amount	Name	Check No.	Amount
George Anderson	14038	99.22	Antonio Mangao	14157	52.50	Gilbert Parker	14429	145.44
James Kye	14039	51.72	William Blakeslee	14158	41.22	Saloman Harb	14430	73.11
Richard Glaze	14040	141.94	Beraldo Cantell	14159	108.89	Bernard Grazis	14431	85.94
Paul Simmons	14041	43.94	John Nolan	14160	37.33	Harold Nelli	14432	85.94
David Miller	14042	93.72	Charles Ross	14161	35.00	Frank Schenbri	14433	108.50
Thomas Robbins	14043	50.17	Manuel Dorman	14162	77.38	John Shaw	14434	43.56
Edwin Davis	14044	49.83	Alfonso Wallejo	14163	56.38	George Schneider	14435	99.17
John Graham	14045	44.72	Jose Lopez	14164	56.39	Tommy Courson	14436	112.89
Henry Adams	14046	49.00	Anibal Albe	14165	56.39	Thomas Byas	14437	39.26
Reedy Helmuth	14047	44.72	Basilio Estrella	14166	156.33	Ralph Pennington	14438	44.72
Harry Becker	14048	38.89	Bill Williams	14167	106.94	Francisco Giordano	14439	43.17
Milledge Canaday	14049	80.11	Alberto Delapaz	14168	56.39	Joseph Sposato	14440	57.94
Felix Villarín	14050	96.44	Joaquin Passapera	14169	59.11	Edward Ross	14441	55.22
James Bird	14051	37.72	Rafael Torres	14170	56.39	William Funk	14442	117.83
William Niheim	14052	109.28	Vernon Porter	14171	47.06	Rosevelt Brown	14443	125.61
Marion Akins	14053	37.72	Douglas Butler	14172	50.17	Billie Brown	14444	140.78
William Bunker	14054	123.11	Richard Mounteney	14173	39.67	Carmelo Reyes	14445	50.56
Peter Carden	14055	141.94	William Harrell	14174	47.83	Edward Lessor	14446	118.61
Peter Patrick	14056	141.94	Robert McCorkel	14175	35.39	Clarence Tobias	14447	50.56
Selig Freilich	14057	44.33	Joseph Jefferson	14176	47.44	Georgios Kosmas	14448	144.67
Chester Fila	14058	39.28	Rupert Pierce	14177	150.50	Raymond Gorja	14449	136.11
Richard Susskind	14059	42.39	Albert Buck	14178	112.00	Harry Logan	14450	41.22
Edward Molinesux	14060	143.11	James Costigan	14179	46.61	Clodia Marceau	14451	106.17
Stanley Kasmirski	14061	58.33	Joseph Hill	14180	46.61	James Crawford	14452	36.17
Peter Ajdamach	14062	65.33	Czeslaw Brodzik	14181	42.39	James Carter	14453	87.11
Harry Benner	14063	44.33	John Scully	14182	60.67	Barney Goodman	14454	50.17
Edwin Ely	14064	98.78	Francis Boggs	14183	64.94	Joseph Walters	14455	44.33
Lourence Taylor	14065	54.83	Johnny Chow	14184	61.83	Dallas Turner	14456	44.33
August Jackel	14066	112.78	William Costa	14185	44.72	William Robinson	14457	115.89
Howard Frederickson	14067	40.83	John Farrand	14186	157.11	Cecil Wiggins	14458	97.61
Mason Hall	14068	144.28	Chester Bryan	14187	58.72	Lloyd Sego	14459	119.78
Stanley Malinowski	14069	65.33	Benjamin Seals	14188	51.72	Alfred Triay	14460	103.06
Carl Graham	14070	44.33	Joseph Marcont	14189	75.44	Frederick Inglett	14461	103.06
James Narsaya	14071	61.06	Kosuth Fontenot	14190	69.81	Harry Galphin	14462	42.39
			Andrew Stone	14191	127.94	Ralph Stiefel	14463	42.39
			John Marven	14192	42.39	Kenny Warren	14464	105.39
			Herschel Worthey	14193	183.00	John Bragg	14465	61.06
			Ramon Perez	14194	42.39	Thomas Brown	14466	61.06
			Roman Szcygiel	14195	85.94	Boland Hoffman	14467	37.72
			Roberto Diaz	14196	61.83	Ruben Negron	14468	109.28
			Eugene Urbanik	14197	141.17	Carl P. Swending	14469	19.83
			Raymond Lavigne	14198	70.00	Earl Neidinger	14470	37.72
			Alfred Tuck	14199	43.89	Dennis Brazell	14471	37.72
			Charles Dawson	14200	35.39	Chester Lohr	14472	99.17
			William Johnson	14201	49.78	Henry Galicki	14473	39.67
			Frederick Maciolak	14202	49.78	Robert Gardner	14474	36.17
			Moody Willis	14203	49.83	Wilbert Anderson	14475	127.24
			John Robinette	14204	95.28	Eduvigis DeJesus	14476	120.56
			Seymour Silberstein	14205	41.01	David McMullen	14477	44.72
			Anthony Maiello	14206	49.39	Royal Hightower	14478	77.78
			Morris Shaeffer	14207	36.94	Antonio Sanchez	14479	45.89
			Charles Hengeman	14208	52.50	Vladislav Kelpp	14480	36.94
			Melvin Jones	14209	38.50	Edward Meeks	14481	35.39
			Melvin Ruskiewicz	14210	67.67	To Cash Vac. Checks	14482	5,000.00
			Eugene O'Brien	14211	63.00	James Chaut	14483	36.56
			Nils Beck	14212	40.06	Paul Auban	14484	40.83
			Michal Michalik	14213	35.78	Obert Morgan	14485	42.39
			William Lanier	14214	40.83	Feliks Jarocinski	14486	73.50
			Charles Price	14215	35.78	Calvin Medley	14487	42.00
			Charles Boyle	14216	77.00	Hal Ellis	14488	41.61
			Emanuel Hadjidimitriou	14217	112.00	Curis Decote	14489	41.61
			Arthur Nelson	14218	51.33	Clifford Nickerson	14490	110.22
			Nelson Porter	14219	52.11	Francis Sperry	14491	129.89
			Marvin Eayers	14220	46.67	Deward Robinson	14492	149.83
			Void	14221	Void	George Harding	14493	149.83
			Jorge Proano	14222	122.11	Thomas Start	14494	149.83
			Robert Beale	14223	103.83	Charles Borden	14495	149.83
			Dargan Coker	14224	111.22	William Chadburn	14496	37.72
			Frank Simone	14225	61.44	Frank Votto	14497	40.83
			Jessie Jones	14226	38.89	John Dunn	14498	37.72
			Edwin Larson	14227	63.00	Evans Bushnell	14499	46.67
			Herbert Carnoy	14228	43.17	Rodney Fulton	14500	37.72
			Jirnius Lacks	14229	59.50	Nathan Rubin	14501	45.89
			Bozo Zelencic	14230	59.50	Rudolf Kienast	14502	37.33
			William Golden	14231	80.50	Fred Kagemacher	14503	37.72
			Eugene McAll	14232	84.00	Gerard McGillen	14504	37.72
			Wilson Yarbrough	14233	55.22	Carl Moore	14505	41.61
			George Crawford	14234	56.78	Alva Abrams	14506	127.56
			Thomas Hilburn	14235	100.72	George Dean	14507	57.17
			Fred Peterson	14236	38.50	Arthur Mallon	14508	38.50
			Barbey Parks	14237	89.44	Grant Marzetti	14509	38.89
			Floyd Deary	14238	35.00	Oliver Meder	14510	94.50
			James Neese	14239	41.22	Leslie Fowler	14511	46.44
			Stavros Petrantas	14240	63.00	Charles Simmons	14512	114.33
			James Mason	14241	56.00	Donald Ruddy	14513	45.89
			Noonan Looney	14242	47.06	Lester Peppert	14514	47.44
			Edward Leasong	14243	39.67	John Channastan	14515	42.00
			Roy Theiss	14244	38.89	Robert Murphy	14516	41.22
			James Webb	14245	50.56	Ernie LaFrage	14517	44.72
			James Elliott	14246	59.50	Mark Oliver	14518	46.28
			Edward Going	14247	75.44	Sidney Harr	14519	89.06
			Per Petterson	14248	142.33	Phares Ortego	14520	81.67
			Harry MacDonald	14249	110.83	Dwight Platt	14521	61.44
			John Oross	14250	37.50	Thomas Boherty	14522	72.72
			Thomas Coyne	14251	37.33	Arthur Craig	14523	40.06
			Walter Hackett	14252	38.89			
			Raymond Frye	14253	78.94			
			Terral McRaney	14254	130.67			
			Herbert Nelson	14255	96.44			
			Glenn Gallatin	14256	38.11			
			Argentine Encino	14257	70.78			
			Frank White	14258	40.44			
			Harry Hook	14259	40.44			
			John Ryan	14260	109.28			
			Car Pedregosa	14261	82.06			
			Oswald Smith	14262	139.61			
			Robert Abrams	14263	57.56			
			Alopius Kesson	14264	40.06			
			Yon Kim	14265	41.22			
			Julius Park	14266	105.00			
			Lester Borges	14267	108.89			
			Woo Hai	14268	103.44			
			Vincent Mascitelli	14269	81.67			
			Leonard Baldino	14270	45.30			
			Robert Vasquez	14271	38.50			
			Samuel Patterson	14272	40.44			
			Richard Savior	14273	42.39			
			Carl Swending	14274	48.22			
			Morris Berlowitz	14275	43.94			
			Eugene Crowell	14276	38.11			
			Roy Harper	14277	62.61			
			Henry Principe	14278	44.33			
			John Murry	14279	43.17			
			John Getzler	14280	44.33			
			Henry Geredez	14281	38.17			
			Clyde Miller, Jr.	14282	73.50			
			Frank Williams	14283	38.50			
			William Ott	14284	39.67			
			Marion Martin	14285	124.44			
			William Adams	14286	39.89			
			Cipriano Marin	14287	59.89			
			Harold Williams	14288	117.44			
			Aurelio Pallingo	14289	11.22			
			Charles Nuber	14290	11.22			
			Charles Lucas	14291	60.67			
			Earl Laws	14292	113.50			
			John Gardner	14293	146.61			
			Charles Dandridge	14294	47.06			
			Paul Terrell	14295	50.94			
			Rofuljo Garza	14296	89.44			
			Louis Gasselín	14297	68.83			
			Robert McNatt	14298	36.56			
			Leon Lybert	14299	64.17			
			Lewis Jackson	14300	42.39			
			Louis Mauroner	14301	63.39			
			Lee Carney	14302	73.50			
			Russell Skinner	14303	94.50			
			John Young	14304	73.11			
			Charles Martin	14305	103.06			
			Benjamin Parkinson	14306	55.61			
			Mark Jones	14307	39.28			
			Arthur Seago	14308	42.39			
			Tolar Bruton	14309	36.17			
			Carl Gibbs	14310	52.89			
			Void	14311	Void			
			Clarence Blanckden	14312	136.11			
			To Cash Vac. Checks	14313	\$4,000.00			
			William Bowman	14314	72.72			
			Daniel Piccerelli	14315	110.06			
			John Conway	14316	128.33			
			Morris Haychuk	14317	71.56			
			Roman Jopski	14318	114.72			
			Joseph Taylor	14319	56.78			
			Earl Brittain	14321	44.33			
					36.94			
			John Brunton	14322	143.00			
			James Benell	14323	57.56			
			Reinaldo Montes	14324	52.50			
			Mario Farrulla	14325	59.11			

# SEAFARERS CASH BENEFITS



## TOTAL

**\$88,250.34**  
Vacation Plan  
July 7-July 18  
Welfare Plan  
June 29-July 12

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

Angelo J. Martins	15.00
Edward G. Miller	15.00
Louis C. Miller	45.00
J. T. Moore	45.00
Jack D. Morrison	45.00
John F. Murphy	45.00
Frank Nelson	15.00
George R. Zissl	15.00
<b>USPHS HOSPITAL GALVESTON, TEX.</b>	<b>\$555.00</b>
Leo Broussard	\$30.00
Albert Carrion	30.00
Thomas A. Chapman	30.00
Pierre L. Charrette	30.00
Ralph A. Holland	15.00

James F. Kane	30.00
Joseph Neubauer	30.00
Jose Sanchez	15.00
Joseph Springer	30.00
<b>USPHS HOSPITAL SAN FRANCISCO, CAL.</b>	<b>\$240.00</b>
Patrick Daugherty	\$60.00
Oliver J. Kane	15.00
William Timmerman	30.00
Peter Smith	15.00
David Sorenson	15.00
Lawson Trussell	30.00
Robert Wiseman	30.00
<b>USPHS HOSPITAL BALTIMORE, MD.</b>	<b>\$195.00</b>
Thomas Ankerson	\$15.00
Roland E. Bell	15.00
Earl A. Bink	30.00
Kristoffer Braaten	30.00
Louis A. Brown	30.00
Henry Callan	30.00
Manuel Coty	15.00
George Crabtree	30.00
Harry J. Crogin	30.00
Robert Ecker	60.00
John Futrell	15.00
Joseph Gill	15.00
William C. Hall	15.00
John B. Hatchell	15.00
James E. Hillary	45.00
Nicolas Kallas	15.00
Philip McBride	30.00
Donald F. Menze	30.00
Raymond W. Morrison	15.00
Catalino Ombao	30.00
Frank Oney	15.00
Charles Payne	30.00
Ruperto Rivera	45.00
John L. Robinson	30.00
Ira Van Bridges	15.00
Willie C. Williams	30.00
	\$675.00

D. R. Leary	30.00
James R. Lewis	30.00
Victor N. Litardi	30.00
Leon J. Lowe	15.00
Joseph Lucas	30.00
M. A. Lucas	30.00
Alex McHarg	15.00
Olav Mathison	15.00
John Miller	30.00
Harold Moore	15.00
Thomas Morris	30.00
A. Mueller	30.00
Herbert Muncie	30.00
Leonard G. Murphy	30.00
Kurt A. Nagel	30.00
A. Paffanis	30.00
George Peltonen	30.00
Robert E. Quinn	30.00
E. Ramirez	45.00
J. Salgado	30.00
Aaron Sasser	15.00
Julius R. Scott	75.00
S. Swienkowski	30.00
T. Tomlin	30.00
Joseph Traxler	15.00
Jose Vazquez	15.00
Edward Volts	30.00
F. D. Wall	30.00
Richard L. Welch	15.00
	\$1,275.00

<b>MT. WILSON HOSPITAL PIKESVILLE, MD.</b>	<b>\$105.00</b>
Theodore Kloss	
<b>USPHS HOSPITAL FT. STANTON, NM</b>	
Fredrick Landry	\$45.00
John G. Dooley	45.00
	\$90.00
<b>BELLEVUE HOSPITAL NEW YORK, NY</b>	
George E. Moore	\$15.00
<b>USPHS HOSPITAL STATEN ISLAND, NY</b>	
John E. Ortas	\$255.00
Donald Gelinas	15.00
	\$270.00
<b>USPHS HOSPITAL SAN JUAN, PUERTO RICO</b>	
James L. Wise	\$75.00
<b>DEATH BENEFITS</b>	
Richard Rowan	\$1,100.00
Hubert R. Burke	1,570.00
Norman Wrye	2,500.00
Edward C. Barron	2,500.00
William W. Anthony	1,500.00
Elias S. Telan	2,500.00
	\$11,470.00
<b>DISABILITY CASES</b>	
George M. Arnold	\$30.00
James Crone	30.00
Joe Germano	30.00
John E. Hegarty	15.00
John Hopkins	30.00
Otto Preussler	30.00
John A. Scara	15.00
	\$180.00

<b>MATERNITY BENEFITS</b>	
Glenious C. Lawson	\$200.00
Rudolph J. Schmidt	200.00
Simon Gutierrez	200.00
Clarence Thibodeaux	200.00
Andrew D. Junkins	200.00
Ernest F. Aubusson	200.00
Allan S. Thorne	200.00
Julio C. Ruiz	200.00
Guillermo Ortiz	200.00
Edmundo G. Sepulveda	200.00
Theodore R. Martinez	200.00
Ivan Usera	200.00
Faustino Margarito Pedraza	200.00
Erling Hansen	200.00
Thomas J. Hoar	200.00
Charles L. Shirah	200.00
Milton C. Shepherd	200.00
James Temple	200.00
Ronald J. Thompson	200.00
Ernest Green	200.00
Henry Garrity	200.00
Tony Ray Fillingim	200.00
Eusebio M. Velazquez	200.00
Wellington Earl Duke	200.00
James H. Costigan	200.00
Furman P. Hipp	200.00
Robert Beach	200.00
George C. Hoffman	200.00
Robert W. Thompson	200.00
Chester A. Krupinski	200.00
Angel Feliciano	200.00
Manuel Cruz	200.00
Plemming Jensen	200.00
Peter O'Neill	200.00
Frank E. Wasmer	200.00
Wilburn H. McKinney	200.00
Allen R. Nauman	200.00
Robert N. White	200.00
George Zidik	200.00
Ferdinand Greef	200.00
	\$8,000.00

## FINAL DISPATCH

Edward Chester Barron, 27: Brother Barron died of natural causes at the USPHS hospital in Staten Island on June 24, 1952. He had been sailing with the SIU since September, 1943, and held all ratings in the engine department. Surviving is his brother, Thomas H. Barron of Long Island, NY. Burial took place in Cedar Grove Cemetery, Flushing, LI.

Hubert R. Burke, 28: An automobile accident on heavily traveled US Route 1 was fatal to Brother Burke on June 15. The accident took place not far from his home in Lyons, Georgia, but he died of a massive brain injury before he could be taken to a hospital. Burke joined the SIU in the port of Savannah in January, 1944, and sailed as fireman-watertender. He is survived by his parents, Mr. and Mrs. Frederick L. Burke of 208 So. Jefferson St., Lyons, Ga. Interment was in the Lyons City Cemetery.

Richard Rowan, 33: The LOG learned this week of the death of Brother Richard Rowan on October 30 of last year, as the result of a two car collision in Monterey, California. Death came at the Kings City Hospital in Monterey as a result of a cerebral hemorrhage. A resident of Berwyn, Oklahoma, Rowan had been with the SIU since December, 1938, joining in the port of Baltimore. He sailed in the deck department as AB. Surviving is a brother, Pvt. Robert Rowan of the US Army, and his mother, Maggie Rowan.

Norman Edward Wrye, 50: Brother Wrye died in his home in Tampa, Florida, on June 16, 1952. He had been sailing with the SIU since last October in the deck department as an OS. His wife, Gladys M. Wrye of 715 1/2 Louisiana Avenue, Tampa, survives. Burial was in Orange Hill Cemetery, Tampa, Fla.

William Walter Anthony, 56: Uremia caused the death of Brother Anthony September 8 of last year at the USPHS Hospital in Seattle, Washington. Surviving is his sister, Mrs. Irma A. Perry. Burial was in Washella Cemetery in Seattle.

Elias Solidom Telan, 43: Brother Telan died of complications following an operation at the USPHS Hospital in Baltimore, Md., on July 1, 1952. He had been sailing with the SIU since March 1951 in the stewards department as 3rd cook. His wife, Mrs. Anita Telan, of 713 St. Paul St., Baltimore, survived him. Burial took place in New Cathedral Cemetery in Baltimore.

<b>USPHS HOSPITAL NORFOLK, VA.</b>	
Julian M. Cuthrell	\$30.00
J. W. Etheridge	15.00
D. H. Gilmore	15.00
Roger Horton, Jr.	30.00
John N. Hull	45.00
L. M. Jackson	45.00
C. H. Jones	45.00
Joseph G. Knox	30.00
John J. Owen	60.00
Joseph Ferreira	15.00
John W. Riebel	30.00
S. E. Roundtree	45.00
	\$465.00

<b>USPHS HOSPITAL SEATTLE, WASH.</b>	
Emil Austad	\$45.00
Joseph Falaeca	15.00
Henry Gilliken	30.00
Carroll Harper	30.00
James L. Kerr	30.00
Herbert Stillman	15.00
	\$165.00

<b>USPHS HOSPITAL NEW ORLEANS, LA.</b>	
Lloyd T. Bacon	\$30.00
Charles W. Burke	15.00
Edward E. Byrnes	30.00
A. B. Cecl	15.00
Oliver Celestine	30.00
Jessie A. Clarke	30.00
C. Coburn	15.00
R. Cruz	30.00
W. Fall	15.00
J. Fitzpatrick	30.00
Herbert Holland	15.00
L. Ischapel	30.00
Leo Lang	30.00
Clyde H. Lanier	30.00
Alfredo Lopez	15.00
W. L. McLellan	30.00
Dalio Perez	30.00
Frank Pieczykolo	30.00
E. Poe	30.00
K. Rasna	30.00
Harry Reynolds	30.00
A. A. Sampson	45.00
S. Schieffler	30.00
A. Stauder	30.00
Herman Thompson	30.00
H. Veal	15.00
J. Ward	30.00
	\$720.00

<b>USPHS HOSPITAL MOBILE, ALA.</b>	
Tim Burke	\$45.00
Willie Clarke	15.00
H. Douglas	15.00
James A. Elliott	15.00
J. H. Jones	60.00
E. W. King	15.00
D. D. Kirtrell	15.00
H. D. McWilliams	15.00
J. M. Mackey	30.00
Charles J. Mitchell	15.00
W. H. Whitten	30.00
R. W. Wilkerson	15.00
Charles Willard	15.00
W. B. Yarbrough	15.00
	\$315.00

<b>USPHS HOSPITAL STATEN ISLAND, NY</b>	
Omer Ali	\$15.00
Victor Arevaso	30.00
William Atchason	45.00
R. Babian	30.00
Ray E. Brault	30.00
Maurice Burnstine	15.00
Thomas E. Cleverly	30.00
Charles W. Cothran	15.00
M. A. Dodge	15.00
R. Edmonson	15.00
J. P. Farrell	15.00
Ramon Figueras	15.00
Elmer B. Frost	15.00
Donald Gelinas	15.00
Robert F. Gribben	30.00
Charles Grise	30.00
W. Groholski	45.00
William M. Herman	30.00
Sabino Integro	30.00
R. E. Keller	15.00

<b>USPHS HOSPITAL FORT WORTH, TEX.</b>	
J. H. Ashurst	\$60.00
<b>USPHS HOSPITAL SAN JUAN, PUERTO RICO</b>	
Pedro De Franco	\$60.00
Ernesto F. Martinez	30.00
Joseph P. Wise	60.00
Luis S. Medina	30.00
	\$180.00

## RECENT ARRIVALS

Michael Fenner Wheaton, born May 31, 1952. Parents, Mr. and Mrs. Demos T. Wheaton, Cash Corner, NC.

Airlene Gail Petterson, born April 25, 1952. Parents, Mr. and Mrs. Amund Petterson, 2823 Shelter Road, South Norfolk, Va.

Charles Garland Lawson, born May 13, 1952. Parents, Mr. and Mrs. Glenious C. Lawson, Rt. 2, Box 25, Erwin, Tenn.

Rudolph Joseph Schmidt, 3rd born April 11, 1952. Parents, Mr. and Mrs. Rudolph J. Schmidt, 217 East Beach, Pass Christian, Miss.

Veronica Gutierrez, born April 10, 1952. Parents, Mr. and Mrs. Simon Gutierrez, 7105 Avenue N, Houston, Texas.

Pamela Joan Thibodeaux, born May 21, 1952. Parents, Mr. and Mrs. Clarence Thibodeaux, 302 Whitney Street, New Orleans, La.

Linda Lee Junkins, born May 4, 1952. Parents, Mr. and Mrs. Andrew D. Junkins, 1428 Auburn Avenue, Tarrant 7, Ala.

Frank Anthony Aubusson, born April 19, 1952. Parents, Mr. and Mrs. Ernest F. Aubusson, 250 East 117th Street, New York City.

Allan Stewart Thorne, Jr., born June 6, 1952. Parents, Mr. and Mrs. Allan S. Thorne, Box 327A, Walpole, New Hampshire.

Jorge Custodio Mena Ruiz, born June 14, 1952. Parents, Mr. and Mrs. Julio C. Ruiz, San Lorenzo Street, No. 2, Catano, Puerto Rico.

Geraldine Ortiz, born April 3 1952. Parents, Mr. and Mrs. Guillermo Ortiz, 129 Columbia St., Brooklyn, NY.

Gilbert George Sepulveda, born May 11, 1952. Parents, Mr. and Mrs. Edmundo G. Sepulveda, 2319 Marigny Street, New Orleans, La.

Rebecca Isabel Martinez, born May 4, 1952. Parents, Mr. and Mrs. Theodore R. Martinez, 4106 Avenue G, Galveston, Texas.

Ivan Usera, Jr., born June 19, 1952. Parents, Mr. and Mrs. Ivan Usera, 146 West 105th Street, Apt. 7, New York City.

Nancy Lee Krupinski, born June 20, 1952. Parents, Mr. and Mrs. Chester A. Krupinski, 38 East 50th Street, Bayonne, NJ.

Marilyn Alice Thompson, born May 19, 1952. Parents, Mr. and Mrs. Robert M. Thompson, 136 Greenleaf Ave., Richmond, Staten Island, NY.

Lewis Alan Hipp, born June 19, 1952. Parents, Mr. and Mrs. Furman P. Hipp, 903 Jack Street, Baltimore 25, Md.

James Stanley Costigan, born April 21, 1952. Parents, Mr. and Mrs. James H. Costigan, 1618 Wallace Street, Philadelphia, Pa.

Wellington Earl Duke, Jr., born June 4, 1952. Parents, Mr. and Mrs. Wellington E. Duke, 2520 Massey St., Philadelphia, Pa.

James Allen McKinney, born April 15, 1952. Parents, Mr. and Mrs. Wilburn H. McKinney, 90 J. L. Jones, Westville, Fla.

Frances Marie Hoffman, born May 14, 1952. Parents, Mr. and Mrs. George C. Hoffman, 2319 Marigny Street, New Orleans, La.

Gersom Velazquez, born April 12, 1952. Parents, Mr. and Mrs. Eusebio M. Velazquez, 1025 Chartres Street, New Orleans 7, La.

Tommy Ray Fillingim, Jr., born April 9, 1952. Parents, Mr. and Mrs. Tommy R. Fillingim, 706 6th Ave., Chickasaw, Ala.

Kathleen Rose Beach, born April 20, 1952. Parents, Mr. and Mrs. Robert L. Beach, 21 Piper Lane, Levittown, LI, NY.

Daniel Leo Garrity, born April 17, 1952. Parents, Mr. and Mrs. Henry Garrity, 383 Highland Ave., Turtle Creek, Pa.

Angel Feliciano, Jr., born May 8, 1952. Parents, Mr. and Mrs. Angel Feliciano, 1136 Fox Street, Bronx, NY.

Faustino Margarito Pedraza, Jr., born June 1, 1952. Parents, Mr. and Mrs. Faustino M. Pedraza, 728 2nd Ave. N., Texas City, Texas.

Marsha Denise Green, born April 4, 1952. Parents, Mr. and Mrs. Ernest J. Green, 54 C Craftmore Drive, Prichard, Ala.

Dorothea Ann Thompson, born May 7, 1952. Parents, Mr. and Mrs. Ronald J. Thompson, 17 Jackson Road, Somerville, Mass.

Robert Patrick Hansen, born May 2, 1952. Parents, Mr. and Mrs. Erling Hansen, 833 Arabella Street, New Orleans 15, La.

Miranda Raietta Temple, born June 16, 1952. Parents, Mr. and Mrs. James Temple, 1120 Carondelet Street, New Orleans, La.

Lawrence Francis Hoar, born June 8, 1952. Parents, Mr. and Mrs. Thomas J. Hoar, 5 N. Washington Street, Baltimore, Md.

Kathleen Susan Shepherd, born April 4, 1952. Parents, Mr. and Mrs. Milton C. Shepherd, 1026 29th Street, Galveston, Texas.

Paula Dean Shirah, born June 24, 1952. Parents, Mr. and Mrs. Charles L. Shirah, 2877 Frederick Street, Mobile, Ala.

Mary Patricia Nauman, born May 4, 1952. Parents, Mr. and Mrs. Allen R. Nauman, Box 191, Roanoke, Ill.

Georgie Lee Zidik, born June 9, 1952. Parents, Mr. and Mrs. George Zidik, 704 W. North Ave., Baltimore 18, Md.

Marla Fay White, born April 17, 1952. Parents, Mr. and Mrs. Robert Norvie White, 1312 Clay St., Kenner, La.

Francis E. Wasmer, Jr., born May 12, 1952. Parents, Mr. and Mrs. Francis E. Wasmer, 3424 Montgall, Kansas City, Mo.

# ... DIGEST of SHIPS' MEETINGS ...

**NORTHWESTERN VICTORY** (Victory Carriers), June 22—Chairman, Frank W. Goarin; Secretary, Edward J. Wright. John Dixon was elected ship's delegate. The ship's fund stands at \$30.25. Anyone who leaves the washing machine running when it is not in use will be fined \$5.

July 4—Chairman, Frank W. Goarin; Secretary, Edward J. Wright. Ice box door and screen doors were put on the repair list as well as benches for the recreation room.

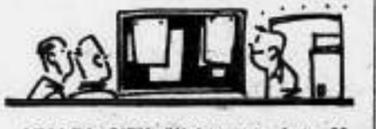
**MANKATO VICTORY** (Victory Carriers), June 18—Chairman, W. Busch; Secretary, E. Collin. Steward assured brothers that milk would be ordered in foreign ports before the ship's arrival. First assistant engineer promised to fix up the washing machine.

July 9—Chairman, Walter Busch; Secretary, Ernest Collins. Steward promised that real black pepper would be ordered for the next trip. Since there was a shortage of paint aboard, the mate promised that the messhalls would be painted in port or as soon as ship got to sea. Ship's delegate will see about a draw, in case the ship does not pay off the day of arrival.

**LAWRENCE VICTORY** (Mississippi), June 17—Chairman, J. Parata; Secretary, Charles G. Peters. Charles Peters was elected ship's delegate by acclamation. Motion was passed to have each man get his linen on linen day. Laundry should be kept clean, sinks should be drained and washing machine turned off. Messman asked brothers to try and keep pantry and messhall a little cleaner at night.

July 4—Chairman, E. E. Lamb; Secretary, C. Robinson. Crew was complimented by the chief engineer for conserving water. Crew was asked to take better care of the washing machine. Steward was asked to put a can of cleanser in the wash room for the men. Ship's delegate will see the captain about some sort of recreation for the members.

**JEFF DAVIS** (Waterman), June 22—Chairman, Charles Mazur; Secretary, Frank Kustura. Motion was made that poker players clean up the messroom after playing. It was decided to have messman clean up mess. Deck delegate will see the chief mate about having the deck maintenance fo'c'sle painted. Crew gave the stewards department a vote of thanks for the fine food. Men were asked to keep the laundry room clean and turn off the washing machine after use.



**AZALEA CITY** (Waterman), June 29—Chairman, Mark Sweet; Secretary, David B. Secher. Repairs have not been made properly; the company is not sending the slopchest as requested. There is a total of \$8 in the ship's fund. Motion was passed that no one sign on until the repairs are taken care of and the slopchest sent. Mark Sweet was elected ship's delegate. It was suggested that old crewmembers get their port time discharged. Garbage should not be thrown on lines. Crew should take care of the new washing machines. Cots should not be left on deck.

**ALCOA CORSAIR** (Alcoa), July 4—Chairman, Major T. Costello; Secretary, Roy Mullins. Chief engineer has complained that crew is not taking proper care of passenger movies; if this condition continues, crew will be denied use of the movies. Door leading from companionway into engine room should be repaired. Vote of thanks went to the chief steward and the chief cook on their menus.

No date—Chairman, Francis P. Drezak; Secretary, Major T. Costello. Ship's delegate will contact Union officials to get larger drain pipe installed on the washing machine. Any brother who lets anyone but ship's personnel use the washing machine will be brought up on charges. Quality of cooking should be improved.

**FAIRPORT** (Waterman), July 4—Chairman, Walter Craig; Secretary, Alexander Webber. Electrician reported that the company will take the necessary action to have the old washing machine, which belongs to the Union members, repaired. Ship's delegate reported that the sup-

posedly new washing machine which was obtained in Philadelphia, has had the motor switched, apparently before delivery to this ship. Repair list has been turned over to ship's delegate. Ship's delegate will draft schedule for one ordinary and wiper to clean recreation room and laundry in after quarters. Members should cooperate in keeping the messroom cleaner. Missing ship's fund being worked on to find out what happened to it.

No date—Chairman, Joseph Rudolph; Secretary, Alexander Webber. Mate is working on deck; patrolman in Wilmington will set him straight. Walter A. Craig was elected ship's delegate unanimously. Washing machine will be kept clean by all who use it. Ship's delegate will see the engineer about installing the new washing machine.

**MARINA** (Bull), July 6—Chairman, S. Wells; Secretary, Forrester. Repair list has been attended to. All members getting off should hand over their room keys to their delegates. Rooms should be left clean. A new coffee urn is being installed.

**ALCOA PILGRIM** (Alcoa), June 27—Chairman, Melvin J. Smyly; Secretary, Roy L. Pritchett. Cecil B. Wiggins was elected ship's delegate. Each department will clean the laundry for one week. Steward asked all department delegates to turn in their repair lists before arrival in Trinidad. Crew asked steward to give them grills every morning. The steward said he has to make changes in cereals as officers and some crewmembers would like a change, but agreed with the baker to cook a certain amount of grits each morning for those who want them. Water in the bathrooms is running hot at all times. Crew gave the steward department a vote of thanks for their food and cooperation.

**DEL SUD** (Mississippi), June 10—Chairman, Douglas Claussen; Secretary, E. Chant. Motion was passed to buy a typewriter. Motion was passed to see that no man be allowed to hire anyone without authorization from the agent in any port.

**NIKOS** (Delphin), July 12—Chairman, Percy Boyer; Secretary, Arthur Rummel. Repair list will be turned in at the end of the voyage. Stewards department got a vote of thanks for services rendered.



**DEL MAR** (Mississippi), July 6—Chairman, Joseph Stephens; Secretary, C. Bradley. No more firecrackers will be shot off on board, since there was a beef from the old man. Air ducts will be cleaned out in New Orleans. Repair lists should be made out so that some repairs can be done by the crew at sea. Oiler missed ship in Santos on the way south and was signed on again on the way north. Committee should be elected to draw up a set of rules for the ship's fund. There is \$29 in the fund at present. Motion was passed requesting two

**SEA BEAVER** (Colonial), May 18—Chairman, Bill Thompson; Secretary, C. F. Dwyer. Complete repair lists should be made out. All cots should be taken off the deck and returned to the steward, all bunks should be stripped and rooms cleaned before leaving the ship.

**TAGALAM** (Seatrains), June 22—Chairman, Thomas King; Secretary, Wilfred W. Boehner. Ship's delegate reported that linen is being left in passageways and other places.

June 29—Chairman, Charles Mose; Secretary, not listed. Ship is being painted in good fashion. One man was hospitalized in Puerto La Cruz. Ship's treasurer reported \$35.90 in the ship's fund.

**LONE JACK** (Cities Service), July 4—Chairman, James; Secretary, A. Baker. Ship's delegate reported \$52 in the ship's fund. Crew complained about not enough jams left on the tables. There should be more variety of juices and appetizers. Motion was passed to have patrolman check on better food conditions with the port steward. Wind chutes are needed.

**TADDEI** (Shipenter), June 15—Chairman, Alex Galt; Secretary, Blackie Martin. Steward got fresh vegetables in France. Motion was passed to have steward and delegates brought before the patrolman for shortages during the trip. Second cook and baker should not be allowed to ship as a baker for six months, then he must prove he can do a baker's job. Motion was passed to have this ship carry six weeks' linen supply, like other SIU ships, and not four, like it has been.

**SEA MAGIC** (Colonial), June 22—Chairman, Daniel Buffa; Secretary, Nick Richie. All three departments will take turns in cleaning the laundry and recreation rooms. Steward will go in the galley as chief cook. Chief cook missed the ship because he was doing second cook and baker's work—and the second cook and

## 'Can-Shakers' Have No OK

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

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

baker is no cook. Second cook and baker and galleyman were therefore made cooks. The galley man did all the baking and the second cook and baker did the chief cook's work. Second cook and baker will pay off in Curacao, and also be demoted at the payoff.

**DEL SUD** (Mississippi), June 10—Chairman, Douglas Claussen; Secretary, E. Chant. Motion was passed to buy a typewriter. Motion was passed to see that no man be allowed to hire anyone without authorization from the agent in any port.

**NIKOS** (Delphin), July 12—Chairman, Percy Boyer; Secretary, Arthur Rummel. Repair list will be turned in at the end of the voyage. Stewards department got a vote of thanks for services rendered.

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## PERSONALS

**Rene L. Garcia**  
Get in touch with Francisco Rodriguez, 1098 Woodycrest Ave., Bronx, NY.

Paul Kent  
Contact your wife immediately.

Carl Wilkins  
It is very important that you contact Sterling & Schwartz, 42 Broadway, NYC, in reference to an event aboard a ship on which you were a crewmember.

Clarence Dudley  
Please write when you get a chance. Rowland Pearson, 154 Charles St., New Bedford, Mass.

Helno (Stoney) Ekker  
Get in touch with C. J. Norris, 6034-B Cameron Blvd., New Orleans.

Elmer Wheeler  
Please write Al Pietrowski, c/o the SS Olympic Games, Western Tankers Inc., 655 Madison Ave., NYC.

J. D. Veira, Jr.  
Contact me at once regarding money owed. A. M. Sevier, 1437 49th Ave., No., St. Petersburg, Fla.

James H. Smith  
Haven't heard from you in weeks. Get in touch with your sister Beulah at 1818 Ovid St., Houston, Texas, as soon as possible. Urgent.

Joe Lissner  
My mail to you is at the SIU hall in Brooklyn. Pick it up there. George Lissner, c/o General Delivery, Compton, Calif.

A. M. Npouzalakos  
Dolphin SS Corp. is holding retroactive wages for you from trip on SS Lillea pending receipt of your address. Write Dolphin, 19 Rector St., NYC.

new gangways, made of lighter material and stronger wires. Washing machine should be repaired. All small repairs should be made. Several beefs about the food were discussed with the steward. Patrolman will look into this in New Orleans. Next trip each department will take turns cleaning up after the movies.

**SEAPENDER** (Seatrains), June 29—Chairman, Sebastian Skiba; Secretary, Ralph Masters. Skipper said he would have a shore gang paint the crew's fo'c'sles. Each department delegate will make out a repair list and turn it over to the steward for typing. All heads and showers, deck and steward fo'c'sles, recreation room should be painted; the whole vessel should be fumigated before loading. There is need for a new washing machine, new mattresses for the entire crew, lights in the chain locker and a communication system from the main deck to the chain locker. There is a question as to whether the hatches were secured before proceeding to sea; there is also the question of a former crewmember who is accused of paying the former bosun in order to be relieved of hazardous and dirty work.

**JEFFERSON CITY VICTORY** (Victory Carriers), June 17—Chairman, G. Sult; Secretary, Y. Bowers. Ship's delegate will see the captain about getting the galley painted. Cups and glasses should be placed in the sink.

July 7—Chairman, G. Sult; Secretary, T. Bowers. Captain said the galley will be painted next trip. Beef about steam lines heating starboard rooms. Chief engineer said the ship had opened a valve in the engine room. Everyone should clean his room before the payoff. Suggestion was made to get a new library.

**DEL SUD** (Mississippi), no date—Chairman, Saldy Ballenger; Secretary, Honest Al Whitmer. Ship's delegate thanked the crew for the cooperation which made the trip smooth and pleasant. Performers were wagged that they will not be tolerated. All hands were asked to return magazines and books to the library when they have finished them. Ship's treasurer reported \$366.44 in the ship's fund. Athletic director reported 17 ball players and a couple of new men. "Honest Al" Whitmer was elected ship's editor. Movies will be shown in the deck lounge going south and in the black gang lounge going north. Water fountain will be fixed. Steward will buy stores in Buenos Aires.

**STEEL SEAFARER** (Isthmian), June 22—Chairman, Frank J. Richardson; Secretary, Fred H. Hauck. Joseph Blake was elected ship's delegate. Wiper will take care of morning coffee; ordinary on watch, afternoon. Steward asked that all linen be exchanged on a change-for-change basis and the crew agreed to cooperate in keeping the correct count. Bosun will rig barrels over the side for the disposal of garbage in port. Cots are available for all when needed. New mattresses were promised to men who need them.

**SOUTHSTAR** (South Atlantic), June 29—C. M. Rice; Secretary, S. Candela. S. Candela was elected ship's delegate by acclamation. Ordinary and wipers will keep the laundry and gear lockers clean; Stewards department member will clean recreation room.

**SANTA VENETIA** (Hiam), June 29—Chairman, Fox; Secretary, Smilwitz. Messman will dump garbage over the stern and not midship in the future.

**ABIQUA** (Cities Service), June 29—Chairman, Harry Utrali; Secretary, E. M. Lafferty. Men were asked to turn in dirty linen. Lights in the passageways should be kept bright for safety reasons. Return cups and glasses to the messroom. Ship's delegate will speak to the steward about a better brand of soap powder. Ship's delegate will see if awnings can be provided as well as more fans.

**LEWIS SMERY JR.** (Victory Carriers), June 29—Chairman, Oscar Killeppling; Secretary, A. Bryant. Steward department got a word of praise for their good work during the trip. Innerspring mattresses should be put on all ships.



**CANTIGNY** (Cities Service), July 4—Chairman, Peter V. Mammal; Secretary, John Sullivan. Motion was passed that the ship be fumigated at the shipyard. Food will be inspected when it is brought aboard and the steward will make sure that it is not bad or spoiled. More silverware should be left out. Record player should be kept low at night. Linen should be returned.

**ALAMAR** (Calmar), June 6—Chairman, David Barry; Secretary, Harry Sullivan. Cups should not be left lying around after coffee time. All departments should take turns cleaning out recreation room. Elbow should be put on the straight lead pipe on the water cooler to eliminate water spill. Washing machine should be cleaned after use.

**LAFAYETTE** (Waterman), May 8—Chairman, Harry Benner; Secretary, Peter Patrick. Steward reported to ship's delegate that he has a complete linen change except for spreads; extra sheet will be used instead of a spread.

July 7—Chairman, Harry Benner; Secretary, Peter Patrick. Captain informed the ship's delegate that the older hospitalized in Honolulu was beaten up aboard ship. The captain inquired if any crewmember knew anything about how this happened and informed the ship's delegate that the Coast Guard will be aboard in New York. Before this, in Honolulu, the captain told the Coast Guard that he thought the man was hurt ashore. Ship's delegate told the brothers

to keep out the Coast Guard and let the Union handle the beef.

No date—Chairman, S. Frelich; Secretary, not listed. Steward was asked to get milk in Manila but said the agent wouldn't okay this. The agent said he was never asked for milk. Beer was sent aboard ship through the agent. After rationing men to two cartons of cigarettes a week, the steward sold several cases of cigarettes in Manila. It was recommended that he be fined. One man missed ship in Manila. Glasses should be returned to the messhall. Washing machine should be fixed. Beefs from the crew about poor service from the messmen. Ice water should be provided with meals, clean coats for messmen. There are not enough side dishes for the crew. Steward paid for beer which each man ordered and each man paid back the steward.

**W. S. STRATTON** (Bull), June 28—Chairman, W. Simmons; Secretary, R. H. Carrington. Men getting off were asked to leave quarters clean for the new men. All crew's quarters should be painted.

**QUARTETTE** (Carras), June 29—Chairman, Robert F. Grant; Secretary, Rodger Swanson. Steward was instructed to order cots, but when they were brought aboard the master turned them down. Ship's delegate will see the captain about mailing letters for the crew, as no shore leave will be granted in Panama. Steward asked that soiled linen be put in the linen bag and not thrown on the lower deck and ladder. Wiper informed master he would have to leave the ship in Montreal after he heard we were going to Japan. The captain consented, but when we arrived in Montreal the new captain would not give his permission.

**OCEAN LOTTE** (Ocean Transportation), June 22—Chairman, E. A. Seecay; Secretary, Max Lipkin. Don Alt was elected ship's delegate by acclamation. Men were asked not to leave cups in the recreation room after coffee time. Washing machine should be cleaned and disconnected after use.

**PETROLITE** (Tanker Ssg), May 18—Chairman, Vincent Kickirille; Secretary, Omer Boudreau. Officers promised that they will try to complete all repairs at sea. Departmental delegates will check the ship's fund. Anyone missing watch, fighting or fouling up will be referred to patrolman upon arrival in the States. Motion was passed to ask the steward for a new toaster in the crew's messhall.

June 8—Chairman, Andy Gawder; Secretary, Albert M. Morse. Fo'c'sle doors and lockers have been repaired; engineer will try to get galley suction fan repaired in the next port. All money spent from the ship's fund is covered by

(Continued on page 27)

## NOTICES

Members of crew who got on the Seatrains New Jersey at New Orleans on May 4, 1952, have subsistence allowance coming. Write Seatrains, 15 Broad St., NYC, regarding same.

Ex-SS Kyska  
Draws issued on voyage paid off July 12, 1952, were not deducted from payroll and should be returned to master, c/o Waterman, 61 St. Joseph St., Mobile, by the following men: William Blair, Albert Blum, Bernard Grazis, Ernest Ibarra, Sidney Kane, Joseph Nappo, Harold Nelli, John Roberts, John Stanley, Harold Stillwell.

Ex-SS Wanda  
Former members of the stewards department on this vessel since January 16, 1952, to date who have port time coming should contact the company for their port time overtime. Write Epiphany Tankers, 39 Broadway, NYC.

The following men have retroactive wages due from Robin Line. Write or call in person at 39 Cortlandt St., NYC.

**CHARLES BULFINCH:** Lopez, Felipe; Loong, Yu; Gaskill, Dolan; Fowler, Hayward.

**JACOB CHANDLER HARPER:** Johnston, Charles; Talbot, John; Clark, Lester; Spencer, Roger; Royaton, Julien; De Vaum, David; Harrelson, James; Owens, Sanford; Tangalen, Maximo; Copanis, Rosario; Florina, Frank; Tripp, Joseph; Perlberg, Edgar; Delp, Lloyd; Martz, Edna; Caboon, Dennis; Consoh, Walter; Allred, Percy; Miller, Joseph; Lamb, Everett; Anderson, Ulysis; Finlay, Gordon; Felberg, Edgar; Yant, Woodrow; Gumbiner, Nathan; Callan, Henry.

**BENJAMIN SWAN:** Jacques, Charles; Maylan, Robert; O'Neil, Beverly; Carroll, Joseph; Wulsen, John; Patterson, Donald; McMann, Kenneth; Hall, Frank; Pachucki, Adolph; Dekeza, Angeles; Albright, David; Sawvel, Richard; White, Billy; Duncan, Isaac.

**ANSON MILLS:** Yedra, Stanley; Helms, Roland; Story, Crowder; Fuschillo, Dominick; Stone, John; Cummings, Clyde; Anderson, Wilbert; Feltz, Audrey; Timmons, Raymond; Pope, James; Kelly, James; Moody, Harold; Rayfield, Roy; Fakimola, Alfonso; Schafer, William; Duval, Donald; Davey, William; McLaughlin, Joseph.

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

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# ... DIGEST of SHIPS' MEETINGS ...

(Continued from page 26)

receipts. Delegate was asked to remind the chief engineer about the blower in the galley and that all drinking fountains must be kept in good order.

**ROBIN LOCKSLEY** (Seas Shipping), June 19—Chairman, K. Roberts; Secretary, S. J. Pierson. Foc'sles due for painting have been taken care of. Repair lists have been handed over to department heads. After special meeting was held on the poor variety of food being served, the chief steward reported to the captain that the crew was picking on him. Electrician's room will be painted next trip. Ship's delegate will see the captain about painting the messhalls while the ship is in port. Steward department has not been cleaning the laundry on their turn. Steward will make sure that utility man cleans laundry every third week. Member asked for a special meeting in port of pay-off to find out why there has been no ice cream for a month, no fruit extracts or syrups for hot weather drinks and no improvement in the menus.

**ANTINOUS** (Waterman), June 29—Chairman, C. D. Andersen; Secretary, Gibson H. Cokey. Ship's fund stands at \$32.50; all new members will make donations.

**STRATHPORT** (Strathmore), June 29—Chairman, Chas. B. Martin; Secretary, Hall Ray. Crew was asked to be sober at the pay-off. Discussion was held on repairing the washing machine in New York. Vote of thanks was issued to the stewards department.



**PENNMAR** (Calmar), July 4—Chairman, B. Shuler; Secretary, W. Prater. One man was hired off the deck in Baltimore. Engine department had several beefs about not getting a preferred brand of face soap. Steward department got a vote of thanks for a job well done under depressing conditions.

**BULL RUN** (Petrol Tankers), June 15—Chairman, Anthony Debelich; Secretary, Oswald Ergle. Crew was warned about carrying tales topside. Oiler was taken before the American consul on June 10 by the master and paid off in Aden, Arabia. Reason is not fully known to the delegates. Steward informed the crew that too much linen was missing from one linen change to the next. Unless crew is more careful, he will not have enough to last out the trip. Cots should be better cared for.

**GOLDEN CITY** (Waterman), July 4—Chairman, Lee Ludurand; Secretary, John Singer. Previous repair list was not satisfactorily settled. There is \$22 in the ship's fund. Patrolman will be seen with regard to the chief mate. Vote of thanks and appreciation went to the stewards department for the service and good food. Repair lists will be made out for all departments. Chief mate, playing Dick Tracy, watches the deck gang from behind king post and portholes to see if they are producing. He told the boss to tell the deck gang to put their rain gear on and get out and do some chipping.

### Quiz Answers

- 1 1/2 tons.
- New York City.
- Andrew Jackson.
- No. A Kentucky court said she could let him suffer the same consequences he planned for his creditors.
- To figure half of an odd number, you take the exact half plus one half. He had 295 eggs to start, sold 148 (a half of the whole plus a half) leaving 147, sold 74 or the major half of 147 and again sold 37 out of 73, leaving three dozen.
- Australia.
- Great Britain and Ireland. A potato famine brought great numbers of Irish settlers to the US during this period.
- Cincinnati. Known as the Red Stockings, this squad piled up a record of 64 games without a loss in 1869.
- Venus.
- 15.

### Puzzle Answer

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

ping. If the ship is sold, the crew's radio in the messhall, which was bought by the crew, should be raffled off and the proceeds as well as the ship's fund should be donated to the Union.

**FREDERIC C. COLLIN** (Transfuel), June 29—Chairman, Clarence Hawkins; Secretary, Blakie. Delegates reported everything shipshape. Patrolman will be notified about performing on the ship. Chief mate will be contacted about enough paint for the crew messhall. Vote of thanks went to the stewards department.

**JOHN B. WATERMAN** (Waterman), June 22—Chairman, T. A. Jackson; Secretary, John Chierra. Harry J. Acosta was elected ship's delegate. Motion was passed to get a new toaster in Wilmington or San Francisco. Deck engineer told the crew how to care for the washing machine.

**ROYAL OAK** (Cities Service), June 22—Chairman, D. Gilbert; Secretary, A. M. Wilburn. It was agreed to pay off on the East Coast. Ship's delegate suggested that each man clean his own room before the pay-off. Suggestion was made to buy games from the ship's fund on arrival.

July 3—Chairman, S. J. Barras; Secretary, A. M. Wilburn. Motion was passed to see the captain about painting the messhall or bring the matter up before the patrolman at the pay-off. Patrolman will also be asked about clarification on delayed sailing and about transportation to and from the ship. Each delegate will make up a repair list. Ship's delegate should see the steward about fresh fruit and vegetables. Ship's fund stands at \$42.50, since \$1.50 was spent on checkers.

**CHILORE** (Ore), June 15—Chairman, H. Willoughby; Secretary, McCleary. Washing machine has been used improperly. Wiper and ordinary will alternate the cleaning of the recreation room. All cups should be rinsed after use.

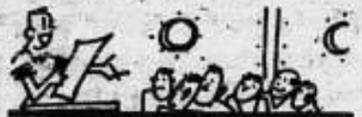
**WESTERN RANCHER** (Western Navigation), June 15—Chairman, Vernon Porter; Secretary, C. A. Newman. Ship's delegate is in the hospital, so the engine delegate will act as ship's delegate for the rest of the trip. No one will sign on until the water situation has been cleared up; patrolman will be contacted on this. Each man will donate \$1 for the ship's fund; money will be collected by department delegates and turned over to the next ship's delegate.

**NIKOS** (Delphin), June 14—Chairman, Rex Coetz; Secretary, Arthur Rummel, L. McCullough was elected ship's delegate. One man was assigned from each department to clean the laundry and recreation room. Foc'sles and passageways should be kept clean. Repair list will be made up before arrival in home port.

**IBERVILLE** (Waterman), June 23—Chairman, Gonzalez; Secretary, W. Murphy. Motion was passed to get more fans and wind scoops in New Orleans or Mobile for the quarters aft. Patrolman appealed to about fumigation. Crew was asked to donate to the ship's fund at the pay-off.

**STEEL INVENTOR** (Isthmian), June 30—Chairman, H. R. Gordon; Secretary, J. W. Lewis. Lengthy discussion was held on the improvement necessary in the steward's department.

**CALMAR** (Calmar), June 21—Chairman, William Ekins; Secretary, Neil Sedig. Suggestion was made to check orders of steward stores with steward and port steward. Steward should manipulate menus to have at least one good meal, and he should not put two bad meals together. All those leaving ship should clean the foc'sles, put the keys together and clear out all linen.



**LAFAYETTE** (Waterman), June 29—Chairman, Joe Carroll; Secretary, Peter Patrick. One man missed ship in Yokohama; one oiler was hospitalized in Honolulu. Any member who goes to the hall and discusses ship's business before the pay-off will be fined \$25. Motion was made that the entire ship be fumigated, as there are weavels and silver fish in the storeroom and ants in the galley. Deck delegate will see the mate about having the department foc'sles souged. Repair lists of all departments were handed to the ship's delegate who will turn them over to the captain before reaching Panama. Steward was asked to get fresh stores in Panama. Members were reminded to clean their foc'sles before leaving the ship.

**WESTERN FARMER** (Western Navigation), June 23—Chairman, Stanley Bolko; Secretary, V. E. Monte. Repair list has been turned in but due to lack of time, nothing has been done about it. J. Nicholson was elected ship's delegate by acclamation. Repair list will be mailed to the agent in New York to be presented to the ship's owner's attention. Ship must be fumigated. Motion was passed not to sign on until repairs have been taken care of. Deck, engine and steward departments will rotate the care of the washing machine. Steward department will send one man to do a thorough cleaning once a month. Each man should put his own dirty cup into the sink and not depend so much on the standby for all the work. Steward will try to get a basket for the dishwashing in Germany. Bigger waste basket in every room is requested. Steward promised to look into this for the next trip.

**SEA MAGIC** (Colonial), June 13—Chairman, Conners; Secretary, Pancoast. W. Richie was appointed ship's delegate. Ship's delegate asked the crew to respect ship's property and not give topside an opportunity to blame the crew. Captain,

## Keep Draft Board Posted

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

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

who would not respect ship's delegate in any beef, has been relieved, and his replacement is 100 percent better.

**KATHRYN** (Bull), July 4—Chairman, Alberto De La Paz; Secretary, George Burke. Delegates reported no beefs. Laundry and washing machine should be kept clean.

**ALEXANDRIA** (Waterman), July 5—Chairman, W. L. Hammack; Secretary, Don H. Wood. Ship's delegate will assist steward and chief cook in checking stores in Honolulu. Crew's heads and showers will be cleaned and painted before arrival in States, according to the captain. Due to a shortage of pillowcases and towels the steward washed some in the washing machine. Steward has promised not to do this again.



**FRANCES** (Bull), July 6—Chairman, J. Pacheco; Secretary, S. W. Vingley. Vote of thanks went to the steward's department for a good job. Ship's delegate congratulated the crew in cleaning up and keeping the washing machine clean. Department delegates will turn in repair lists. Rivera was elected new ship's delegate.

**SEACOMET** (Orion), June 26—Chairman, M. Workman; Secretary, L. Samta Ana. \$17.81 in the ship's fund will be turned over to the bosun. Welding and burning on deck or over cargo tank by order of the chief engineer will be referred to the patrolman. Black gang report will be turned over to the patrolman. Motion was passed to take action against the chief engineer about the fresh water aboard and to inquire of the patrolman about overloading the ship. Quarters should be cleaned for the new men. Watches should clean the pantry. Repair lists should be made up. Glasses and cups should be returned to the laundry and all extra linen turned in.

**STRATHPORT** (Strathmore), April 13—Chairman, O. M. Brooke; Secretary, A. C. Carpenter. Keys will be issued before arrival in port. Steward department got a vote of thanks for the excellent meals. Recreation rooms and laundry should be kept clean; empty cups should be placed in the sink.

May 3—Chairman, A. C. Carpenter; Secretary, Charles Martin. Men should not sit on the table and put their feet on chairs.

May 23—Chairman, Charles B. Martin; Secretary, A. Carpenter. Each man will donate at least twenty-five cents to the ship's fund. Members were asked to check on needed repairs. One man missed ship in Japan and caught it again at another port.

June 29—Chairman, Chas. B. Martin; Secretary, Hall Ray. Men were asked to be sober at the pay-off. Repair list and washing machine were discussed. Vote of thanks went to the stewards department.

**PAINE WINGATE** (Bull), May 18—Chairman, Ben Collins; Secretary, Clarence Faust. Repair list was turned over to chief engineer and chief mate.

July 1—Chairman, Ben Collins; Secretary, Clarence Faust. Deck engineer reported that work which he considers his was done topside; he requested that this be brought to the attention of the patrolman. Crew messhall and recreation room should be painted. New mattresses and pillows are needed for the crew. Motion was passed to have the steward check all stores brought to the ship and report any shortages to the delegates at once, or he will be held responsible. Headquarters will be asked to find out from the company why mail cannot be forwarded.

**ALCOA PIONEER** (Alcoa), June 29—Chairman, Frank Sullivan; Secretary, John W. Picou. Motion was passed unanimously to bring one member up on charges for asking the ship's fund when he paid off in New Orleans. Plans for the July 4th dinner were discussed. Repairs should be turned in and acted on. Messhall and pantry should be kept clean. It was reported that medicine cabinets will be installed at the first opportunity.

**OCEAN ULLA** (Ocean Trans.), March 29—Chairman, John Popa; Secretary, C. Segucki. James Nicholson was elected ship's delegate. Each man will clean up the washroom after use. Both washing machines will be kept—one will be used for dirty work clothes, and the other for lighter clothes. Machines are not to be

used at the same time. Steward department will clean the laundry; deck and engine departments will clean the recreation room.

April 26—Chairman, John Popa; Secretary, C. Boguski. Ship's delegate reports that unless the captain gets some discharges for the time the ship ran coastwise, the patrolman will be notified. Each delegate will make up a repair list. Ship's delegate will give copies to the captain, chief engineer, chiefmate and patrolman. Deck engineer says all scuppers will be worked on and cleaned in port. Messroom should be kept clean at all times; cups should be placed in the sink after use. Cracked and chipped cups and plates will be replaced. Men leaving ship should leave foc'sles clean and collect all dirty linen.

June 1—Chairman, no name; Secretary, no name. First assistant engineer has plenty of extra light bulbs; they are not to be taken out of the sockets. Department heads should be consulted about painting foc'sles as soon as possible. Laundry and washing machines should be cleaned after using.

No date—Chairman, not listed; Secretary, Morris M. Tripp. Missing bunk springs should be replaced or put on the repair list. Steward delegate will see department head about painting decks in the foc'sle. 12-4 watch asked that there be less noise during the morning.

**ARLYN** (Bull), June 3—Chairman, Steve Bergeria; Secretary, Robert L. Anderson. Men were asked not to leave cigarette butts on the deck of the showers. Men were asked not to mistreat the handles on the coffee urn. Showers and heads decks should be painted.

**LOGANS FORT** (Cities Service), May 18—Chairman, Bartuff; Secretary, E. P. Voths. Brother Pereira was elected ship's treasurer to take care of the ship's fund. Motion was passed to see about getting more milk and to have the brand of coffee changed.

June 27—Chairman, George Finkles; Secretary, Robert Varquez. Charles Boyd was elected ship's delegate by acclamation. Motion was passed to have new fans put in the rooms. Cots should be given better treatment. Steward department was given a vote of thanks for a job well done. Ship's fund stands at \$24.42.

July 12—Chairman, Orman Bartlett; Secretary, J. Bruce. One man failed to return to ship. Washing machine will not be replaced until the ship reaches Philadelphia. Broken lockers will be repaired, fans installed. Chest of drawers in 8-12 room will not be replaced. New repair list has been made up by the deck department. Special food may be obtained by special request to the steward.

**McKETTICK HILLS** (Western Tankers), June 24—Chairman, Don Rudd; Secretary, John Hill. Walt Kressman was elected ship's delegate by acclamation. Hot water line on the washing machine should be installed permanently. Crew gave a vote of thanks to the steward department.

July 3—Chairman, Joseph Kowalski; Secretary, John Hill. Motion passed to have each crewmember donate \$1 to the ship's fund. Motion was passed to have the cooks given larger quarters. Steward should take care of the ship's fund. The last crew's repair list was not acted on, since the ship was due for the shipyard. Minor repairs should be made at sea this voyage if possible. Boarding patrolman should check on the condition of the eggs and butter. Meats should be checked also.

**CAROLYN** (Bull), June 25—Chairman, Chas. Hinsley; Secretary, W. Povey. Department delegates will make up repair lists. Motion was carried that the port captain be called in to inspect the state of the ship's deck equipment. Crewmembers should be quiet during the day in starboard passageway where watchstanders sleep. More care should be taken of the washing machine. Living quarters need painting. Suggestion was made that the crew leave the ship unless this is taken care of.



**DOROTHY** (Bull), July 6—Chairman, Norman I. West; Secretary, R. C. Kienast. Thomas Cornick was elected ship's delegate by acclamation. One man missed ship in San Juan, Puerto Rico.

**WINTER HILL** (Cities Service), July 6—Chairman, Charles Majette; Secretary, Joe Wyant. Motion was passed that unless the steward is relieved, the entire crew will sign off with the boarding patrolman's okay. Motion was passed to fine all performers, with the amount determined by the patrolman. Crew was asked to conserve wash water. If the crew stays on the ship, an ironing board should be purchased; if the crew gets off, the ship's fund should be donated to the building fund. Engine delegate will see the patrolman about welding aboard ship.

**CLEARWATER VICTORY** (Bloomfield), June 29—Chairman, Harold Shepprow; Secretary, Richey. Delayed sailing, due to shortage of men in deck department. Two men missed ship in Yokohama.

**HEYWOOD BROWN** (Victory Carriers), May 22—Chairman, A. O. Ray; Secretary, William Curten. Discussion was held on keeping the library in better condition. Steward should put out more food, as ship has been running short the last few meals. Menus should be improved.

**BURBANK VICTORY** (Eastern), June 29—Chairman, A. F. Martinez; Secretary, W. G. M. Howe. Toni Martinez was elected ship's delegate. Schedules for cleaning the recreation room were set up.

**WILLIAM H. CARRUTH** (Trans-Fuel), July 6—Chairman, R. O'Rourke; Secretary,

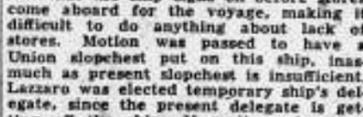
W. McGlynn. V. Genco was elected ship's delegate. Deck and engine sanitary men will keep laundry clean. All galley repairs will be made in New Orleans. All beefs on food should be brought to the attention of department delegates.

**DEL RIO** (Mississippi), June 22—Chairman, J. Tucker; Secretary, G. Fowler. Ship's delegate will hold the ship's fund, which now stands at \$15. Norman Raines was elected ship's delegate by acclamation. Brother Nuess was reimbursed for the \$1.50 he spent in getting a new library aboard in New Orleans. All hands should clean the washing machine and laundry after use. Steward will furnish cots for all hands. Everyone should return cups to the messroom.

**COEUR D'ALENE** (Victory Carriers), June 22—Chairman, C. Sprano; Secretary, J. F. Barrett. B. A. Granberg was elected ship's delegate. Ship's fund stands at \$5. Repairs will be made before the crew signs on. Laundry should be cleaned up whenever it is used; washing machines should be cleaned, too.

July 12—Chairman, J. E. Chew; Secretary, J. F. Barrett. All men should be aboard an hour before sailing time; the captain said he would try to come as close as possible to sailing time. Motion was passed to find out from the patrolman if the crewmembers, instead of longshoremen, could put the tarpaulins on.

**HURRICANE** (Waterman), July 9—Chairman, Myles Sterne; Secretary, W. Conner. One man was hospitalized in Rotterdam. Ship's fund is \$22.65 at present. Beef on who runs the stewards department will be brought up before the patrolman. Letter was sent to headquarters concerning cold drinks and the fact that the ship signs on before stores come aboard for the voyage, making it difficult to do anything about lack of stores. Motion was passed to have a Union slopchest put on this ship, inasmuch as present slopchest is insufficient. Lazzaro was elected temporary ship's delegate, since the present delegate is getting off the ship. If sanitary does not receive more cooperation in the cleaning of the 12-to-4 foc'sle, matter will go to the patrolman for decision. Fruit in the night lunch is either rotten or green. It was understood that the steward was personally responsible for the lack of stores, since he had to make certain that items appeared on his requisition and if these items had not been received, delegates should have been notified so that action could be taken.



**ALCOA PURITAN** (Alcoa), July 4—Chairman, P. A. Teurasi; Secretary, J. Arnold. G. W. Ford was elected ship's delegate. Majority must approve any money spent from the ship's fund; there should be a receipt for all money spent. Crew was urged to be more careful in the use of the washing machine. Motor should be turned off after use.

**ROBIN KETTERING** (Seas Shipping), June 7—Chairman, W. M. Burbuner; Secretary, A. Triblo. Discussion was held on making ten o'clock coffee early.

**IBERVILLE** (Waterman), July 4—Chairman, A. Gonzalez; Secretary, A. Sevier. Same beefs are still in existence, due to the company's buck-passing. Henderson was elected ship's delegate. Motion was passed to get fans and wind chutes in New York; delegates should consult headquarters in New York about this matter. There is \$14 in the ship's fund. Dirty linen should not be left on the cots and in the poop deck.

**ROBIN KIRK** (Seas Shipping), March 23—Chairman, S. Cooper; Secretary, J. W. Samspeel. Ship's delegate reported \$24.50 in the ship's fund. Suggestion was made to take better care of the washing machine.

April 4—Chairman, not listed; Secretary, not listed. Meeting was called to discuss the shifting about of stewards department members by the steward without consulting the delegates; also the misconduct of certain members of the department. Ship's delegate warned these members that they would be liable to a fine, imposed by the crew, if they did not straighten out and perform their work properly. Steward agreed to put men back on their original jobs and keep them there except if an emergency arises.

April 7—Chairman, Stanley Cooper; Secretary, J. Samspeel. Motion was passed to shift PO messman to crew pantry, which would involve about \$200 in overtime. Frank Baron was elected ship's delegate.

June 22—Chairman, Frank Baron; Secretary, J. Samspeel. Ship's delegate reported a beef on the food situation. The steward missed the ship in Tangs, BEA, which automatically means a \$30 fine. Motion was passed that the steward be referred to the patrolman, who should make sure that he does not ship as steward for at least a year, as he is not capable of handling the job. Old washing machine should be kept as a spare.

**SEACLIFF** (Coral), April 15—Chairman, F. P. Votto; Secretary, E. C. Anderson. E. C. Anderson was elected ship's delegate by acclamation. There should be as noise in the passageways, as someone is always trying to sleep. Steward will take care of the ship's fund, which will be started at the first draw. Electric iron will be purchased out of the fund. Crew thinks the bad cigarettes should be exchanged for good ones, and that there should be enough for the voyage.

June 5—Chairman, F. P. Votto; Secretary, E. C. Anderson. One man missed ship. Ship's delegate will check to see if the water is fit to drink. Ship's delegate will find out about pencils from the patrolman, and also why the captain refused to give men shaves.

# A Letter from Joe...



You've probably gotten a letter from Joe recently. The way things used to be, waterfront stiff would buttonhole you on your way to the docks, at the rail in a ginmill or even on the ship. But you changed all that, because you knew what they were after all the time. They're not around in person anymore.

They're still doing the same job through the mails, but Seafarers are wide-awake to the scheme and don't even let them get to first base. Piles of handouts circulated by so-called "rank and file" groups of maritime workers are being aimed at seamen to split their allegiance, and behind them always is Joe Stalin.

Sure, you believe in peace and a square deal for the little guys who're being kicked around, but you don't want it spoon-fed to you "Russian-style." The fact that the fellow travelers hide their appeal behind some high-sounding "front" groups shows they're grabbing at straws and gives you a clear view into the way they always work. The catchwords are just a trap.

Seafarers have never fallen for the voice of the Kremlin or any other form of totalitarianism down through the years. We've fought them openly and forced them to move on every time. The US has faults -- just like any other country -- but nobody can sell Americans on the idea that the commissars offer a way out. We'll fight and scrap until we can iron things out, but the changes will come the way we all want 'em. None of us would have it any other way.



SEAFARERS INTERNATIONAL UNION  
Atlantic And Gulf District, AFL