

CALL CO'S TO MEET TO REOPEN PACTS

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AMEU Chief Ducks SIU Debate

Story On Page 2



Empty Chair. With the Atlantic Refining "union" chairman failing to show up for debate before Atlantic Refining tankerman, Lindsay Williams, SIU New Orleans port agent, reads the company union's challenges to the meeting. SIU Secretary-Treasurer Paul Hall awaits the opportunity to offer a rebuttal on behalf of the SIU. (Story on Page 2.)

Book Delivery. First truckload of SIU shipboard libraries is unloaded at the Sea Chest warehouse before delivery directly to the SIU ships in port. Libraries are already starting to go aboard ships in New York and service will be extended to other ports. (Story on Page 5.)



Atlantic tankermen attending the Broadwood Hotel meeting applaud as SIU Secretary-Treasurer Paul Hall makes a point in his answer to "challenges" issued via the mails by the AMEU. Crews from five Atlantic ships, the Anchorage and men on vacation attended the meeting. Seated at right are Father Donahue of St. Boniface RC Church and Reverend Proffitt of the Seamen's Church Institute.

Congressman Earl Chudoff opens forum on "What's Best For Atlantic Tankermen."

Atlantic 'Union' Chairman Skips Out On SIU Debate

PHILADELPHIA—Close to 200 Atlantic tankermen attending an open forum here Monday evening, August 4, on the issues in the Atlantic organizing campaign indicated their overwhelming support of the SIU after hearing a point-by-point rebuttal of challenges by the Atlantic Maritime Employees Union. Crewmembers of five Atlantic ships plus men on vacation and from the Anchorage cheered to the echo as SIU Secretary-Treasurer Paul Hall

called the AMEU's bluff, answering every challenge raised and laying the SIU's cards on the table for all to see.

The meeting was the result of a series of AMEU "challenges" hurled at the SIU in recent months. As a result, the SIU offered to meet the AMEU in its own back yard where AMEU chairman Stanley Alcott could meet Hall face to face and discuss the issues openly in front of the Atlantic tankermen themselves.

Instead of showing up for the meeting and presenting his viewpoint, Alcott mailed the SIU a list of six "challenges." His failure to show was a distinct disappointment for the men present, who had hoped to hear him defend his viewpoint at the first shoreside membership gathering ever held among Atlantic tankermen.

Nevertheless, the chairman of the meeting read off the latest list of AMEU "challenges" and Hall

answered them point by point for the SIU. The conduct of the forum drew considerable praise from Congressman Earl Chudoff, who presided, as "an excellent example of the true workings of democracy in action." He too, expressed his disappointment that no AMEU representative had seen fit to attend.

Ships 'Delayed'

Although the large crowd filled the meeting hall to overflowing,

and then enjoyed a buffet supper, refreshments, and entertainment supplied gratis by Philadelphia night club unions out of appreciation for the SIU's aid in their recent strike.

The immediate events leading up to the meeting was a set of four "challenges" directed at the SIU by the company-dominated AMEU. They had followed previous challenges on the SIU's job ratio and on SIU pay vouchers, all of which had been answered successfully by the SIU.

In replying to the challenges, Hall wrote Alcott, "the time has

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The Issues

● The Atlantic Maritime Employees Union had in the past "challenged" SIU job statements and SIU pay vouchers.

● The SIU answered by having an independent audit made of job figures which proved SIU job claims, and by establishing through the operators that vouchers were correct as published.

● The AMEU, in its Bulletin No. 20, came up with four more "challenges" on negotiation of a new AMEU contract, on SIU finances, on supervisors' votes and on the SIU tanker contract.

● The SIU then counter-challenged the AMEU to debate the issues at an open forum of Atlantic tankermen. The forum was arranged in Philadelphia for that purpose and AMEU chairman Stanley Alcott invited to attend to present his case. He failed to show up, instead sending another letter with more "challenges."

even more Atlantic seamen could have been present were it not for the fact that two Atlantic ships, the Atlantic Producer and the Van Dyke, were mysteriously late in arriving in port. All the evidence points to deliberate action by the company to hold up the ships so that their crews would be prevented from participating in the meeting.

Following the discussion, the tankermen and the guests present viewed a new technicolor motion picture entitled "The Seafarers"

Congress Votes 50-50 In \$4.5 Billion Aid Bill

Senate action on a \$4.5 billion program for military and economic aid for US allies was completed last week with the inclusion of a 50-50 provision in the law. The new appropriation involves that much in "new money" plus an additional \$2 billions in money appropriated by the last Congress but not yet expended.

The 50-50 amendment, calling for 50 percent of all aid cargoes to be carried on US ships, was offered on the floor of the Senate by Senator Styles Bridges of New Hampshire.

Text Of Amendment

The terms of the amendment read as follows:

"At least 50 percent of the gross tonnage of any equipments, materials or commodities made available under the provisions of this action and transported on ocean vessels . . . shall be transported on United States flag commercial vessels at market rates for United

States flag commercial vessels . . ."

This is the same language as was used in the original ECA act, so that the amendment merely repeated what was already on the books.

SIU Led Fight

The 50-50 law was first incorporated in the original Marshall Plan program of 1948, but subsequently attempts were made by aid administrators to drop the provision. The SIU then led the fight to make 50-50 part of the legislation not subject to the discretion of the Government agency conducting the program.

Since then Congress has included the 50-50 provision in all appropriations calling for military and economic aid to Europe.

First Get-Together Of Maritime Board



The three members of the new Federal Maritime Board get acquainted with each other at the first meeting of the body since the appointment of a new chairman and new board member. They are: (left to right) Robert W. Williams, holdover member of the old board; Louis S. Rothschild, new board chairman and Maritime Administrator; Eldon Claggett Upton, Jr., newly-appointed board member.

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SIU Calls Co's To Reopen Pacts

USPHS Tightens Rule

Beginning September 1, the US Public Health Service hospitals are tightening up on admission regulations for seamen who do not have proper discharges and other proof of seetime. From that date on any seaman who has no discharge or other proof of seetime will not be admitted on his personal say-so unless it is a clear case of medical emergency.

Where the seaman is admitted on the basis of a medical emergency, the hospital will try to get immediate proof of his statements of seetime from either the master, owner or agent of the vessel named, or from the Coast Guard. Should the investigation show that the seaman is ineligible for care he will be discharged or transferred when the emergency is over.

Long-existing USPHS regulations qualify a man for hospital care if he has shipped any time within the past 90 days. The new orders do not change these regulations in any way, but simply require the seaman to be able to submit proof of his seetime when seeking admission.

Wage And Welfare Increases Sought

The SIU has set the stage for new contract discussions with notice to all companies under contract to the Union that it intends to reopen the freighter, tanker and passenger ship agreements. The first exploratory negotiating session is scheduled for Monday, August 10, with representatives of all but two of the 84 SIU contracted companies.

The present standard freight and tanker contracts expire on September 30, with the exception of contracts for Bloomfield Steamship and Southern Steamship which run out at a later date. Under the terms of the agreements, 60-days' written notice has to be given before expiration in order to re-open negotiations on the contract.

Rewritten Last Year

Last year, SIU and company negotiators completely rewrote numerous general rules and working rules of the freight and tanker contracts, as well as adding new clauses never before included in any maritime union agreement. The net effect was to establish basic clauses common to both agreements and to make for uniformly superior conditions throughout the SIU-contracted fleet.

These new contract clauses were drafted on the basis of suggestions sent in by Seafarers, who were polled as to what they would want in a new agreement. Consequently, they met with wide approval throughout the Union as meeting the needs and desires of the membership.

As a result of the wholesale revision of the agreements general and working rules last year, Union negotiators are now expected to concentrate on certain specified areas of the contract where additional improvements can be made. In addition, those points of the standard contract that have shown need of clarification are now in the process of being straightened out by the standing clarification committee. The clarifications will be included in the new agreement.

Money Draw Issue

They would cover, for example, the problem of money draws in foreign ports to assure a workable method of supplying crewmembers with draws in American dollars or their equivalent, as specified in the present contract.

Items expected to come under review by the negotiators include wage and overtime rates, welfare provisions and various other fringe items dealing with working and living conditions aboard ship for unlicensed crewmembers.

As SIU Secretary-Treasurer Paul Hall put it, "Seafarers are proud of the fact that they sail under the best contract in maritime, and that the SIU has always led the field when it comes to improvements in shipboard and shoreside conditions. The SIU intends to stay out in front by incorporating further desirable improvements in the new agreement. "Since we standardized our freight and tanker agreements last year, we are hopeful that we will be able to wrap up matters this time without delay."

In the past it has been the practice for SIU-contracted freight operators to select a committee of representatives to handle the negotiations on behalf of all the freight companies. However, the committee's conclusion is not binding on the companies who are all signed

individually by the Union. A similar procedure has been followed by tanker operators who will select a tanker negotiating committee to meet with the SIU on further benefits for tanker crews.

As is the usual SIU procedure, the negotiating committee selected by the membership will consist of one member each of the three shipboard departments—deck, engine and steward—plus the secretary-treasurer of the A&G District.

Baltimore's Bldg. Work Progresses

The SIU's newest showplace, the Baltimore branch hall, is rounding into shape as contractors rip out her innards and remodel the building for SIU use. Most of the electrical and mechanical installation have been made, and construction gangs are now busy finishing off the roof and putting up the glass windows that will run all around the rooftop observation deck.

All the steel has been put in place on top of the building and for the big windows on the upper floors. It won't be long now before the roof and building is enclosed completely.

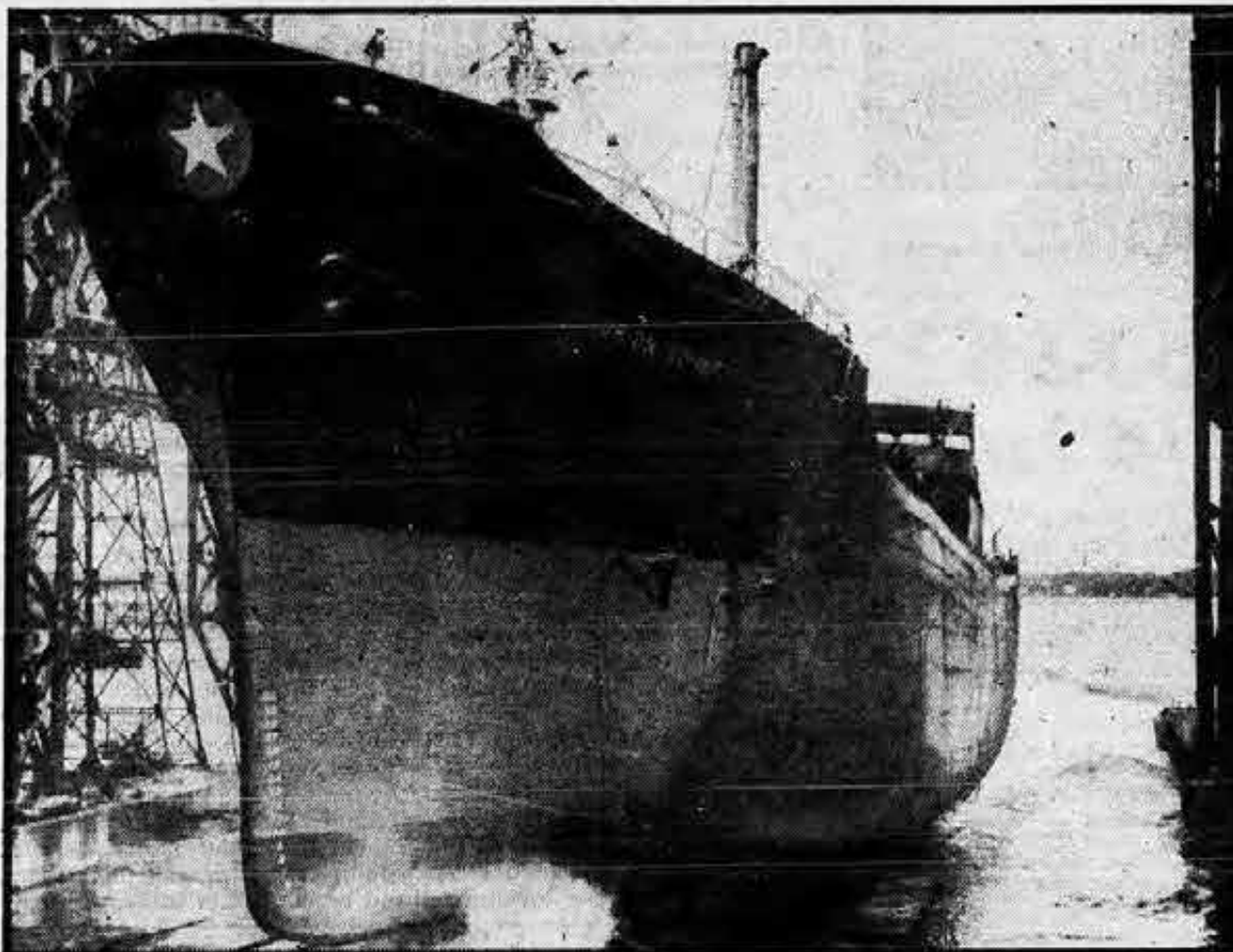
Elevator Added

Work on the ground floor is proceeding a little more slowly due to some alterations in plans. For one thing, it was decided that with a four story building an elevator would be advisable to avoid a lot of stair climbing. Plans for an elevator have been incorporated accordingly. In addition changes have been made in the layout of the cafeteria and cafe kitchen as well as other ground floor facilities.

Other important changes have been made in the original plans. Acting under the general authority voted by the membership, the Union has decided to add a two-story wing to the right-hand side of the four story main building. The wing will be 60 feet long by 30 feet wide, and the roof of the wing will come up to the level of the hiring hall. The hiring hall will open right out onto this roof which will serve as an outdoor sun-deck for men awaiting the job calls.

Other facilities that are being installed in the building include a cafe, cafeteria, a large branch of the Sea Chest, barber shop and bootblack stand, laundry drop, baggage room and recreation rooms. The building will be air-conditioned throughout. Parking space for Seafarers' cars is provided in an adjoining parking lot on the left side of the building.

A New Supertanker For An SIU Crew



The new supertanker Orion Comet, which will be one of the largest tankers to fly the American flag, slides down the ways at Quincy, Mass. The ship will be operated by an SIU-contracted company, and will take an SIU crew when completed. She is a big 29,300-ton vessel of new design.

Crews Of Gov't Ships Covered By Jobless Pay

The last remaining discrimination against seamen sailing Government-owned ships has been removed as Congress passed a bill extending unemployment insurance coverage to crews of vessels operating under GAA charters.

Up until now, crewmembers of these ships, hundreds of which were broken out of the boneyards and chartered to private operators had been denied unemployment compensation coverage. In effect then, men sailing two ships operated by the same company, could receive the coverage on one vessel and be denied coverage on the other ship merely because it was chartered by the National Shipping Authority to the operator involved.

Law Amended

The legislation passed by Congress amends the Internal Revenue Code so that officers and crews on vessels owned, operated or bareboat chartered to the Department of Commerce's National Shipping Authority are now covered. This is made possible by the bill's definition of the Government's general

agents as "instrumentalities of the United States not wholly owned by it."

Under the bill, seamen will be covered by the Unemployment Insurance laws of the individual states, depending upon where the general agent maintains its home office.

National Shipping Authority operations reached a peak of 500 ships in January, 1952, during the height of the coal shipment boom. While NSA operations have decreased since then, the agency still has over 100 ships out on charter, so that the bill affects a considerable number of seamen.

The fight over the unemployment insurance issue had been going on for over two years, ever since the NSA started operating on a large scale. Seamen on NSA ships are already covered for social security.

Becu Elected ICFTU Chief

Omar Becu, of the International Transportworkers Federation, was elected president of the International Confederation of Free Trade Unions at the recent Stockholm meeting.

The SIU is the only American maritime union affiliated with the ITF, in which Becu serves as general secretary. Becu is now the second officer of the ITF to hold a high position in the ICFTU. J. R. Oldenbroek, general secretary of the ICFTU, formerly held the position. Becu now occupies in the ITF. The ITF includes, maritime, railroad and trucking unions.

Mobile Port Now In US Top Ten

Riding the-crest of the bauxite boom, the Port of Mobile has moved up into the "top ten" list of US ports. Nor does the boom show any signs of ending as US plants step up imports of both bauxite and iron ore to feed the domestic industrial machine.

Last year the volume of foreign trade topped four million tons of cargo, an increase of about 25 percent over the previous year. Figures available for the early part of 1953 show an even more impressive growth in both tonnage and dollar value of cargo moved.

More Cargo Seen

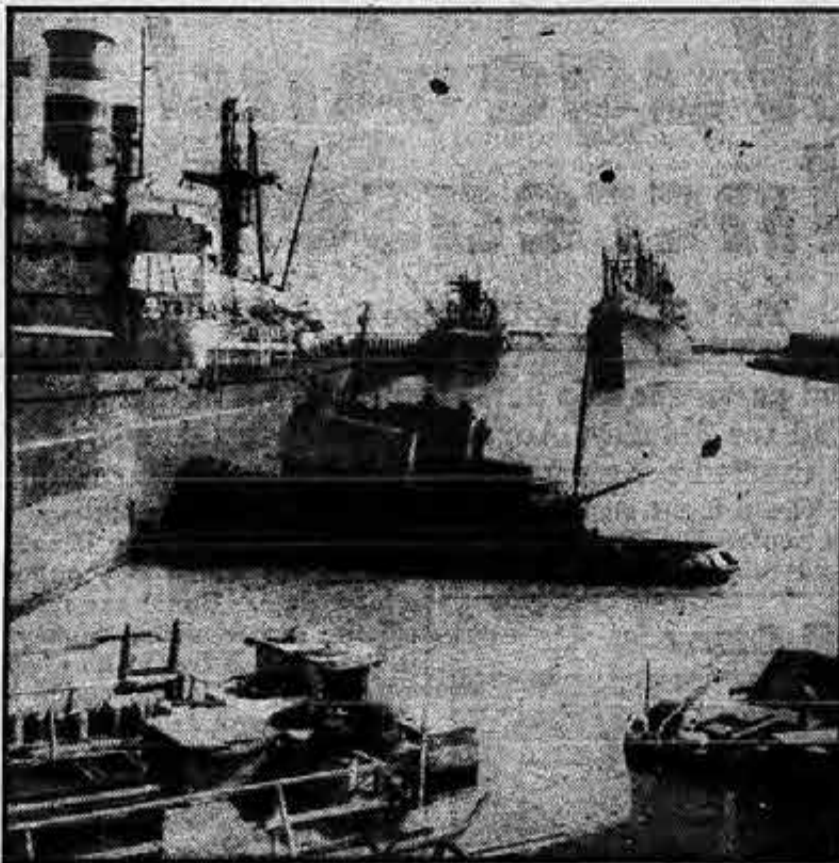
Even more bulk cargo is expected in the port when the new Venezuela iron mines of the US Steel Corporation start shipping ore to the States. The Venezuela mines are expected to become a major source of supply for US Steel's blast furnaces in and around the city of Birmingham.

With this rapidly-growing volume of cargo, plans are afoot to expand and improve port facilities of which the 25-year-old Alabama State Docks are the key. The Corps of Engineers has recommended deepening the Mobile bar channel to 42 feet and adding 100 feet to its present 500-foot width. The engineers also want to deepen the Mobile Bay Channel to 40 feet and widen it to 400 feet as well as to improve the inland waterways.

While all of the above depends on Federal action, the port itself has instituted several improvements in recent years and is planning more to come. A postwar expansion program completed last year included a bulk material handling plant to speed the movement of bauxite, a new grain elevator, a shipside coal storage plant, a flour blending plant and a modern cotton compress.

Top priority on future plans is given to expansion of the State Docks from the present 25-ship maximum to 30 berths. Numerous private firms are adding to plant facilities in the area.

While bauxite and iron ore dominate the port's import picture, other major imports include molasses, newsprint, sulphur, rubber, tobacco, bananas, and copper.



A tug finishes docking a freighter in one of the slips of the Alabama State Docks in Mobile as another freighter enters the slip. Mobile is now the tenth-ranking port in the US.

See Test Of 50-50 In Famine Aid Law

A new test of the 50-50 principle in foreign aid shipments is in the offing as Congress passed the \$100 million famine relief bill. For the first time, such aid legislation will not carry a specific clause directing the Government to ship 50 percent of the cargoes on American-flag ships.

Instead, the bill will rely on precedent set many times in the past on Mutual Security Agency shipments. The Mutual Security Agency will be expected to follow

the 50-50 practice even though it is not specifically provided for in the legislation.

When the bill which provides U. S. food surpluses for hungry nations was first passed in the Senate, it didn't carry the 50-50 provision. The House version of the bill was amended from the floor to insert the 50-50 clause. However, when Senate and House conferees got together, they dropped the specific 50-50 clause from the bill, explaining it was unnecessary to include the text because the Mutual Security Agency was handling the shipments. "It is the established policy of the Mutual Security Agency," the report read, "to follow this principle in shipment of United States commodities abroad and it is assumed that the policy will continue to be followed in this instance."

Maritime observers in Washington agreed that if the precedent held in this instance when it was not written into law, it might in the long run make it unnecessary to repeat the fight for 50-50 with every piece of aid legislation that comes up. The 50-50 arrangement would then become established US practice.

However, the SIU intends to keep a careful watch on the operations of the new aid program to see if the Mutual Security Agency will live up to 50-50 when it is under no legal compulsion to do so.

BROTHER CHAIRMAN!

The port of Lake Charles seldom has regular membership meetings because there usually aren't enough Union members around the town to make up a quorum. But last meeting night enough men turned to get a meeting going. They elected Brother A. G. Alexander as recording secretary and J. Phillips reading clerk to help run the show.



Phillips

Alexander comes from Louisiana's northern neighbor, Arkansas, originally and celebrated his 29th birthday last June 17. He joined the SIU in Galveston, Texas, on December 13, 1947, and sails in the deck department.

Phillips calls Brazos, Texas his home town and was born in the Lone Star State in 1916. He joined the SIU, though, by way of New York on October 28, 1948. He's married and sails in the deck department.

Boston's last port membership meeting featured two local boys as chairman and reading clerk. It appears as if the Boston natives stick pretty close to the home port at all

times. It must be that New England cooking that keeps them there.

Handling the chairmanship was Brother Thomas Fleming, a member of the deck gang, who was born in the Beantown on September 7, 1912, and still makes his home in that city with his wife Agnes. He joined the SIU in the Port of New York, January 5, 1944.

The reading clerk was Stanley Cieslak another Massachusetts man who hit the sea trail with the SIU. His 32nd birthday came up just this past Tuesday. He's been a member of the SIU since July 10, 1942, when he joined up in the port of Boston.

Out in California, you'll usually find a bunch of transplanted Easterners, and the last Wilmington port meeting was no exception. The chairman was Jack Walker from Indiana and the recording secretary was Clyde Parker from North Carolina.

Both Walker and Parker joined the SIU in New York, Walker in August 28, 1945 and Parker on May 21, 1946. They both sail on deck.



Parker

1945 and Parker on May 21, 1946. They both sail on deck.

As I See It . . .

Paul Hall



AS A GROUP, SEAMEN VERY LIKELY RANK HIGH AMONG those who do a good deal of reading. A big reason for this is that the seafaring man, aside from his personal tastes, turns to reading because of the peculiarities of his occupation.

Once a ship shoves off and is underway, recreational possibilities become very limited. There's little else to do in the off hours at sea except to read and to talk with shipmates. A good many Seafarers will read the print off anything they can lay their hands on. And it was with this in mind that your Union considered and then put into effect the recently-instituted system of placing libraries of fresh, varied and new reading matter aboard every SIU ship on a regular basis.

Shoreside people may not regard this as a particularly important thing, and of course, it doesn't loom very large in the face of bigger issues like contracts, working conditions and welfare benefits. But when a man has few things he can do in the way of recreation aboard ship, it can become a real pain in the neck. Being able to turn to reading to pass the time away, such as these SIU libraries will help make possible, ought to make it a bit easier for our people to pass the time, especially on those longer trips.

Once the disposition of these shipboard libraries is developed and functioning on the proper scale, which we expect will be in the very near future, your Union wants to hear from the men on the ships as to how they feel about this program. And if there are any special types of reading matter that is wanted, effort will be made to satisfy these requests in every way possible.

SIU REPRESENTATIVES WERE IN PHILADELPHIA THIS WEEK with a large group of Atlantic Refining seamen who were invited to attend a debate on the issues involved in the SIU organizing campaign.



It might shock some of the brothers to learn that this was the first time in the history of the Atlantic Maritime Employees Union that a rank and file membership gathering had ever been called. For under the constitution of that company union, the membership is completely shut out of the business of running the organization.

Although the chairman of the AMEU took a run-out powder and didn't show, a great many other Atlantic men did, and they spent quite some time discussing the issues in this campaign with representatives of this Union.

All of the SIU representatives there were favorably impressed with the serious-minded tankermen who showed their interest in learning the facts about the SIU. All these men need is a good union to become good union men; and that's something the SIU proposes to give them. Any time these men want to come down to our Union halls to talk things over, they'll find that all of our people, without exception, will be willing to take time off to satisfy their interest and give them the information they want.

YOUR UNION IS PRETTY PROUD OF THE FACT, PUBLISHED IN

this issue of the SEAFARERS LOG, that 12 Seafarers who have been in hospitals since the start of the Welfare Plan three years ago have collected a total of \$22,000 in hospital benefits. All of these men have been on the benefits list since the Plan has been in operation, and will continue to receive them for as long as they are needed.

Incidentally, quite a few of these 12 men were in hospitals even before your Welfare Plan started functioning. Under ordinary circumstances they wouldn't have been eligible for benefits. But the SIU felt that it couldn't slam the door on brothers who got sick a day before, or a year before the Plan went into effect, and were still laid up in hospitals. These men had fought in the big Union beefs like the rest of us and deserved that much consideration.

Therefore, your Union went ahead and set up a special list to cover them. The SIU, as far as we know, is the only Union to provide that kind of protection for its membership. A plan run by an insurance company couldn't possibly come through with this kind of a deal because an insurance company simply would not do this under any circumstances.

When you boil it down, the seaman who really needs a hand the most is the one who is flat on his back for six months, a year or maybe more. The other man will be up and around and back on duty aboard ship getting his payoff again. But the men with tuberculosis and other chronic diseases have a rough go of it. That's why your Welfare Plan has taken their needs into consideration and taken steps to protect them accordingly.

HERE AT HEADQUARTERS WE HAVE RECEIVED QUITE A FEW

favorable comments on printing of the trial committee reports, in the SEAFARERS LOG and the way your Union is handling the whole problem of discipline under the new Union constitution. It's a source of satisfaction to know that Seafarers have a constitution which protects them fully in such circumstances. This contrasts pretty sharply with the treatment dished out to Atlantic Refining seamen who come up on charges.

Recently as Seafarers know, the vice-chairman of the company union in Atlantic, Frank Fletcher, blew the lid off the company union's operations in testimony before the National Labor Relations Board. The next thing he knew the company union suspended him from membership without trial, even though their own constitution calls for some kind of a trial before any punishment can be dished out.

That sort of thing couldn't happen in the SIU. It's protection against unfair treatment of this kind, against having your membership rights yanked without proper procedure, that makes all the difference in a world to the seaman who is looking for real security through his union.



SIU Record 'Inspiring,' Sen. Kefauver Writes



Senator Estes Kefauver (seated at table, center) questions a witness during the course of his chairmanship of the Senate Crime Investigating Committee, during public hearings.

The crime-busting Senator from Tennessee, Senator Estes Kefauver, has hailed the SIU for its leadership, democracy and honesty in a glowing letter addressed to Paul Hall, SIU secretary-treasurer.

Senator Kefauver, who headed the famous Senate Crime Investigating Committee and was a leading contender for the Democratic nomination for President, noted that the splendid progress made by the SIU in behalf of seamen has been inspiring. Lauding the "type of honest, vigorous and intelligent leadership which has marked the progress of the SIU, A&G," the Senator added, "it has been inspiring to watch

the splendid progress of the SIU... during the past 15 years." He went on to say that it has, "practically eliminated the waterfront crimps and their evil practices, and (has) done much to improve wages and working conditions and stabilize tenure in an extremely casual industry.

Impressed By Constitution
"I have read your new constitution," Kefauver stated, "and am greatly impressed by its rigid preservation of the rights and powers of the rank and file."

The Senator then went on to comment about the great strides forward that the SIU has made concerning working conditions, wages and other benefits, and says, "And you have done all of this in accordance with the finest standards of American democratic trade unionism."

Senator Kefauver related that he has been following the developments in the maritime industry very closely, and has been studying what is being done in the industry. Because of this, he singled the SIU out for his praise.

Have Your Rating Listed In Book

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

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

First Of Union Libraries Going Aboard SIU Ships

The first of 40,000 books slated for immediate distribution started going aboard SIU-contracted ships this week as the Union inaugurated a new service, SIU-supplied libraries to all ships under contract to the SIU.

Developed by the SEAFARERS LOG staff through the LOG fund, the new library program will supply a new assortment of 50 books to each SIU ship every three months, free of charge to the membership. In addition, the 50-book assortments will also be placed by the Union in all USPHS hospitals, in all SIU halls and to the ships of the Atlantic fleet.

While the first SIU ship libraries were supplied to SIU-contracted vessels in New York, the libraries are now being distributed to all SIU branches, and are expected to be going aboard SIU ships in the outports within the next two weeks.

According to the program, each SIU ship is entitled to a 50-book assortment for each three-month period, beginning this month. Thus, if a vessel is scheduled to be out for six months, 100 books will be put aboard, a 50-book assortment for each three-month period. The same system of distribution will be followed with ships coming in after three, or six months, or any similar period.

Long-Time Need

The supplying of shipboard libraries by the Union has been established to fill a long-time need for reading material aboard ship. Seamen have always looked to reading material to pass away idle hours while at sea, but have found it difficult to get suitable material.

In some cases, the crew was forced to chip in to buy the reading material for the trip. In other cases, voluntary groups supplied ship libraries, but the crewmembers had to provide for some crewmen to use their valuable time in port to pick up and return these libraries. In addition, most of these libraries supplied by these groups proved to be cast-off reading material with pages missing,



Happy to be in first Seafarers to obtain the SIU-supplied library, crewmembers aboard the Beatrice (Bull) dig into the first 50-book delivery by the Sea Chest. Shown in the messhall, clockwise, are Jose Quimera, Al McDonald, Sea Chest representative; James Landron, an unidentified Seafarer, Joaquin Moldonado, Juan Rodriguez and Fred Loriz. The boys put the library to good use immediately.

torn, and consisting to a large degree of specialized books of no interest to most seamen, such as old textbooks and manuals.

Sea Chest Distribution

The SIU's new ship library program will supply new books, in a well-rounded assortment, to the ships. Distribution of the books is being handled by the SIU Sea Chest, which already has facilities in most major ports for supplying

staple books to the ships. On vessels not reached by Sea Chest representatives, SIU patrolmen or port agents will put the libraries aboard.

The libraries are clearly marked as coming from the SEAFARERS LOG, and will be delivered in care of the ship's delegate. Each book will be identified by the words, "Your SEAFARERS LOG Shipboard Library."

US Shipping Needs Still High As Truce Ends Korean Warfare

After three years and one month of warfare, an uneasy truce has settled on the Korean battlefield. It was on June 25, 1950, that North Korean tanks crossed the 38th parallel into South Korea, precipitating a bloody war that cost hundreds of thousands of military casualties and even larger

number of civilian deaths and injuries. Before the war was finished it brought in the Chinese Communist armies and North Korean troops on one side, faced by US and South Korean armies plus smaller units from many other nations.

With the Korean battlefield located better than 5,000 miles from the West Coast of the United States, merchant shipping played an impressive role in the conflict. The armed forces in Korea depended on merchant shipping for food, arms, munitions and other supplies.

Ship Breakout

As a result a large percentage of the US merchant fleet was involved in the Korean run, and in addition, the US Government broke numbers of Liberty and Victory ships out of its reserve fleets for charter to private operators. The Korean war, too, stimulated a far-flung rearmament program involving the construction and supply of bases in many parts of the world.

Now that the fighting has stopped

for the time being, the question arises as to what effect it will have on the shipping picture, along with other industries in this country.

While there will undoubtedly be some lessening in tonnage requirements for Korea, the need for shipping to that area is far from over. At present just one SIU-manned Victory ship has been laid up by the Government. Shipping needs are expected to continue on a high level for some time to come. Under the terms of the truce, the US will maintain its armed forces in Korea at the present level of strength, as will the South Korean armies. These forces will have to be supplied with their everyday necessities, although shipments of ammunition will be reduced.

Rehabilitation Program

In addition, the end of fighting paves the way for a long-pending massive program of rehabilitation in Korea. The US Government is prepared to spend huge sums of money to purchase and ship food, farm equipment, livestock, building materials, clothing, industrial

machinery and other necessities to Korea so that war-torn country can reconstruct its economy. The Senate has already voted a \$200 million instalment on this program.

Shipping of Government military supplies, and military and economic aid to other areas will continue as before. Supplies to Indo-China will continue at the present level, or may be stepped up if the need arises. The mutual security aid program to Europe has been approved for another year and Congress has just passed a bill for the disposal of \$100 million worth of agricultural commodities in needy nations.

The string of US bases built around the world in such places as Greenland, French Morocco, Japan and other areas will continue to receive shipments as will the Chinese Nationalists on Formosa.

All in all, while there will be some falling off of shipping activity resulting from the Korean truce, the maritime industry has a lot of jobs left to do for the Government.

YOU and the SIU CONSTITUTION

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

From Article XXVII Section 1

"Any member may submit, at any regular meeting of any Port, proposed amendments to this Constitution in resolution form."



The SIU Constitution, like any document designed to preserve the democratic process, allows for changes of its provisions. Members who have ideas on how to improve the Constitution can hit the deck at any regular membership meeting and offer them in the form of resolutions. If the resolution is adopted, the amending procedure will follow.



'A Career—Thanks to SIU'



SIU scholarship winner Robert Goodwin holds his daughter, Sylvia, as Mrs. Anna Gettle, great-great grandmother; Mrs. A. L. Burton, Sylvia's great grandmother and Mrs. George Staley, Sylvia's grandmother, look on. (At right, arrow) takes part in football practice at Lake Washington High School, which he attended previously.



A career in dentistry that would otherwise never have come about is in line for Robert Goodwin, son of Seafarer Eugene Goodwin. One of the winners of the \$1,500 annual SIU scholarship awards, Goodwin has enrolled in the University of Oregon Dental School in Portland, Oregon, for the four-year professional course.

Goodwin, who is married and the father of a 19-month-old daughter, was finishing up his col-

lege courses at Pacific University in Forest Grove, Oregon, when the scholarship opportunity came along. He had thought of going to dental school but had dismissed it from his mind as financially impossible. He was considering going on in teaching, something he had been doing on a part-time basis in college while finishing his schooling.

"Until I got the scholarship," Goodwin said, "I didn't see how I could go on because of the expense involved and the fact that I have a family. The scholarship is what is making it possible for me to

enter dental school and make ends meet."

Up until now Goodwin has been working his way through college in the time-honored tradition. A \$400 annual award at Pacific University helped him along somewhat, and the rest of his expenses have been paid by a variety of outside jobs. He worked evenings and week ends in a local drugstore, and more recently has held a part-time position as lab instructor at the college while going to school summers and part time.

Scholastic Honors

Despite the heavy schedule, Goodwin found time to play on the University's tennis team and keep up his scholastic record to the point that he was chosen a member of the Blue Key Society, a national scholastic honorary society and was listed in the Who's Who in American Colleges and Universities.

This summer, Goodwin received his Bachelor of Science degree

from Pacific U. and went to work as a surveyor for the US Geological Survey at Kirkland, Washington, just across Lake Washington from the Northwest port of Seattle.

Goodwin, who is 24 years old, attended high school at Lake Washington High in Kirkland. He was a three letter man in sports there, participating in football, tennis and basketball, and graduated 11th in a class of 151 seniors.

"I was certainly pleasantly surprised to be accepted," he said. "Fortunately I was able to make the necessary arrangements to enter the dental school this September."

Goodwin's father, Eugene Goodwin, is currently sailing with the SIU-affiliated Brotherhood of Marine Engineers on a 3rd assistant's license. He is aboard the Steel Apprentice (Isthmian) at present. He has been a member of the SIU since November, 1944, and like many licensed officers who have come out of the force, still maintains his active SIU book.

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

SIU COMMITTEES

AT WORK

One of the stumbling blocks that other maritime unions have tripped over in years gone by has been the difficulty of keeping close control over the union's finances. With most of the membership out at sea at any given time, and with any maritime union operating out of many ports at the same time, the problem of financial control can become a real headache.



West

Weekly Election

That's why the SIU has provided for the weekly auditing committees and other painstaking auditing procedure in its constitution. Week in and week out in every SIU port on all coasts membership committees audit the Union's financial operations. This is part of the system through which Union expenditures in all ports are scrutinized by the membership through its committees and then posted on bulletin boards for other members to examine. These reports also have to be approved by the Union membership meeting.

In that way a close check can

be kept on the far-flung financial activities of the Union and its employees, and the Union's financial health, week by week, can be observed.

Three Man Group

These financial committees, consisting of three members, are elected at special membership meetings called weekly for that purpose in each port. In Boston, for example, the last committee consisted of J. Preshony, J. O'Brien and J. Farrand. The Norfolk auditing committee was made up of S. M. Orr, P. J. Millican, and J. A. Menville. In Galveston the three committee members were Norman West, R. F. Milton and Niel C. Patterson.

In these three ports as in all others, the committee checked the port's income and outgo and listed in its report all expenditures made for that period. A more thorough and painstaking audit of all ports' finances is taken every three months by the quarterly financial committee elected in headquarters for that purpose.



Menville



Goodwin

SIU NEWSLETTER from WASHINGTON

In the closing days of the first session of the 83rd Congress, which quit on August 3, the following important legislation, of interest to the maritime industry, was approved:

(1) **Maritime Appropriations**—A total of \$55,000,000 was allowed by Congress for the payment of operating subsidies owing to subsidized lines for the years since 1947; another \$890,000 to operate state marine schools for the fiscal year 1954; the appropriation law contains a proviso that not more than 1,600 voyages can be subsidized by the Government during the 1954 fiscal period, of which 100 voyages will be set aside for operators who were not subsidized prior to July 1, 1952.

(2) **Mutual Security Agency**—Congress approved the reorganization plan of President Eisenhower, abolishing MSA, and setting up, in lieu thereof, the new Foreign Operations Administration which will carry out functions of the former MSA and ECA. Harold E. Stassen, of Pennsylvania, was confirmed as the Director of FOA.

For the 1954 fiscal year, Congress allowed FOA a total of \$6,652,000,000 to cover shipment of materials to friendly nations abroad. Although Congress put a 50-50 shipping provision in this appropriation bill, it is a considerably watered-down proviso, in that, among other things, 50% of the commodities would be shipped on US-flag vessels "so far as is practicable." In addition, prior appropriation bills have contained 50-50 shipping provisions, providing that this 50 percent US-flag carriage must be computed separately for dry cargo vessels and for bulk carriers. However, the new shipping provision just approved does not provide for this separate computation, but throws the US ships into one category, so that, overall, and not separately, 50 percent is to be carried by our ships.

(3) **Emergency Immigration**—Congress compromised the immigration legislative request of Eisenhower and passed a bill providing for admission to the US up to 214,000 refugees, orphans and close relatives of US citizens.

(4) **New York-New Jersey bi-state waterfront compact**—Congressional sanction was given in the closing days of Congress to the new compact between New York and New Jersey, known as the Waterfront Commission Compact. The necessity for the Congressional approval arises from article I, section 10, of the Constitution of the US, which provides that "No state shall, without the consent of Congress * * * enter into any agreement or compact with another state * * *." The bi-state compact provides for the licensing of pier superintendents and hiring agents, stevedores, the abolition of the public-loading system, and registration of longshoremen.

(5) **Private financing of new ship construction**—In order to take the Government out of the business of advancing funds for merchant ship construction, Congress passed a measure to facilitate private financing of new ship construction. The new act provides that the Government would insure up to 90 percent of the construction cost, with private lenders insuring up to 10 percent. The insurance bill extends its coverage to US vessels engaged in the foreign trade.

(6) **Unemployment insurance for seamen**—After battling over this proposal for the last two years, Congress passed legislation providing unemployment insurance for seamen on General Agency Agreement ships (Government-owned vessels) operated through the National Shipping Authority.

The NSA activities, from a peak operation on January 31, 1952, of over 500 ships with an average crew of 40 men, dropped by January 1, 1953, to a low of about 100 ships.

The new bill approved by Congress provides for Federal consent for coverage by the states of merchant seamen on GAA ships. Federal consent is necessary because these seamen are deemed to be employees of the United States.

(7) **Famine relief abroad**—Congress cleared for Presidential approval the measure authorizing the President to furnish emergency assistance in the form of agricultural commodities to friendly nations abroad suffering from famine. There is no specific 50-50 shipping proviso in this new Act, but Congressional debate on the proposal clearly shows that it is the intent of Congress that the 50-50 shipping provision be adhered to.

Just three days before Congress adjourned, President Eisenhower sent up a special message recommending extension of old-age and survivors' insurance, under which plan about 10½ million individuals would be offered social-security protection for the first time.

According to Oveta Culp Hobby, Secretary of the Department of Health, Education and Welfare, about 30,000 employees engaged in fishing and similar activities, who are not now covered, would be brought in under the plan, as well as American seamen employed on foreign-flag vessels by American employers.

One important bill which has been pushed by the Eisenhower Administration and deemed as "must" legislation, but which failed of enactment, was the measure under which the Department of Commerce would have been allowed to purchase some 40 T-2 type tankers, at least 10 years old, in consideration of the building, by the private operator, of new, modern tankers. The Government had hoped that about 20 new tankers would be constructed in this fashion, but the plan was blocked in the closing days of Congress by Representative Bonner, North Carolina.

The National Security Council, the Department of Defense and the Department of Commerce campaigned vigorously before Congressional Committees in behalf of this bill. There was no opposition to it from industry. The only opposition to any provision of the measure came from the Military Sea Transportation Service which wanted to make it clear in the proposal that none of the Defense Department appropriations would be used to carry out the purposes of the bill.

It was the view of Representative Bonner that the tanker bill was open to serious criticism and should be studied much more carefully by Congress. Bonner was particularly critical of leaving completely open the matter of the price to be paid by the Government for the old tankers to be acquired under the measure.

Your SIU Washington Reporter

Top of the News

THOUSANDS FROM EAST GERMANY SEEK FOOD—Hundreds of thousands of East German citizens flocked to West Berlin to take advantage of food parcel distributions by the West. In some instances they traveled as much as a hundred miles in the face of threats of retaliation by the East German government. Meanwhile the first shipments of American food for East Germans arrived in German ports.

ITALY HAS GOVERNMENT CRISIS—The pro-US cabinet of Italian Prime Minister Alcide De Gasperi collapsed from lack of votes in the Italian parliament. The defeat of the government was foreshadowed by Communist and Fascist election gains in the recent Italian elections. Both left and right-wing parties gained votes and seats at the expense of De Gasperi's party, the Christian Democrats.

SENATORS TAFT AND TOBEY DIE—Senator Robert A. Taft, majority leader of the Republican Party died in a New York hospital last week at the age of 63 as the result of a rapidly spreading internal cancer. He had been seriously ill for several months but the cause of his illness had not been revealed. Another veteran Republican Senator, Charles Tobey of New Hampshire was the victim of a heart attack at the age of 73. Tobey gained nationwide fame for his role in Senate crime investigations.



A recent photo of Senator Taft taken shortly before he entered the hospital.

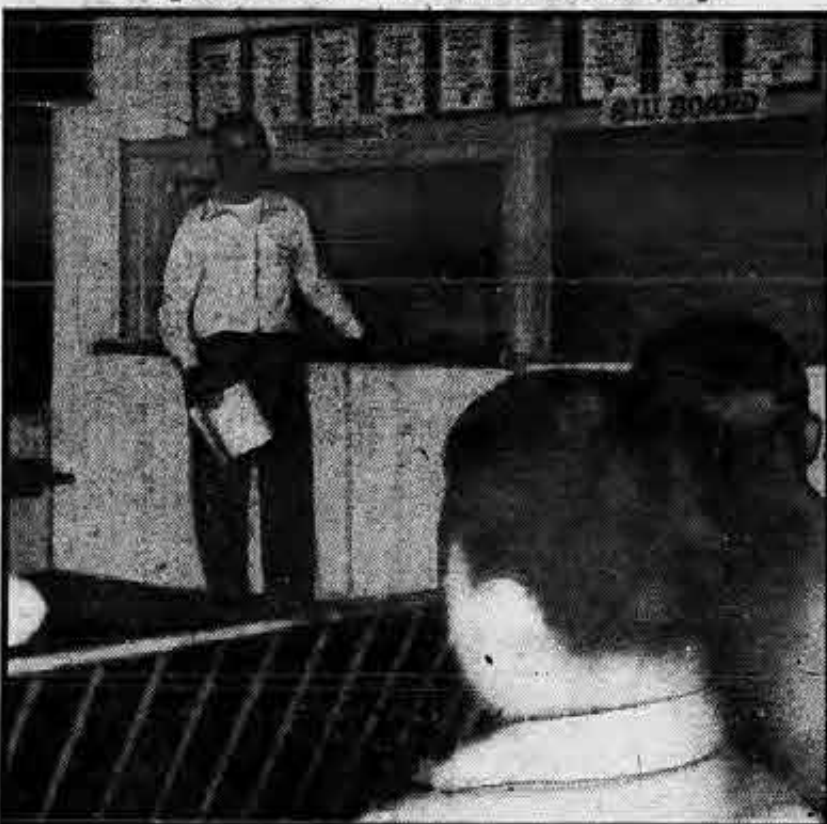
DEBT LIMIT RISE SEEN—Congress may have to take action to raise the legal ceiling for the national debt which presently stands at \$275 billion. The action may result from the fact that the Treasury is going deeply in the red and is pressing against the national debt roof. The highest debt ceiling was \$290 billion at the end of World War II but it was reduced by act of Congress shortly afterwards.

CONGRESS PASSES NEW DP BILL—A new bill to admit over 200,000 refugees to the US has been passed in differing versions by the Senate and House. The bill will permit such admissions over approximately 3½ years. Most of the refugees are those who fled from behind Iron Curtain countries to Germany and Austria since the end of the war, but some are Asiatics and orphans from various countries.

TAX BUREAU HUNTS FOR EVADERS—Internal Revenue Bureau agents in four states are conducting a door-to-door hunt for people who have failed to file income tax returns. Sample canvasses are being carried out in parts of Texas, Massachusetts, Nebraska and Ohio. In Nebraska alone, the agents found that 14 percent of businessmen questioned had failed to file certain 1952 tax return forms affecting business.

FEDERAL RENT CONTROLS EXPIRE—Federal rent control laws ran out on July 31. An estimated 5,600,000 dwelling units in states that have no local rent control laws are affected by the move. New York, New Jersey and Connecticut on the East Coast have their own rent control laws.

Report To The Membership



Paul Drozak, Seattle port patrolman, gives membership accounting of his activities during past two week period. Lining wall are SEAFARERS LOG awards won in International Labor Press competition in recent years.

Charters Sour, Co's Glower

Five over-eager foreign-flag ship-owners were mad enough to knock the fluffings out of a Stearns and Foster mattress after they had been taken in a phony ship chartering deal to the tune of 100 grand.

Always on the lookout for a mattress-full of American dollars, they gobbled up "charters" supposedly authorized by Stearns and Foster through the Everest Shipping Corporation. The ships loaded, bills of lading were signed and some of the vessels took off for foreign ports.

The operators were happily tallying up the exchange rate of dollars for drachmas or whatever currency they were interested in, when the blow fell. Stearns and Foster placed a legit notice in a newspaper saying that it had nothing to do with any such chartering arrangement, was not in the steamship business and furthermore had no idea what it was all about.

Somebody's Gotta Pay

When that came out you could have heard the roar of dismay all the way up to Yonkers and points north. The unhappy operators forgot about their drachmas and descended on the equally unhappy ship brokers who arranged the deal all chanting in unison, "Who's gonna pay for our ships?"

Everest and Company shrugged their collective shoulders and said they didn't know anything. All they knew was that they had received a letter from "James E. Stearns chairman" instructing them to arrange the charters on behalf of the mattress company.

The only hitch was that Stearns and Foster have no James E. Stearns on the payroll, either as chairman or shipping clerk.

So if you happen to see any wild-eyed shipowners prowling up and down South Street swinging leaded hawser ends you'll know they're looking for Mrs. Stearn's little boy, Jimmy.

New Booklets Tell SIU Story To Tanker Crews

A new series of informative booklets have been produced by the SEAFARERS LOG staff and are available for distribution in major SIU ports.

Included among the booklets is a reprint of the new SIU constitution in handy pocket-size form with illustrations and explanatory matter, and the story of the Atlantic Maritime Employees Union's operations.

Other booklets in the series include "Money Isn't Everything, But..." which describes all the ways, besides porkchops, in which the SIU can benefit seamen; and "Who Talks For You?", the story of SIU representation.

Others are, "Two Ways About It," a step-by-step detailed description of all phases of operation of the SIU as compared with Atlantic Refining's company union; lantic Refining's company union;

Put Number On Meeting Excuses

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

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

original cartoons; and "Anchoritis" a humorous description in words and pictures of life in Atlantic's shipping hall.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Who Will Insure A Seafarer?

In the last issue of the LOG, this column pointed out why "term insurance" is generally the best type of policy for a moderate-income family. Term insurance is simply protection for your family against death. It has no "savings" or cash surrender value, like whole-life insurance, but as pointed out previously, cash-surrender provisions of expensive policies have little value in many cases. The insurance company retains the cash surrender value if you die, and your family gets no more money than if you had bought the low-priced term insurance.

It's not always easy for Seafarers and other industrial workers to buy term insurance. Many of the commercial companies refuse to sell it to them, and insist they buy the costlier whole-life policies. Metropolitan Life Insurance Co., for example, has possibly the lowest term-insurance rates in the country, but only for white-collar workers. There are however several good sources for term insurance who will sell to Seafarers, notably the Farm Bureau Life Insurance Co. and Union Labor Life Insurance Co. But most Seafarers do have to pay more for the insurance than white-collar workers.

At age 35, Farm Bureau's rate for term insurance is \$10.54 per \$1,000 of coverage, less average dividends of \$1.80 a year during the first five years, which makes the net cost \$8.74. During the second five years the dividend rises sharply so the net cost is even less. Union Labor's rates are close to these, with the dividend a little higher the first five years, and less than Farm Bureau's the next five.

Negroes, too, who often have a hard time buying term

insurance from many commercial companies, will get more help in this respect from Farm Bureau or Union Labor Life.

Responsible Companies

Two other large companies that are more liberal than most about selling term insurance are Accidental Life Insurance Co. (main office is Los Angeles, Calif.) and Manhattan Life Insurance Co. (main office is New York City.)

The lowest-cost deal of all is the GI insurance. Ex-servicemen who have it should hold on to it, preferably on the "term" basis, rather than converting, if the main purpose is maximum family protection at minimum cost.

You can get addresses of local representative from Farm Bureau by checking your phone book or writing the main office of the company at Columbus, Ohio. The home office of Union Labor Life Insurance Co., is 570 Lexington Ave., New York City.

Generally term insurance is taken out for five years at a time and must be renewed at the end of each 5-year term. There are two types of term insurance: renewable and non-renewable. The renewable type can be extended at the end of its term without another physical examination. It's important to buy only this type because your physical condition might change, and you might not be eligible for the term insurance when the time for renewal arrives.

Not only do you save a lot by buying term insurance, but you can cut the costs even further by buying it in a group, as many employers and unions throughout the country often arrange to do. The laws governing group

insurance vary from state to state, but generally there must be a certain minimum number of people in a group. That way, the group can bring the cost of insurance for its members in some cases down to as little as \$5 or \$6 a year per \$1,000 of insurance. That's certainly a lot better than the \$20, \$30, even \$50 many wage-earners now pay.

If you already own a costly whole-life policy and want to get a lower-priced term policy instead, first make sure you can pass a physical for term insurance before you drop the old policy. Generally it's best to keep quiet about your plans. Some of the insurance companies have an agreement not to sell a man term insurance if he plans to substitute it for a whole-life policy.

You can also cut insurance costs by as much as eight percent by making annual payments rather than quarterly or semi-annual. If it's difficult to make a single payment on a large policy, you can still get the annual rate by taking out several \$1,000 policies spaced several weeks or months apart. Just be careful you don't space the \$1,000 policies so far apart that you get into a higher age rate.

Who Should Carry Insurance?

It is primarily the life of the family breadwinner that must be insured not lives of his wife, children or aunt. Frequently, after an agent has sold the breadwinner a policy, he will also try to sell him policies for his wife, etc. What happens in such cases is that the family disperses its insurance, and while spending a good deal of money, still has little protection in case its chief source of income is removed. Endowment policies for children are not as profitable as Government bonds. That is, money accumulates faster in the bonds than in endowment policies.

The Hoosier, Newest Mariner, Takes Crew



George Denny, chief mate (left) and Seafarer Fred Sokolowski have a conference as they map out the work schedule for the deck department on the new Hoosier Mariner before her first trip.

Another of the new Mariner-class ships assigned to an SIU-contracted company, the Hoosier Mariner, has been crewed up out of the Philadelphia hall. Isthmian Steamship Company has received this newest of the Mariners which like the others, will operate on Military Sea Transport Service assignments.

The Hoosier Mariner called for a crew last week at the Philadelphia branch hall and then went up to the Staten Island, N.Y. Army base for cargo before returning to Philadelphia for the start of her maiden voyage.

In the near future, the Mississippi Shipping Company will take over the Magnolia Mariner from the Government and crew her up on the Gulf. This will make four Mariners manned by Seafarers, the other two being the Keystone Mariner operated by Waterman and the Cornhusker Mariner assigned to Robin Line. The latter ship is out of action at present after having run aground in Pusan, Korea. Several more Mariner assignments are expected in September and October.

Corsair Spots Sinking Ship In Caribbean

A leaky, wooden Panamanian freighter was taken in tow by a salvage tug after it was spotted by the SIU-manned Alcoa Corsair about 120 miles southeast of Mobile.

The freighter, Dorotea, a 30-year-old ship, had signaled the Corsair by blinker that its boilers and radio were not working and it couldn't remain afloat for more than another 24 hours.

The tug Salvage Cable then took the Dorotea in tow to Mobile in the hope of saving the vessel and its cargo of lumber.



Philadelphia patrolman John Hetzel (right) takes the deck to say a few words as the crew of the new Hoosier Mariner holds its first shipboard SIU meeting before sailing under MSTs.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 7-20-53 To 7-31-53

No. Seafarers Receiving Benefits this Period	1192	
Average Benefits Paid Each Seafarer	6990	
Total Benefits Paid this Period		83,326 00

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5625 00	
Death Benefits	10,000 00	
Disability Benefits	1,200 00	
Maternity Benefits	5,600 00	
Vacation Benefits	60,901 00	
Total		83,326 00

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	350,955 00	
Death Benefits Paid Since July 1, 1950 *	638,817 61	
Disability Benefits Paid Since May 1, 1952 *	155,900 00	
Maternity Benefits Paid Since April 1, 1952 *	145,200 00	
Vacation Benefits Paid Since Feb. 11, 1952 *	2372,438 58	
Total		3,523,001 19

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	499,135 22	
	Welfare	668,473 66	
Estimated Accounts Receivable	Vacation	311,559 00	
	Welfare	328,839 00	
US Government Bonds (Welfare)		1,580,707 82	
Real Estate (Welfare)		320,309 90	
Other Assets - Training Ship (Welfare)		69,573 74	
TOTAL ASSETS			3,833,598 34

COMMENTS:

Many Seafarers when applying for disability benefits are not completing their applications correctly, which results in a delay on the processing of their application. The nearest SIU Port Agent will gladly assist in the filing of any applications for benefits.

Applicants for the scholarship benefits are requested to file as soon as possible if they wish to be eligible for the next four scholarships. Applications for scholarship benefits should be sent to Robert Creasey, Administrator, Seafarers Welfare Plan, 11 Broadway, Room 1060, N.Y. 4, N.Y.

Al Kerr
Al Kerr, Assistant Administrator

Submitted 8-3-53

... and, remember this ...

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

UNION TALK



By KEITH TERPE

To those of us of the SIU who attended the open forum at the Broadwood Hotel in Philadelphia on Monday night, the failure of Atlantic Maritime Employees Union chairman Stanley Alcott to attend came as no surprise.

It had been the earnest hope of the SIU and its officials that Alcott would recognize his obligation to Atlantic tankermen to stand before them and openly state the position of the AMEU on the issues so vitally affecting them—issues which the SIU has been attempting to clarify ever since it began its Atlantic organizing campaign.

Instead, Alcott chose to remain in hiding, and to content himself with a shoddy display of "courage" by issuing, in writing, a series of "challenges" to the SIU which he did not dare to present in person.

Following AMEU Line

Alcott's failure to appear at the forum came as no surprise because this is the line that the AMEU, its officers and its cohorts have been following throughout the organizing campaign and SIU representatives have observed numerous manifestations of it.

Only a few weeks ago, for instance, a bosun on the Atlantic tanker W. C. Yeager—Mike Shinuta—found himself in pretty much the same position Alcott was in Monday night—and took the same way out.

Shinuta, the leader of the small hard core of pro-AMEU men still left on the Yeager, had long been going around hurling verbal and unsubstantiated charges against the SIU and its operations. Yet when SIU representative Earl Sheppard challenged him to stand up before a committee of his—Shinuta's—own choosing, and prove the truth of his allegations, Shinuta immediately backed down and clammed up.

Similarly, very early in the organizing drive, the AMEU came out with the completely unsubstantiated charge that the SIU did not have enough jobs for all of its current bookmembers, let alone Atlantic men.

Meeting this accusation head-on, the SIU immediately offered to put up \$10,000 if the AMEU would do the same, and would agree to put its \$10,000 into a welfare fund for seamen's wives and children if it were proved wrong.

AMEU, doing exactly what Alcott and Shinuta did later, turned a deaf ear to the proposal. The SIU, however, went ahead on its own with an independent outside audit of its job records which proved that it has better than one job for each full bookmember.

Esso, Too, Has Ills

The more we hear about the operations of various East Coast oil tanker companies, the more we are impressed—dismayed would be a better word—by the similarity of functioning in all of those organizations in which tankermen are represented by no strong outside union which is completely free of company domination and in a position to bargain independently and aggressively for the rights of its membership.

Throughout the Atlantic Refining organizing drive, SIU representatives have come upon instance after instance in which tankermen failed to obtain the pay, security or conditions to which they are entitled simply because their "union" would not, or could not, go to bat for them.

Now it is becoming increasingly clear, through reports we are getting from numerous sources, that tankermen who are members of other so-called "employees unions" are in exactly the same boat that Atlantic men are.

Recently, for instance, there came to our attention a bulletin issued by the Esso Tanker Men's Association, reporting on the progress of current negotiations between the ETMA and the company for a new contract.

This bulletin reports that when asked for a 10 percent wage increase, the company responded with a flat "no"; when asked to increase continuous service pay, the company proposed that it be reduced, and when asked to increase paid leave, the company told ETMA representatives they were "out of their minds."

We believe treatment like this indicates the status "employees unions" hold in the minds of management, and the effectiveness they exercise in successfully negotiating in behalf of their membership.

12 Get \$22,000 Benefits

A total of \$22,000 in hospital benefits has been paid by the Union to 12 Seafarers who recently started their fourth year of collecting the weekly SIU payment.

The dozen Seafarers, all of whom have been hospitalized for more than three years, have been collecting their money every week since the start of the SIU Welfare Plan on June 1, 1950.

Unlike those seamen belonging to other outfits or from unorganized companies, the Seafarers did not have their benefits cut off after a few weeks. While these men from other outfits found themselves with no benefits after a few weeks, the Seafarers collected their benefit every week, are still collecting every week, and will continue to collect each week until they are no longer hospitalized.

In cases of long-term hospitalization, the seamen from other outfits have stopped getting benefits after a few weeks, and have been forced to solicit contributions from the ships in order to get cigarette and pocket money. Hospitalized Seafarers, however, are able to count on the weekly hospital benefit for as long as they are in the hospital.

Some of these 12 Seafarers who have been hospitalized over three years, were in the hospital long before the SIU won its Welfare Plan. For example, Enrique Ferrer at Manhattan Beach has been hospitalized since March, 1943, and Ed Pritchard now in a sanitarium in Monrovia, Calif., has been hospitalized since July of 1949.

Not Forgotten

When some of the other outfits started welfare set-ups, men who had been hospitalized before the plan started were forgotten. However, when the SIU won its Welfare Plan, the Union fought for and won the same benefits for Seafarers who were already hospitalized.

By the same token, the SIU has made sure that these long-term patients also shared in every increase made in hospital benefits. When the Plan first started on June 1, 1950, the hospital benefit was \$7 per week. On June 3, 1951, the hospital benefit was raised to \$10 weekly, and on November 4, 1951, it was raised to its present level of \$15 per week. These men shared in all these raises, as well as getting special cash bonuses and gifts voted by the Welfare Plan at Christmas and other holidays.

All of these Seafarers, as well as any other Seafarer who is hospitalized, can rest easy in the knowl-

edge that they will collect their SIU hospital benefit for as long as they are in the hospital. Founded on the basis of helping when help is most needed, the SIU recognized that the hospital benefit money is needed more during a long-term illness than it's needed during the first few weeks a man is in the hospital, and the Welfare Plan was set up with this in view.

These 13 Seafarers who have collected their money every week for over three years—and are still collecting—are proof of the success of the Plan. The men include: Pritchard, Ferrer, Tim Burke, Harry McDonald, Rogelio Cruz, Leo H. Lang, John Driscoll, Archibald McGuigan, Vic Milazzo, Peter Smith, Joseph Koslusky and Frederick Landry.

Senators Told Mariner Program Will Pay Off

A spirited defense of the Mariner-class construction program was made before a Senate subcommittee by Vice-Admiral E. L. Cochrane, former Maritime Administrator. Admiral Cochrane declared that the modern, high speed ships would prove to be commercially suitable because their speed and fast turn-around time would attract premium cargoes.

The Mariner-class vessels have been under attack for some time as being too big and too expensive to be purchased and operated by private shipping interests. Up until now, few companies have expressed any interest in purchasing the Mariners, which cost around \$9 million each to build.

Admiral Cochrane agreed that the cost of the vessels was a big drawback to private operators, but declared that the vessel's lower operating costs in terms of speed and the amount of cargo carried would pay in the long run.

Industry Consulted

He also declared that the industry had been fully consulted on the design of the vessels and that the Maritime Administration did its best to incorporate features that were desirable from a commercial point of view.

High speed, the Admiral said, is an advantage in that it will attract cargoes of high value that a shipper is anxious to get quick transportation on. He declared this would be particularly true of the trans-Pacific trade, and pointed to Moore-McCormack's interest in converting Mariners to passenger-cargo combinations for the Latin

American run as an example of the ships' usefulness.

The Admiral claimed further that the Mariner engines had been designed for maximum fuel economy, with the result that their fuel use was about the same as Liberty's traveling at much lower speeds.

Backs Unionists In Public Posts

DALLAS—The idea that union men shouldn't run for public office because they will be unduly influenced in their outlook was attacked by William J. Harris, president of the Texas State Federation of Labor in an article in the "Review," a state federation publication.

Harris, who is a city councilman in Dallas, pointed out that union members have the same right as anyone else to run for public office. He declared that those who object to union men have the idea that union men never consider the welfare of the community and that they are beholden to union leaders for all their actions.

Union members, Harris concludes, run for office "because they are people, citizens and taxpayers, not because they are union members."

Cartoon History Of The SIU

NMU Internal Warfare

No. 43



It was no secret that most NMU officials were Communist Party members. When the CP line changed after World War II, many old-time CP hacks were expelled from the party. Joe Curran, who if not a CP member, had certainly been a devoted fellow-traveler, took advantage of the split and declared war on the party-line hacks in the NMU.



This "war against Communism" within the NMU began a great sell-out of the seaman. In the eagerness to "get" each other, the officials ignored the needs of the membership. The simplest beefs remained unsettled, and the operators saw their chance, and began to chisel on conditions and overtime aboard the NMU ships.



The "crusade against Communism" in the NMU soon became a straight fight for power. The Curran forces have so far been victorious, but the fight left the NMU drained and weakened. The members were the ones to suffer. The NMU now merely tags along as the SIU leads the way in the fight for better wages and conditions.

PORT REPORTS

Savannah:

French Creek's Deck Dept. Gets Easy OT

Shipping has been good in this port, and we expect that shipping for the next few weeks will remain at the same good level.

We paid off the French Creek (Cities Service) and then signed her on again. In-transit, we had the Lone Jack, Winter Hill and Salem Maritime



Smith

(Cities Service), the Hilton (Bull), the Southwind (South Atlantic), and the Raphael Semmes (Waterman).

We had a beef on the French Creek about some work that was done by the captain and the mate. We took the thing right up, and collected some easy overtime for the deck department for this work.

We had A. H. Smith on the beach here, after he just returned from spending the last year aboard the Southstar as bosun. Right now, he's home to get acquainted again with his twin boys and his wife, after that long trip.

Blizzard Heads Out

We also have J. B. Henley here, fresh off the Seatrain New York for a rest, and we had Brother John Blizzard here on the beach for a vacation. He made the mistake of walking into the hall, though, and we talked him into shipping out again before he knew what was happening. So, now he is on the French Creek.

We attended the meeting of the Trades and Labor Assembly of Savannah, where we discussed the present Coca Cola strike in this city. The assembly went on record to do everything possible to help out in this strike, and to give any assistance that might be needed.

The SIU, of course, has offered any help needed in this beef, as it is always the policy of our Union to help other organizations in a just beef.

In the hospital here, we have L. Anderson, J. Morrison, H. Mathes, F. Grant, J. H. Hall, J. Neveraskus, E. Webb, J. Littleton, R. Carrollton, J. Ifsits, R. Shedd, E. R. Snedeker and W. W. Allred.

Jeff Morrison
Savannah Port Agent
↓ ↓ ↓

Wilmington:

Everybody's Happy In This Busy Port

Things here in sunny California are just fine, with shipping for all rates doing well except for pumpmen, who have been moving slowly. It looks as if shipping will be even better for the next couple of weeks since we have a couple of payoffs scheduled that should clean the beach.

We paid off the Madaket (Waterman), and she signed on again. The in-transits were: The Steel Architect and Steel Seafarer (Isthmian), the Seavigil (Ocean Trans.), the Carabelle (Marine Trans.), the Holystar (Intercontinental), the Penmar and Alamar (Calmar), the Mobilian, Gateway City, Golden City, Hastings and Keystone Mariner (Waterman), the John Paul Jones (Dolphin), the Robin Trent (Robin) and the Anniston Victory (South Atlantic).

The Seavigil came in here, and

we were ashamed to admit that she is an SIU ship. She was dirty, needed repairs and was fouled up pretty badly. There were a lot of personality problems on the ship, and the men had allowed these personal gripes to foul up the ship. Even the delegates had done a poor job, and had just griped about conditions instead of taking them up with the proper department heads or the skipper and trying to straighten them out.

We really had a job getting that ship straightened out, but finally got the company to make the necessary repairs on the ship and get her back into condition.

No Whalers

The only beef that the members might have in this port is the fact that we have no whaling ships pulling out of here at present, because everything else is going along very smoothly, what with good shipping, good weather, pretty girls, fat payoffs and quiet on the labor front.

There's been some speculation around here about whether shipping will slow down now that we have a truce in Korea, but it doesn't seem to be slowing down at all yet. As we understand it, there will probably be a number of relief and aid cargoes going out now that the fighting has stopped, and we will still be keeping our troops there for a while.

Joe Decinque passed through here as FWT on the Sea Legend, which was making her first trip under an SIU contract enroute to the Far East. In addition to making the boilers percolate, Joe is holding down the ship's delegate's job and doing a fine job of it. We've got Eddy Lane and Carl Iim among the oldtimers on the beach, as well as Clyde Parker, Jack Wilson and Jimmie McKenzie.

The NUMCS is still hanging around on the waterfront, and Bridges' ILWU is, of course, still talking about taking over the stewards. Right now, however, they are very busy screaming the CP line, and howling about the fact that one of their ILWU officials in Hawaii has been convicted under the Smith Act of conspiring to advocate the overthrow of the Government by force.

It still seems to be a matter of putting the CP way out in front of the interests of its members, and just working along political lines without worrying about what is best for the membership.

John Arabasz
Wilmington Port Agent

Baltimore:

Elevator Is Planned For New SIU Building

Shipping in this port is good, particularly for the rated men, and it looks as if the next couple of weeks will remain just as good. During this period, we had 13 ships paying off, 13 signing on and 13 in-transit.

The construction of the new building is coming along fine, and something new has been added since our last report. We are now going to have an elevator installed, since this will be in keeping with a new, modern building, and will be something that will be helpful, since we have four floors in this new hall. The way things are shaping up right now, we're hoping that we will be in the new hall not later than the first of November, but anything can happen before then.

We paid off: the Kathryn, Ines, Evelyn and Monroe (Bull), the Steel Voyager (Isthmian), the Mary Adams (Bloomfield), and the Bethore, Venore, Felore, Steelore, Santore, Marore, and Chilore (Ore).

The sign-ons included: the Kathryn, Ines, Evelyn and Monroe (Bull), the Steel King (Isthmian), the Beth-Coaster, Seamar and Calmar (Calmar), the Trojan Seaman (Troy), the Venore, Steelore, Santore, Marore, Chilore and Felore (Ore), the Catherine and Albion (Dry Trans.), and the Fairport (Waterman).

Twelve In-Transits

The in-transits included: the Rosario (Bull), the DeSoto, Afoundria, Iberville and Azalea City (Waterman), the Sweetwater (Metro Petroleum), the Steel King, Steel Advocate and Steel Vendor (Isthmian), the Alcoa Pointer and Alcoa Roamer (Alcoa), and the Julesburg (Terminal Tankers).

We've still got a few men out at the hospital here, and they would all appreciate hearing from any of their old friends. Some of them are: Olgaerda Blues, Kary Kristensen, G. Loeffler, Ben Lawson, Telesfora Roman, E. Krotzer, J. Jones, Gettis Lightfoot, A. DeFelippe, Dan Cherry, C. Wagenfer, T. Erbach, B. Corway, J. Goude, C. Chandler, D. Sykes, J. Lassiter and E. Bell.

Everything else in this area is nice and quiet at present, with good weather being the order of



Blues

the day and the men on the beach enjoying it very much. The labor front is comparatively quiet, and of course, this weather has seen a large number of SIU sidewalk supervisors down at the new hall.

Earl Sheppard
Baltimore Port Agent
↓ ↓ ↓

Lake Charles:

Office Employees Out Against Const. Co.

Things down here in this fair town have really been humming along with shipping having reached an all-time high for this port during the past two weeks.

Causing this was: the Archers Hope, Government Camp, Logans Fort, Cantigny, Bents Fort, Winter Hill, and Chiwawa (Cities Service), the Bull Run (Petrol Tankers), and the Petrolite (Tanker Sag Harbor). We still have some non-rated men and AB's around, but we have no machinists or pumpmen in the black gang, and only three FWT's, as well as only one cook and baker still on the beach.

The AFL office employees here are out on strike against one of the construction firms, and all the construction workers are honoring their picketlines and everything is going along very smoothly, although we have offered our help if it is needed, since they have a legitimate beef.

This fair city had an election recently to try to put in a drainage system, and the people voted it down, although the local press tried to get it passed.

'Red' Drops In

Visiting here recently, we had Red Clough who is sailing those Cities Service wagons in the deck department. He usually is delegate on the ships he's on, and always brings in a clean ship.

Over in nearby Elizabeth, La., the AFL paperworkers are still out on strike. They've been out since last September, and are still holding firm against the company, the Governor of this great state with his State Police, and the local politicians.

We've got G. Hair, J. P. Blackman, B. Spear, F. Reese, W. Johnson and some of the other oldtimers here on the beach right now.

Leroy Clarke
Lake Charles Port Agent

Mobile:

Government To Close Theodore Depot Soon

This port has had some good shipping during the past period, with about 190 men shipped to regular jobs and about 60 to relief jobs around the harbor, and it looks as if it will continue that way for a while.

We paid off the Alcoa Patriot, Corsair, Pegasus, Polaris (Alcoa); Partner, Cavalier and Ranger (Alcoa); the Claiborne, Monarch of the Sea and Warrior (Waterman); the Del Mundo and Malden Victory (Mississippi) and the Genevieve Peterkin (Bloomfield).

We signed on the Pennant, Furitan, Polaris, Runner, Clipper, Patriot, Corsair, Claiborne, Monarch of the Seas, Iberville and Antinious.

The Genevieve Peterkin went into the shipyard here for repairs to damage caused when she lost her wheel and stripped her turbines and had to be towed into this port. We are expecting her to be out shortly, however.

The Port of Mobile was dealt a body blow recently, when the Defense Department announced that it will be closing the Theodore Depot and will be opening a new depot in the State of Georgia. This announcement followed a short but bitter fight by the home owners around this area who objected to plans for expanding the Theodore Depot, and taking over some extra land. However, from the point of view of the port, it will mean less activity, since many ships were kept busy taking supplies out of this base.

More MAW Jobs

The Alcoa Steamship Company has installed vacuum cleaning machines to be used for cleaning out the holds of their bauxite ships, and this work, which was formerly done in shipyards, is now being done by the SIU Marine Allied Workers. It has resulted in a number of new jobs for the MAW, and helps out in this slack season, since the MAW workers were working throughout the harbor but things have been slow.

The USPHS Hospital here has informed us that there are to be some changes made as far as admittance for out-patient treatment is concerned, and we have arranged to attend a meeting with the USPHS officers in the near future to discuss these proposed new regulations.

Some of the members we now have on the beach here include: E. DeAngelo, C. Spencer, G. Dean, J. Elliott, L. Causey, D. Horn, F. Haryard, C. Crooks and W. Reynolds.

We have received the first hundred new chairs for the hall, and have already put them to use. We expect that we'll be getting the second hundred in the near future, and then will be all set for a while.

Don't mind if we puff out our chests a little bit, but according to official figures, Mobile is now the tenth largest port in the US in point of trade. As a politician would say, we point with pride at our achievement. Of course, the SIU isn't the whole kit and kaboodle in Mobile, but we are doing more than our share to add to the fair name of this fair city. You'd better watch out, fellows, it won't be long before we're right up there in the top five.

Cal Tanner
Mobile Port Agent

SIU HALL DIRECTORY

SIU, A&G District		SUP	
BALTIMORE	14 North Gay St.	HONOLULU	16 Merchant St.
Earl Sheppard, Agent	Mulberry 4540	PORTLAND	823 N. W. Everett St.
BOSTON	276 State St.	RICHMOND, CALIF.	Beacon 4-3131
James Sheehan, Agent	Richmond 2-0140	SAN FRANCISCO	450 Harrison St.
GALVESTON	308 1/2 23rd St.	SEATTLE	2700 1st Ave.
Keith Alsop, Agent	Phone 2-8448	WILMINGTON	505 Marine Ave.
LAKE CHARLES, LA.	1419 Ryan St.	NEW YORK	675 4th Ave.
Leroy Clarke, Agent	Phone 6-5744		
MIAMI	Dolphin Hotel		
Eddie Parr, Agent	Miami 9-4791		
MOBILE	1 South Lawrence St.		
Cal Tanner, Agent	Phone 2-1754		
NEW ORLEANS	523 Bienville St.		
Lindsay Williams, Agent			
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NORFOLK	675 4th Ave., Brooklyn		
Sen Reese, Agent	127-129 Bank St.		
PHILADELPHIA	Phone 4-1083		
S. Cardullo, Agent	337 Market St.		
PORT ARTHUR	Market 7-1835		
Don Hilton, Rep.	411 Austin St.		
SAN FRANCISCO	Phone 4-2343		
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Marty Breithoff, West Coast Representative	Douglas 2-5475		
PUERTO DE TIERRA, PR	Pelajo 51-La 5		
Sai Collis, Agent	Phone 2-5996		
SAVANNAH	2 Abercorn St.		
Jeff Morrison, Agent	Phone 3-1728		
SEATTLE	3700 1st Ave.		

PORT REPORTS

Seattle:

Very Few Beefs Here, Except On Seagarden

Shipping has been good out here in the Great Northwest, and from the looks of things it will be that way for the next few weeks, with the men having little trouble shipping.

We had the Seagarden (Peninsular Nav.) come in here and run into some trouble in its annual inspection. One of the lifeboats had holes in it, and other boats had leaky tanks, and in the tanks, and so the Coast Guard held a hearing, and the captain and company really got told off. The ship was held up until all the repairs were made.

We paid off the Seagarden, the Kyska (Waterman) and the Seacloud (Seatraders). We signed on the Seamonitor (Excelsior), the Santa Venetia (Elam), the Shinnecock Bay (Veritas), and the Seagarden. In-transit, we had the Portmar and Calmar (Calmar) and the John B. Waterman (Waterman).

Among the men on the beach here, enjoying our glorious climate, is J. Markham, who joined the SIU back in 1945. He was on the Alaska run for a while, and now is sticking to those Far East ships, where the long trip and the bonus money really gives some fat payoffs.

Oldsters Around

Some of the others here on the beach include N. Larson, L. DeGange, J. H. Fisher and R. Queen, while we have A. J. Johansen, O. E. Abrams and L. E. Twite in the hospital.

Aside from the Seagarden incident, everything here has been quiet and well under control. Most of the payoffs have been clean, with just a few minor beefs and all of these were settled in quick order to the satisfaction of the crews.

On the labor front, at present, everything is coming along smoothly, and it looks as if everybody in this part of the country is just relaxing and enjoying this great summer weather that we're having, not too hot and not too cold.

Speaking of great summer weather, we sure are having some of the best. The boys down the coast in Wilmington and San Francisco are alternately being roasted during the daytime and frozen later in the evening. If neither, there is sure to be plenty of rain to keep them uncomfortable in their waking hours. We're cool, calm and collected up here, including SIU benefits.

We guess they're not any better off down in the Gulf ports. If the boys are crying for some fine weather as well as some good shipping, they had better high-tail it up here. We know the shipping is good all over, but there is nothing to match this weather.

Jeff Gillette
Seattle Port Agent

New York:

Dispatcher Kept Busy Filling Jobs On Board

Everything is lively around the Port of New York at this time, including the shipping. As the old saying goes, it looks like there will be a hot time in the old town. The waterfront is sizzling, the weather is hot and the politics are hotter.

At present there seem to be more mayoralty candidates than votes for the coming election. All in all it looks like it is going to add up to a big race.

Business has been good for the past period and shipping is booming, especially in the deck and engine department. The dispatcher has had a busy time of it filling all the jobs. We have been having a tough time getting rated engine department men with the result that we are having to ship a great many white cards. We don't look for any slow down in the near future, so rated black gang men can come to New York and pick their ship and their run.

We paid off a total of 25 ships in the past two weeks, signed nine on articles and serviced ten in-transit ships. Ships signing on included the Lawrence Victory (Mississippi); Frances, Beatrice, Suzanne Rosario and Elizabeth (Bull); Steel Ranger, Steel Vendor and Steel Admiral (Isthmian); Bull Run (Petrol Tankers); Sea Thunder (Colonial); Seatrains Texas, Georgia, Savannah and Louisiana (Seatrains); Fairland, Azalea City, Schuyler Otis Bland, Wacosta and Beauregard (Waterman); Robin Kirk and Robin Sherwood (Seas); Chiwawa and Logans Fort (Cities Service) and the Greece Victory (South Atlantic).

Ship Sign-ons

Ships signing on were the Steel Ranger, Steel Advocate, Steel Rover and Steel Voyager (Isthmian); Robin Wentley (Seas); Edith and Mae (Bull), and the Lawrence Victory and Beauregard. In-transits included: Seatrain New Jersey (Seatrains); Iberville, Fairland and Antinous (Waterman); Southwind (South Atlantic); Massmar (Calmar); Alcoa Pointer (Alcoa); Monroe (Bull); Petrolite (Tanker Sag) and the Bradford Island (Cities Service).

All of these ships were paid off and signed on in smooth shape with no major beefs on any of them. The patrolmen are all remarking how much easier it is to pay off a ship now than it used to be. They state that it is really a pleasure to go aboard most of them. The crew knows the agreement and the officers are respecting the terms better.

There is only one fly in the ointment. Recently, some of the boys have been acting up at the payoff. We have kept this sort of thing at a minimum in the past. The membership as a whole does not want any part of it and has instructed the officials in membership meetings not to let some men jeopardize the welfare and conditions of the whole assembly of this Union.

Claude Simmons
Ass't Secretary-Treasurer

Boston:

Supertanker Launched Will Take SIU Crew

Shipping in this port has been slow during the past couple of weeks, and we don't see any big pick-up in shipping for the near future.

During the past period, we paid off the Julesberg (Terminal Tankers), the Government Camp (Cities Service), and the Ann Marie (Bull). The same three vessels signed back on again.

In-transit, we had the Robin Sherwood (Robin), the Steel Vendor and Steel Admiral (Isthmian), and the Antinous and Chickasaw (Waterman).

The Julesberg had a few hours of disputed OT and some other beefs, which were squared away with little trouble, but she was in pretty bad shape when she came in here.

On the beach here right now, we've got F. Faulner, J. Chermasino, G. Murphy, H. Clements, J. Fawcett, C. Moss, A. Jacobs, J. Wayn, S. Rubery, J. Thomas, W. Connerty, C. MacQueen, E. Dakin, C. Dwyer, V. Maffucci, L. Larkin and C. Karas.

Things have been quiet in this area as far as the Atlantic drive is concerned, since we haven't seen any of their ships for a while. However, we expect to get a visit from some of the Atlantic wagons in the near future, and that will mean that we'll be seeing the Atlantic men here around the hall. These men are really enthusiastic about the SIU and the many benefits that the SIU offers, and they get even more enthusiastic every time they visit the hall, and see for themselves. They also talk to the Seafarers who are in the hall, and get the straight story from our membership about what the SIU means to them.

Tanker Launched Here

We see that Orion just launched a new supertanker in one of the nearby shipyards, and that she'll be the largest tanker flying the American flag. She's still not completed, but we will be sending a crew of Seafarers aboard her in the near future.

John Duffy is still in the hospital here, and is improving. John Flaherty may be transferred from this hospital to Baltimore for an operation, while Stanley Greenridge and T. Mastaler are showing

improvement, and Oscar Smith is walking around and should be getting out soon.

James Sheehan
Boston Port Agent

New Orleans:

Ships Are Keeping Away From This Port

Reporting from here, it looks like the rumor of the Mississippi River changing its course in future years has now come about as the ships are really heading away from this port. A two-week period that looked like a fair shipping period turned this port into a detour in the road.

Three of the ships we had due in for payoff here were rerouted to our neighboring port of Mobile.

Two of the ships were due in from the Far East and the Genevieve Peterkin due in from the Med., lost her wheel and had to be towed into Mobile. The outlook for the coming two weeks is not too encouraging as far as the regular run ships are concerned. We are hoping for some of the MSTs ships to hit here to brighten shipping.

We paid off the Steel Traveler (Isthmian), the Del Sud and Del Oro (Mississippi), the DeSoto and Iberville (Waterman), and the Oceanstar (Dolphin). The Del Sud and Del Sol signed on again.

Visiting here in-transit were: the Alcoa Clipper, Patriot, Corsair, Pegasus and Polaris (Alcoa), the Steel Recorder (Isthmian), the Seatrains Savannah, New York and Georgia (Seatrains), the Morning Light, Claiborne and Monarch of the Seas (Waterman), and the Southern States (Southern).

The membership here is really enjoying the newly installed shuffle-board and will soon be enjoying the two pool tables that are now being installed. From looks of some of the players they are pretty good and as soon as they get a little practice on the pool tables will be extending a challenge to our brothers in other ports and on ships hitting here.

Veteran Seafarers Johnny Murry, Spider Korolia, and Percy Boyer were among our newly admitted members seen during the last hospital visit. The latter will probably entertain with some rare Moon Kouns anecdotes.

New Orleans Port Agent
Lindsey J. Williams

San Francisco:

Shipping Holds Strong, Truce Effect Waited

In this post-Korean truce era, the West Coast seems to be in a wait-and-see mood as far as shipping is concerned. Of course it will take considerable time before we will be in a position to see its long-range effects, but for the moment shipping continues to be good.

During the past period we paid off two ships, signed on one and handled eight in-transits. Paying off were the Choctaw and Jean Lafitte (Waterman). Our sign-on was the Bluestar (Traders). The in-transits honoring this port were: John B. Waterman, Yaka, Madaket, (Waterman); Steel Architect, Steel Seafarer (Isthmian); Coeur d'Alene Victory (Victory Carriers); Seagarden (Penin. Nav.); Seavigil (Ocean Trans.).

The tempo of shipping here has been such that we've had difficulty in filling steward and bosun jobs.

One brother here who is ready to go out again is S. L. Woodruff, who has been sailing in the SIU since 1942 after a stint in the MFOV. Brother Woodruff's first SIU ship was the old Irene of the Bull Line. Since then he has participated in every SIU beef.

T. Banning
San Francisco Agent

Miami:

Foreign-Flag Ships Have Trouble in Cuba

Shipping is good in this port, and our main trouble is still locating enough rated men for the jobs that we have to fill. It seems that the rated men disappear once they get to this town.

From the looks of things, shipping will even be picking up some in the future, as on August 10, we are told that five Waterman ships and one Alcoa vessel will start running out of this port.

We paid off the Florida (P&O) which is under continuous articles, and we also had the Ponce (Puerto Rico Marine), which is under continuous articles. Visiting here, we had the Wacosta, Bienville and Azalea City (Waterman).

Fireworks

One interesting thing that has happened around here was a bit of fireworks over in Cuba recently. We understand that a couple of the banana boats that run out of here under the "Run away" flag were fired on over there, and had some trouble. These operators ran to our State Department right away, screaming for protection. However, we're happy to report that, as we get the story, the State Department politely told them to take their troubles to the country their ships are registered with and get protection there.

Alex's Ben-Kori just dropped in a registered, so now we've got one AB on the beach here. Jose Vilar is in the hospital at Coral Gables, and is improving nicely now after a rough siege for a couple of weeks.

Eddie Parr
Miami Port Agent

A & G SHIPPING RECORD

Shipping Figure: July 15 to July 29

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	39	22	15	76	12	11	8	31
New York	224	189	144	557	203	168	157	528
Philadelphia	55	46	37	138	87	70	56	213
Baltimore	163	124	99	386	139	99	92	330
Norfolk	24	23	16	53	21	30	12	53
Savannah	22	14	7	43	27	19	18	64
Tampa	6	7	8	21	11	10	7	28
Mobile	52	50	37	139	71	57	61	189
New Orleans	77	57	77	211	45	46	64	155
Galveston	26	9	32	67	43	28	27	98
Seattle	35	26	18	79	53	20	23	76
San Francisco	28	19	31	78	40	31	36	107
Wilmington	17	16	7	42	15	7	10	32
Totals	788	604	528	1,900	747	536	571	1,804

IN THE WAKE

The earthworms native to south-eastern Australia sometimes grow to a length of 10 or 12 feet and a diameter of three quarters of an inch. Even the average specimens of earthworms found in that area reach a length of three or four feet. The progress of these gigantic worms through the earth is accompanied by loud gurgling noises that can be heard by persons walking on the surface, and their eggs are as large as olives.

The spiny-finned fresh water fish found in ponds, lakes, streams and canals in southeastern Asia and Africa are popularly known as "climbing perch" and "tree-climbing fish." Equipped with auxiliary breathing organs, they can live out of water for protracted periods, and frequently make trips over land from one body of water to another by jerking themselves along the land with their fins and tails. They have been known to climb steep inclines on these trips, and have been seen to climb as high as five or six feet up the rough bark trunk of palm trees. They can also bury themselves in mud and live during periods when their pond may be dried up. During these times, they sometimes "skip" along the top of the mud and climb mangrove roots in search of food.

Water, which has long been viewed as a magical life-giving medium, is also viewed in many old superstitions as a force which will make wishes come true, particularly in matters concerning love and matrimony. The most popular of the beliefs is that if a young woman drops a pebble into the water and then waits until she can see her face reflected, her wish will come true, while other beliefs about the magical curative powers of water have led to the present use of hydrotherapy in modern medicine.

A thick glass that is filled with a hot liquid is more likely to crack than a thin one. Likewise, thick glassware immersed in hot water is more likely to break than thin glasses. Glass expands when

heated, and being a poor conductor of heat, some parts expand more than others. What happens with a thick glass is that the inside portion is heated by contact with the hot liquid and expands before the heat reaches the outside layers, thus producing a tension that is liable to crack the glass. This does not happen in a thin glass, because the heat reaches the outside layers almost as fast as it does the inside layers, preventing this strain.

The leaning tower at Pisa, Italy, is not the only "leaning tower" in the world. As the others, it was originally built as a separate bell tower for a nearby cathedral, and was planned vertically but began to lean later as the foundation or the surrounding ground gave way or shifted. Only 179 feet high, the tower at Pisa is about 16 and one half feet off perpendicular. The tower at Saragossa, Spain, however, is said to be even more off perpendicular. Two towers at Bologna, Italy, also lean. Asinelli, 320 feet high, is four feet out of plumb, while Garicenda, 321 feet high, is 10 feet out of plumb. Estimates are that, if the tower at Pisa leans just one more foot, it will be off balance, and will either fall over or else its walls will crumble. Architects estimate that this may happen in about 300 years.

A clash between hurricanes was the astounding sight witnessed by inhabitants of Bermuda just about two years ago. With the weather forecasters charting the approach of a 200-mile-an-hour wind, the island's population covered in cellars and other shelters, scarcely heeding the later report that a second hurricane, traveling at 120 miles an hour and steadily increasing in speed, was following the first. Just as the first hurricane reached the coast of the island and all hope seemed lost, the second wind, now greatly superior in force, crashed into the first, blowing them both out to sea. There the greatly weakened strength of both colliding forces was harmlessly spent over the waters of the Atlantic.

THE INQUIRING SEAFARER

Question: If you had a son, would you want him to go to sea?

Frank Neves, OS: I certainly would want my son to go to sea.



In fact, I have a son 25 years old, and I'm trying to talk him into going to sea, but he just doesn't want to go. I think it's a great experience for a young man to have, and there's nothing that can compare to traveling around the world.

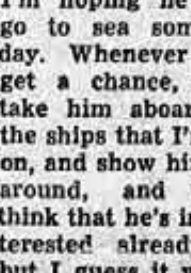
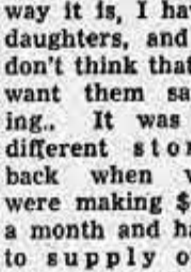
William Doran, OS: No. I wouldn't want any son of mine to go to sea, the way I did. It's not a bad life, but you're away from home too much, and it's impossible to have any kind of a normal life. You're away so much, you can't have a real married life or a family, except on a part-time basis.

Fred Oestman, wiper: I sure would, and I can prove it. Right now my one son is an AB on the Hoosier Mariner and my other son is an AB on one of the Victory ships. They're both going to sea, and I think it's a great life for them. When they started to sail, I made sure that they went SIU too.

John McWilliams, BR: If I had a son, I sure would like him to go to sea, but the way it is, I have daughters, and I don't think that I want them sailing. It was a different story back when we were making \$40 a month and had to supply our own linen and bring our own milk and other food aboard.

Robert Patterson, 2nd cook: No. I wouldn't want any son of mine to go to sea. It's no sort of life for a young man to live. You're away from home and from your friends for too long. It's not much fun when you're at sea, and you're only in port for a few days at a time; and you miss home.

Robert F. Grant, steward: Sure I want my son to go to sea. I've got a son 4 1/2, and I'm hoping he'll go to sea some day. Whenever I get a chance, I take him aboard the ships that I'm on, and show him around, and I think that he's interested already, but I guess it will still be a little while before he'll be sailing.



MEET THE SEAFARER



HARVEY BROWN, FWT

Harvey Brown started sailing back in 1929, in the engine department, and has never spent any time aboard a ship in any other department.

The way he explains it, "back in those days, they were just hiring off the docks, and you didn't even need seamen's papers to get a berth. You just went down on the dock and hoped that you could get a job on the ship. Well, in 1929, I went down to the docks, and heard that there were some jobs on the old B&O Lines' Cuba. I got a job aboard her as an oiler, even though I had never been to sea before."

After starting sailing as an oiler, Harvey continued to sail for some time, spending some time ashore in between at various jobs. Then, the war came along, and Harvey found himself in the Army.

"For some reason," he says, "they put me to work as an airplane mechanic in the Air Corps. I guess they figured that if I worked in the engine room of a ship, I could work on the engine of a plane."

Harvey spent the next three years in the Army, and then was discharged in 1945. After that, he went home and decided to take a little vacation, but, says he, "I just about got home when I heard about some jobs they had down at the SIU hall in Tampa. There was a shortage of rated men then, and I had my papers and endorsements, so I went down there. I got an SIU ship right away, and after a few days aboard her, I said to myself 'how long has this been going on?'"

"The way the working conditions were, and the wages and overtime that we got, and the living conditions on the ship are something I had never heard about before that. They were great.

"When I was sailing back in the early days in the 1930's, we used to get \$2 a day. There was no such thing as overtime or working conditions, and they practically starved us on those tubs.

Found A Home
"Well, when I took that SIU ship, I figured I would just make one trip and then go to work

ashore, but when I found out the wonderful conditions that there were under the SIU contract, I decided to keep right on sailing, and I've been sailing ever since that time.

"That was the luckiest break of my life, taking that ship, and I've seen how our wages and conditions, and now the Welfare Plan have kept getting better and better for us."

Since that "lucky day when I took that first SIU ship," Harvey has been active in the Union's beefs and activities. He manned the picketlines in Tampa during the 1946 General Strike, and was also active during the Isthmian Strike. "The Union sure did a lot for us," says he, "and I'm sure ready to work for the Union when I'm needed.

"The way I look at it," he says, "I'm not working for the Union when I walk on a picketline anyway. What I'm doing is working for my own job security and better conditions for myself, because that's what the aim of these beefs are anyway."

Harvey says that he has no particular preference as far as ships go. "I'll take freighters, tankers or passenger ships as they come along," he says, "and I like sailing all of them." However, he does prefer to take ships that are scheduled for the European run. "I like the ports over there," says he, "and never get tired of visiting that part of the world.

"The conditions and the wages are good on all the SIU ships anyway, whether they're tankers, freighters or passenger ships, so it really doesn't make too much difference to me which type I'm sailing, just as long as the ship is under an SIU contract, that's the thing that makes all the difference in the world."

Although Harvey usually ships out of the SIU Tampa hall—"I was born and raised in Tampa and I like that town"—he occasionally catches a ship out of New Orleans or New York, just for a change. "I've got equal shipping rights in all ports with my SIU book," he says,

The Seafarers Puzzle

- ACROSS
- Victory
 - He needs US aid
 - China or Red
 - Sea bird
 - Wash
 - Prefix for "three"
 - This ruins a ship
 - More unusual
 - Hebrides Island
 - Seine again
 - Operator
 - Angers
 - Cold winds of Adriatic
 - West Indies; Abbr.
 - hound
 - Maru
 - 10,320-ton Jap ship
 - Place for a fat
 - Bone
 - Man's name
 - Passage en route to La Guaira
 - Piano fixer
 - Kind of suit cloth
 - Oriental official
 - Wound mark
 - Where Perce is
 - Morocco
 - Seafarers' hobby
 - Designer
 - Charge for service
 - Affirmative
 - Hauled
 - Jap coin

- Shipping line
- They move a ship
- River in England
- Costa
- Insect
- Miles; Abbr.
- One hot gulf
- Kind of sore
- Droat
- Before
- Light breeze
- Dodger
- Mountains in Europe

- Dress worn by pilgrims to Mecca
- Severity
- Wipe out
- British call it "asdic"
- Back —, old-time ballplayer
- River banks
- Marine worm
- Smallest
- Frighten
- backed whale

- Average Requirements for advancement
- Burn with steam
- Graf — scuttled at Montevideo
- Merry
- Exist
- Stitch
- Read
- and Chickens
- Toward

Puzzle Answer On Page 25.

1	2	3	4	5	6	7	8	9	10	11
12			13						14	
15		16					17	18		
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	

DOWN

- Century; Abbr.

TEN YEARS AGO

King Victor Emmanuel of Italy announced the resignation of Premier Benito Mussolini and the appointment of Pietro Badoglio as successor. Badoglio formed a new Italian cabinet of 17 members and then put the country under martial law. . . . An offer of peace to Italy was made by Gen. Dwight D. Eisenhower in charge of the Allied armed forces in North Africa, in a radio broadcast from Allied headquarters. . . . SIU and SUP forces banded together to fight the move by the MWEB to extend its jurisdiction to the field of compensation and general welfare of the seamen. . . . A hurricane on the Texas coast, from Houston to Port Arthur, including Galveston, caused the death of 19 or more persons, with scores injured, and property damage estimated at \$10 million.

President Roosevelt issued a warning to neutral nations against offering asylum to Benito Mussolini, Adolf Hitler or Premier Hideki Tojo and their "gangs" when they attempted to "escape their just desserts" by fleeing from their own lands. . . . The SIU helped the members of the Union in their job-seeking with a quick end to

the strike of the New England Steamship Co., receiving a congratulatory telegram from the WLB on a job well done. . . . The US War Department announced that more than two million Army troops and about 20 million tons of Army cargo had been moved to 50 countries and US island possessions since Pearl Harbor. Secretary of War Stimson, returning to Washington from a tour of American military establishments in North Africa, Britain and Iceland, said he found the soldiers "well equipped, well trained" and showing a "determined will to win."

Prime Minister Churchill told the House of Commons that President Roosevelt had promised to turn over to Great Britain 150-200 American-constructed ships on which work had been started and that some had been transferred. . . . Berlin reported that in July 94 Allied ships were sunk, 53 other ships were "annihilatingly hit," and 220 other ships were damaged. . . . Fighting for Seafarers' rights, the SIU set the War Labor Board straight on its demands against the New England line in a wage dispute.

SEAFARERS LOG

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Ships And Korea

After three years of some of the bloodiest fighting of modern times, the Korean war has come to an end, which all concerned hope will be permanent. The signing of the truce means that hundreds of thousands of Americans in the armed forces, including large numbers of merchant seamen in service, can look forward to getting home alive and whole.

While the headlines and the glory quite properly have gone to soldiers, sailors and airmen bearing the brunt of the battle, the role that merchant shipping played can hardly be exaggerated. The battlefront, 5,000 miles from home, had to be supplied with the staggering tonnage of implements necessary in a modern war. It was fortunate that the US had enough ships and trained men available to meet Korean needs. Otherwise the outcome might have been different.

The merchant ships had their moments of glory, too. When the Chinese armies struck in October and November, 1950, merchant ships, some of them manned by Seafarers, evacuated thousands upon thousands of Korean civilians and military from all along the Korean East Coast, out of Hungnam, Wonsan and other seacoast towns.

The fighting in Korea is over, but the shipping need is not. As before, the merchant ship lifeline to Korea will continue to supply the armies there and the materials for rebuilding that war-destroyed country.

~ ~ ~

Meeting All Corners

Monday night's meeting for Atlantic tankermen in Philadelphia was another solid example of the SIU's strength and the weakness of the company-dominated Atlantic Maritime Employees Union. When challenged by the AMEU, the SIU moved right in and put its chips on the line. The AMEU ducked out the back door.

The Philadelphia meeting was not an isolated story. It was just one of many instances in which the SIU, when faced with smears, innuendos and lies, has waded in vigorously to meet the attack head on. The SIU is able to do so at all times because all of its operations can stand the spotlight. In the words of Senator Estes Kefauver, the SIU has acted in the past 15 years "in accordance with the finest standards of American trade unionism." That's the SIU's "secret weapon."

~ ~ ~

Construction Progress

The long-awaited new branch hall in Baltimore is getting along very nicely at the moment. Construction crews have made a great deal of headway on the various phases of the building job, with all of the structural steel framework and the interior electrical installations completed.

Baltimore Seafarers, as well as those in other ports are eagerly looking forward to the day the building is ready for business. Their eagerness is understandable because the new hall promises to be superior to any installation of its kind, including the SIU headquarters in Brooklyn.

With air-conditioning throughout, elevator service, cafe, cafeteria, men's furnishings store, barber shop, baggage room, library, recreation rooms, both open and enclosed sundecks, a modern shipping hall and other facilities in the offing, the new hall will be another landmark in the SIU's long-range building program.

~ ~ ~

Leading The Field

Once again, contract time has rolled around and SIU negotiators are ready to present demands for contract improvements to the shipowners. First contract sessions are scheduled to begin next week with more to come until a new agreement is reached.

The SIU has always prided itself on the fact that its contracts have set the pace for the maritime industry. In fact, last year's sweeping improvements in general rules and working rules are still to be matched by other outfits. The Union intends to stay where it's been all along—out in front.

LETTER of the WEEK

Log 'Write-Up' Pleases Member

To the Editor:

My wife and friends and I got a big kick out of my "write-up" in the "Seein' The Seafarers" column of the July 10th issue of the LOG. You know, most of my friends are working people and some of them still don't know what a union is. My wife and I have been bragging about the SIU and the LOG has been verifying everything.

They are truly amazed at the benefits we members of the SIU are getting. One of my friends was badly injured at his job and he has only been receiving \$26 weekly and that will stop when he is cleared by the doctor although he still won't be strong enough to go back to work. The father of another friend is a retired railroad man who has little to say, but when he does say something everybody listens. He has been reading the LOG for the past six months and he says that although he thinks a lot of his Union he never has seen a more progressive union than the SIU.



Berger

SIU Did More
In his own words, "Your Union has done more for its membership than any union I have ever known or heard of." Other friends of mine have been beefing to their unions and showing officials the LOG. One of them told me that he gave the LOG to the head of his local and asked him, "Why can't we be like the SIU?"

All of us want security for our families and I thank God I belong to the SIU, the best union of them all. I know what I'm talking about as I have been sailing since 1935 and belonged to the NUMCS until the '37 strike and to the NMU until '47. At that time I got so damn fed up I tore up my NMU book and took out an SIU permit and started to work for my book by shipping out on unorganized vessels such as Cities Service, Victory Carriers, etc., and earned my book that way.

When I think back to the way things were for seamen back in the thirties, before the SIU was organized, and then look at the way things are today in the SIU, it's still hard to believe that it's really true. I can well remember the days when you brought your own tin plates and your own cans of milk and other foods aboard ship, and then when you got your payoff, it usually was hardly enough to last you until you got your next ship.

I've never been sorry that I came into the SIU, and I know it was the best move I've ever made. It feels great to belong to an outfit that is so far out ahead of all the others, and to have all your friends praise it, the way my friends and family praise the SIU.

When your friends and neighbors all talk about how great the SIU is, and how it is tops, it makes you proud to be a Seafarer.

Sid Berger

'All Hands!'



LABOR ROUND-UP

The CIO Oil Workers International Union has announced agreement with almost all major oil companies with which it has contracts, calling for a 4 percent general increase, averaging out to about nine cents an hour. The agreements were reached amicably, said the union, with no strikes or strike threats.

Nearing its strike deadline, the AFL Teamsters Local 70 in San Francisco won a new agreement calling for increases of \$1-a-day and additional contributions by the employers into the welfare fund, and two additional paid holidays... A raise of 15 cents an hour retroactive to March 1 has been won by auto mechanics in Port Arthur, Ontario, belonging to Machinists Lodge 1120. Other gains include eight paid holidays, paid vacations, bonus for out-of-town work, travelling time and partial payment for work clothes.

The Brotherhood of Locomotive Engineers has rejected a proposal by the Brotherhood of Locomotive Firemen and Enginemen for joint conferences to discuss amalgamation. The BLFE announced its disappointment over the rejection, and stated that there "will soon come" a time "when all men on the deck of a locomotive will belong to one organization."

The AFL International Association of Machinists, District 70, has won a company-paid group life insurance plan, a hospital-surgical plan and a sickness and accident plan for its 15,000 members employed at the Wichita, Kansas, plant of the Boeing Aircraft Company.

The CIO United Rubber Workers will open wage negotiations with United States Rubber, the last of the "Big Four," in Cincinnati. Negotiations are already under way with Goodyear, Firestone and Goodrich in other cities. Representatives of the 19 locals in the US Rubber system, with 35,000 members, will meet the day before to map out definite demands.

Transportation in some 10 East Bay cities and to nearby San Francisco was halted when members of Division 192 of the AFL Street, Electric Railway and Motor Coach Employees struck after wage nego-

tiations hit a deadlock for 30 days. The workers are demanding increases of 30 to 40 cents an hour, and the company refuses to grant any increases without a fare hike. The East Bay cities have demanded a financial report of the company, contending that much of the Key Systems' profits are "hidden" by its controlling holding company.

A 41-day strike by 5,000 tool and die makers of Locals 155 and 157 of the CIO United Auto Workers ended in Detroit as 70 firms of the Automotive Tool and Die Manufacturers Association agreed to wage increases of 15 cents an hour plus fringe benefits.

An agreement providing for joint action in wage negotiations and organizing campaigns by the AFL Amalgamated Meat Cutters and Butcher Workmen and the CIO United Packinghouse Workers of America has been announced by both unions. The pact calls for an immediate end to any raiding activities, mutual economic action against employers, and joint wage negotiations with employers whose employees are represented by both unions.

Wage boosts for 82,000 dressmakers and the extension of the 35-hour-week to 18,000 undergarment workers are provided in new contracts signed by the AFL International Ladies Garment Workers Union. The dressmakers pact calls for an average 12-cent-an-hour wage hike for piece workers and \$3 to \$5 weekly raises for hourly rated workers. The undergarment workers contract provides for a cut in the work-week to 35 hours with no loss in pay, and provides a six percent pay increase for pieceworkers to compensate for the loss in working time and keep their average earnings at the same level.

A Mayor's mediation committee, seeking to end the strike of sand and concrete truck drivers which has tied up New York construction since July 3, has proposed a 40-cent-an-hour pay hike, establishment of an employer-paid welfare and pension plan and other fringe benefits. Neither the employees nor striking Local 282 of the AFL International Brotherhood of Teamsters have commented on the proposal yet.

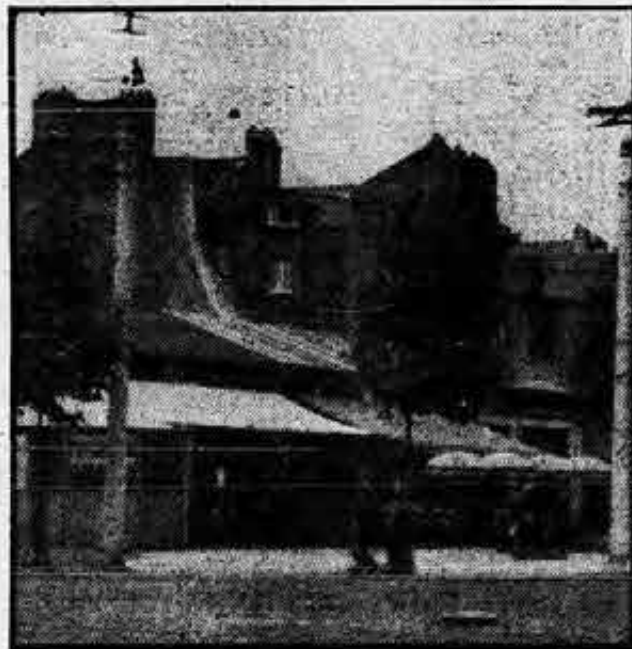


SIU PORTS of

SIU ships hit every major port in the world. Cities like Yokohama, Alexandria and Hamburg are as familiar to Seafarers as Main Street back home.

This article on Le Havre, France, is one of a series which deals with different ports throughout the world.

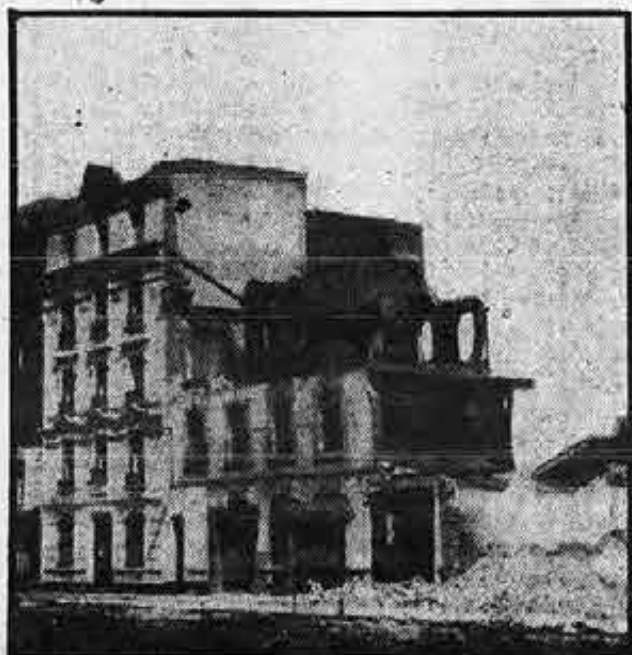
Rather than a tourist view, the stories try to show the ports as Seafarers see them. Undoubtedly, they will bring back memories to many Seafarers of past visits and pleasant hours ashore.



Sidewalk cafes, with good food and congenial atmosphere mark all of France.



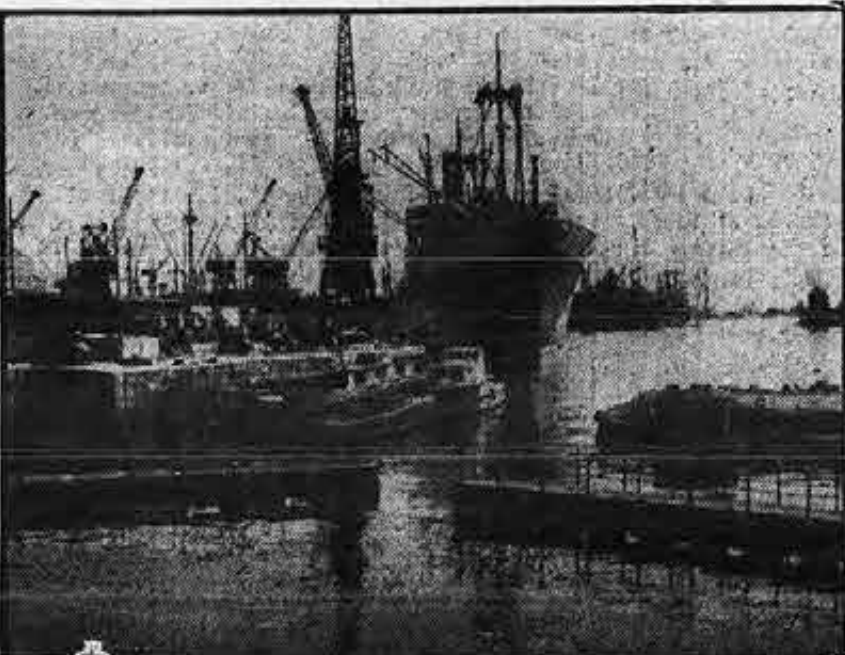
A busy place is this marketplace on rue Dauphine in the St. Francois quarter.



Even ruins are put to use in Le Havre. This rubble contains the *Taverne Normandie*, an American club.



The SIU-manned Liberty ship *Heywood Brown* (Victory Carriers) enters the Bassin Vetillart with a cargo of coal.



Le Grand Bassin of the port of Le Havre is always a busy place, with the sky filled with the booms of huge cranes. Only three floating cranes were left in 1944.

A city and a port that has literally come back from the dead, Le Havre now—as it did before the war—ranks high on the list of Seafarers' favorite ports of call.

Offering the traditional Gallic warmth and friendliness with the charm of the old world and *la cuisine* which makes the French proudly boast that they have some of the best food in the world, Le Havre is once more taking her rightful place in world trade.

However, it hasn't been that way for the past decade. In fact, the most striking thing about the city even now, is the tremendous amount of building and construction work being done in the city. The sound of air drills, pneumatic hammers and demolition charges still clearing away the remaining rubble of war, are still to be found throughout the city, as it rises from a mass of ruins to a city of wide streets and towering modern apartment houses.

The damage in Le Havre, which can sadly boast of having the largest razed surface in France, was tremendous. After the German forces withdrew, the fires in the city burned for over five weeks, despite fire-fighting efforts by Allied forces. Where once there had been 116 mooring places in the harbor, only 22 remained, and the entrance to the harbor was blocked by the wrecks of 325 vessels.

But the people of Le Havre dug in and went to work to rebuild their great city. Now, almost 10 years later, that work is still going on but even in the midst of this great revival of a city, the people find time to make Seafarers welcome.

A Joy To Visit

The facilities offered to visiting Seafarers are great. There are restaurants and bars for all tastes, as well as a multitude of old cathedrals and other attractions for the camera fans and tourist-Seafarers. The *Taverne Normande* at 26 rue Galeon has a hospitable American atmosphere featuring American records, although slightly on the expensive side.

Opposite the bathing beach, the *Plage*, on Boulevard Albert I is a cheaper place called the *Marilou*. In the quarter of the city known as *Sainte Adresse*, high on a hill overlooking the city, is the famous seamen's chapel, *Notre Dame des Flots* (Our Lady of the Waves). A few steps beyond is an old-fashioned bistro, the *Champ des Oiseux*. Mr. Billon, the patron, promises a welcome for all Seafarers, and his bar is a gathering place for old-time French seamen who live in a sort of seamen's snug harbor nearby.

For dancing, there is the well-known *Beau Sejour* on the Place Clemenceau. There is a small, but high-class restaurant called the *Grande Cafe Thiers* opposite the Rex Cinema on rue Thiers, and there are still one or two of the old waterfront bars left, although most of them were destroyed during the war. One of the better ones left, report Seafarers, is the tiny *Ike Bar* on rue Dauphine.

the WORLD

Le Havre



This aerial photo by the Port Autonome du Havre, shows a large portion of the port area, and the extent to which it has been rebuilt with modern docks, cranes and warehouses.

Although LeHavre is not particularly cheap these days, the food is at its usual French excellence. One can get a good meal with *potage* (soup), entree, vegetable, salad, wine and coffee for about \$1 at the cheaper places. Of course, the prices jump up as you hit the higher-class restaurants.

If you don't want a full meal at a restaurant, keep the *charcuteries* in mind. These are the pork butchers, since pork and beef are not sold in the same butcher shops. They exist in all neighborhoods. There is one on *rue Thiers*, just west of the *Rex Cinema*, which provides good snacks. One Seafarer recently went there, bought hot breaded pork chops to take out, sausage rolls, roll mops and various cold meats ready to eat. With roll mops at 50 francs, a breaded pork chop at 100 francs and a loaf of bread at 15 francs, it is possible to have a satisfactory lunch on a park bench for less than 50 American cents.

Clothes Expensive

Clothing prices are high in LeHavre and the quality of the clothing, especially shoes, does not come up to American standards, so it is best to buy your clothing in the States. However, some souvenir articles, particularly perfumes, can be bought fairly cheaply.

And, of course, in addition to the city of LeHavre itself, there are a multitude of small outlying villages that can be visited easily by bus or train. Transportation—while not always running on time—is fairly dependable, and is easy to reach from the dock area. Many Seafarers find that they get a friendlier and warmer reception when they go to a small town a short distance from a major port, than they do in the port itself. Primarily because strangers, particularly American seamen, attract and get more attention in the small villages that are seldom visited by tourists. At the same time, they get to know the people better, and get a better look at the country itself while travelling to these places. Such small villages can be reached within an hour ride from LeHavre.

100 Miles To Paris

And, whenever you think of France, you think of Paris. Since LeHavre is the gateway to France, most Seafarers have found that the train service to Paris is very good from LeHavre. The trip however, which is a little more than 100 miles, is usually too long to make with just one night ashore, and is best reserved for the time when you have a weekend off. However, the prices in Paris, geared for the tourist trade, are quite a bit higher than in LeHavre or one of its small neighboring villages.

As one Seafarer says, "I have a lot better time in LeHavre than I do when I go all the way to Paris, and it costs me a lot less. The people around LeHavre are a lot more friendly and human. They're not just looking for the tourists and they know how to treat seamen."



Some of the crew of the Coe Victory (Victory Carriers), take it easy on deck as the vessel moves down Seine.



Two local mam'selles stand on the shore as the SIU Coe Victory lies behind.



Devastation in LeHavre and small neighboring villages was complete. Here, some fishermen mend their nets while sitting on the rubble that was once their homes.



This is the sailor's snug harbor of Le-Havre, located on a hill overlooking the city.

MARITIME

Venezuela has announced that it is withdrawing from the three-nation shipping company, Flota Mercante Grancolombiana. The company, owned and operated by the three governments; will be continued by the other two parties, Colombia and Ecuador, although there is speculation that Panama may join and take Venezuela's place. Venezuela is withdrawing her six ships, and is selling her 45 percent interest to the remaining two countries. Colombia has six ships in the company, and 45 percent of the stock, while Ecuador has three ships and 10 percent of the stock.

The United States privately-owned tanker fleet is still the largest in the world, according to a recent report by the National Federation of American Shipping, although a large part of that fleet is composed of old ships. The tanker fleet is now composed of 445 vessels totaling 6,898,174 deadweight tons. This is an increase of two ships and 124,174 deadweight tons since January of this year. As usual, the principal trade of this fleet is coastal and inter-coastal. The amount of American foreign trade handled by the US-flag tanker fleet has dropped from 33 percent in the 1946-1950 period to 19 percent during 1952.

The British destroyer Daring picked up the 28 survivors of the Spanish ship Duero after the Duero and the British steamer Culrain had collided in the Gibraltar Straits and the Duero went down... The first of three freighters that are being built by The Netherlands for the Soviet Union has been launched in Flushing. The three 6,500-deadweight-ton freighters, which are being built under a trade agreement, will have a capacity of 15 knots... A new 23,000-gross-ton flagship for the Greek Line will make her maiden voyage to New York in October. The new flagship has not yet been named.

A new maritime "heavyweight" has made her appearance in Germany. The 45,000-deadweight-ton tanker Tina Onassis has been launched at the Howaldtswerke shipyards in Hamburg. The new ship, destined for the Liberian flag, is the largest tanker in the world, and the sixth ranking merchant ship in the world. The only merchant vessels larger than the Tina Onassis are the liners United States, Queen Elizabeth, Queen Mary, Liberté, and Ile de France. The new super-tanker is the first of three such vessels on order. She is 775 feet long (250 feet longer than a T-2), with a beam of 95 feet, and steam turbines generating 17,500 horsepower for a speed of 16 knots. She has a cargo capacity of 15,750,000 gallons of oil (two and a half times the cargo capacity of a T-2), and will be operated and owned by the Olympic Transportation Company.

The one-time holder of the "blue-ribbon" for the fastest Atlantic crossing arrived at City Island in New York to be broken up for scrap. The three-masted schooner Atlantic won the blue ribbon, and a gold cup from the German emperor Wilhelm when she made the crossing of 3,104 miles in 1905 under sail in 12 days, 4 hours and 1 minute. Now, her 144-foot steel hull will be broken up for about 300 tons of scrap.

Two large Moran tugs are towing two huge barges—one said to be the largest in the world—to Alaska. One barge is being towed from Charleston, SC, and the other from Orange, Texas, to their destination at Whittier, Alaska, where they will be used to replace docking facilities destroyed in a recent fire. One barge is 427 feet long with a 90-foot beam, while the other is 250 feet long with a 60-foot beam... The new 7,200-deadweight-ton motorship Freya Form is making her maiden voyage to New York. She is 425-feet long with a 57-foot beam and a speed of 17 knots... The Spanish liner Marques de Comillas has made her last sailing from New York before entering on a new service between New Orleans, Havana and Spain.

The Cargocaire Engineering Corporation entered its 19th year with the promise of a "new and completely revolutionary system" for protecting ship borne cargoes in the near future. The company said it is keeping the new system secret until it has finished filing patents. The system of preventing contamination and corrosion of cargo which has been in use by the company in the past is now in use on almost 200 cargo vessels, according to the company.

The Hellenic Lines had purchased the British vessel Empire Patrol. She has been renamed the Patrol and has been entered under Greek registry... Merchant vessels in the North Atlantic scoured the area about 500 miles west of Shannon, Ireland, for the possible survivors of an Army bomber that crashed. The British freighter Manchester Shipper picked up two bodies and four survivors, and the French trawler Madalina picked up a third body... The Port of New York got a new Collector of Customs as Robert W. Dill, a New York stockbroker, was sworn in, as an appointee of the new Republican administration.

SEAFARERS

in ACTION

On a recent trip of the Young America (Waterman) Seafarer Pat Ryan came up with a suggestion that could well be followed by all SIU ships. Ryan proposed as a regular procedure that the steward give the ship's delegate a copy of his stores requisition before the ship arrives in port.

That way, should the steward fail to get any of the stores he has ordered, or wind up with shortages, the ship's delegate would have a record of the requisition on hand and faster action would be taken to make sure he got what he ordered.

It would be a good way of avoiding a common shipboard beef, which arises while the vessel is out at sea and nobody can do anything about the missing items.

Ryan holds one of the oldest books in the SIU, having joined the Union in Savannah, Georgia, on December 23, 1938. He's 35 years old and a native of Georgia, but now he and his wife make their home in San Francisco, California.

The Isthmian ship Steel Age had a brand new ship's library aboard ahead of the SIU's Sea Chest, thanks to the efforts of Louis Johnson. Johnson, who was steward department delegate on the ship, took care of the crew's reading needs when the vessel stopped out on the West Coast.

Johnson, who is 39 years old, was born in Kentucky. He joined the Union in New York on February 24, 1944.

Seafarer Wesley Owens of the Del Norte (Mississippi) was the object of praise recently for duties not ordinarily connected with the seafaring craft. Brother Owens was singled out by the editor of the Del Norte Navigator, the crew's shipboard newspaper, for his "energetic help" in putting the last issue to press.

When he's not helping put the Navigator together, Owen helps keep 'em sailing in the deck department. The 25-year-old Seafarer has been with the SIU just since April of last year. He's a native of California, hailing out of the fast-growing city of Los Angeles.



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Johnson

On the Job

Avoiding Wear in Wire Rope

Just as fiber rope requires careful handling for longer life and avoidance of breaks, wire rope needs equal attention, even more in some respects, because it is subject to a wider variety of defects. Since wire rope is used in cargo handling operations and is usually under a heavy load, failure can result in serious consequences both to crewmembers and to cargo.

Wire rope is made up of a number of individual strands of wire usually around a hemp center. It's very important then, that each wire in the strand and each strand in the rope be under uniform tension. If some strands are carrying a greater load than others, this leads to very rapid weakening of these strands and consequent failure of the rope. That's why in cutting a steel wire rope, at least three sets of seizings should be placed on each side of the place where the cut is to be made to avoid disturbing the uniformity of the rope. The larger the diameter of the rope the more seizings are necessary.

Galvanizing Prevents Corrosion

Normal care of wire rope used for standing rigging, derrick guys and the like involves galvanizing the rope. Where the rope is being bent around drums it is usually covered with a lubricant which ideally should penetrate the center of the rope to prevent water absorption and coat all the wires of each strand.

Any kink or sharp bend in a wire rope will permanently distort and weaken it. As a result, it is normal to expect failure at the eye of a fall and this part of the rope should be inspected and renewed regularly to avoid such failure. Since rapid wear at the eye is unavoidable, it is sensible to cut out the few feet of rope involved and make up a new eye.

Wherever possible sharp bends in wire rope should be avoided, such as those resulting when a guy pendant is temporarily led at a sharp angle through a shackle or padeye. The bending of the rope upsets the uniformity causing distortion in strands and making the outside strands carry most of the strain. The damage caused by such sharp bends is responsible for the failures of most preventers despite the abrasion and corrosion that may occur in other parts of the rope.

Sharp bends in an eye can be lessened where it is spliced around a thimble, which will hold the strands in a more normal position, distributing the strain more equally among the strands.

Bending stresses resulting from the winding of rope over a sheave or drum are another cause of rope wear. In such cases the wires are bent to conform to the curvature and there is a certain amount of sliding of wires against each other depending on the diameter of the sheave or drum. The smaller the diameter, the greater the sliding and bending effects.

Size of Drum Important

Consequently it is important to use a sheave or drum of adequate size. The recommended diameter for a 6 by 19 wire rope would be 45 times the rope size and the minimum permissible is 30 times the rope size. Putting it another way the diameter should be at least 18 3/4 inches for a 5/8-inch wire and 22 1/2 inches for a 3/4-inch wire.

Bending a wire first one way and then another causes more wear than two successive bends in the same direction. The most practical way of reducing rope wear from bending is through lubrication, which enables the individual wires to slide over each other easily.

A third major cause of wear is external abrasion, often the chief cause of deterioration of a fall. It results from the fall being dragged against the top or underside of coamings, on poorly lubricated or misaligned blocks and in the grinding of one turn against another on the drum.

Hatch rollers reduce the amount of wear resulting from dragging of falls against coaming. Since such wear occurs only in the 40 feet of wear near the end of the fall it might be practical to reverse the falls or else start with a new fall 40 feet longer than necessary and cut off the end when it became worn.

In most cases it appears that the major cause of wear is abrasion on the drum, where the turns already on the drum are in friction with the incoming or outgoing fall. This is due to poor fleet angles, which is the angle between the line of the fall perpendicular to the axis of the drum from the heel block, and the line of the fall from the edge of the drum to the heel block. In other words, the angle is determined by the width of the drum and the distance from drum to heel block.

Wide Angle Causes Wear

Where the fleet angle is too wide, as on most ships, too much space is left between the turns when the fall winds from one flange to the center. And when the fall winds out from the center toward either flange the incoming fall grinds heavily against the previous turn.

Some steps can be taken to minimize this wear. If tension is removed from wire rope wound on a drum the rope tends to twist and throw the first turn either toward or away from remaining turns.

Where the rope is right laid and wound over the top of the drum, the bitter end should be secured to the right hand flange, (looking from heel block toward the drum). Right lay rope under-wound would be started at the left hand flange. The reverse is true for left lay rope.

Burly



News Flash



By Bernard Seaman



NO LAWYERS NEEDED

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan at 11 Broadway, by the individual involved.

Atlantic 'Union' Chairman Skips Out On SIU Debate

(Continued from page 2)

come—out of courtesy to the men in the fleet—for a challenge to end all challenges...we feel that the time has come for a showdown and we think this could best be accomplished in an open forum in which all parties concerned have an opportunity to present their side of the picture in full detail...

Failed To Show

Consequently, when Congressman Chudoff opened the meeting, he called on Alcott to take the platform and present his position. But although there were 200 Atlantic seamen in the hall anxious to hear his say, Alcott failed to show before the men he professes to represent.

In the absence of the chairman, the next best thing was to read the latest "challenges." They boiled down to the following: That the SIU wouldn't print its financial reports; that the Union should allow the AMEU to negotiate a new contract; that the SIU should "stand behind" its standard tanker agreement; what is the difference between an SIU election and elections in Russia? that the SIU should permit servicemen to vote by mail, and once again, that the SIU couldn't guarantee each member a job.

Hall then took the floor to answer them. He first stated his pleasure that Atlantic seamen had the opportunity, for the first time, to sit in a general meeting, something which the AMEU had never permitted. "When the SIU signs a contract with Atlantic," he said, "this will be a regular occurrence, because Atlantic men, like all other Seafarers, will be able to participate in the business of their Union, the SIU."

Explained SIU Procedure

Then standing next to the empty chair reserved for Alcott, on the dais, Hall turned to the business at hand. On the financial issue, he explained how all SIU ports elect weekly rank and file financial committees to inspect finances, and how headquarters elects a quarterly financial committee which takes a complete audit of all Union properties and makes a voluminous report with recommendations as to management of Union finances.

These committees' reports are subject to membership action at membership meetings, and if approved, are posted in every SIU hall for all to examine. They are also filed with the US Government under the requirements of the Taft-Hartley law.

"Sure, the AMEU would like to see our reports printed in the SEAFARERS LOG," Hall said, "so it, and the other enemies of the SIU could learn the intimate details of our financial structure. We don't propose to give them that opportunity. That is a right reserved only for Seafarers."

On the second issue, Hall called upon the AMEU to withdraw entirely from the picture so that the SIU could go in and negotiate a real Union contract for Atlantic tankermen without delay, especially since "the AMEU has utterly failed in 13 years of its existence to effectively and properly represent the men of the Atlantic fleet." Such a contract, would include among other items, the following provisions:

A 25 percent increase in take home pay to bring Atlantic men up to par with those sailing on SIU ships; this increase to come from improvements in contract working rules, overtime provisions and base wages.

No trick clauses such as now exist in the Atlantic contract which permit the company to ignore contract provisions.

A workable and effective system

of welfare benefits for Atlantic men, plus other improvements on a wide variety of fringe issues, such as shipboard living conditions, feeding on the ships, prompt settlement of overtime, prompt repairs and improvements, and other issues.

A guarantee that no union representative shall be on the company's payroll. At present, he declared, AMEU officials have the "ring of management through their nose" by receiving money from both Atlantic tankermen and the company.

Proud Of SIU Contract

On the third "challenge," that the SIU should "stand behind" its regular tanker agreement, he stated that the SIU obviously does stand behind its agreement, indeed, is proud of it since it is easily the best of its kind in the industry. The SIU, he pointed out, has consistently blazed the trail for all of maritime to follow, whether on contract gains, welfare benefits, shoreside facilities or any other matter of interest to seamen. The proof of the pudding, he concluded, is in the payoff, where SIU tankermen consistently collect far more take-home pay than men in the un-organized fleets.

Issue four: "What's the difference between SIU elections and elections in Russia?" was disposed of in short order. Hall described the SIU's secret ballot procedure and the right of every Seafarer to nominate himself for office, "that is, provided he can show proof that he is a real seaman, with at least three years' seetime."

He himself, Hall said had been opposed for office more than once when he ran for the posts of port agent and secretary-treasurer, despite AMEU allegations to the contrary.

"Some people might think," he added, "that if I'm not opposed for office on certain occasions, maybe it's because I've been doing my job in proper fashion."

Then to the accompaniment of cheers, whistles and applause from the audience he concluded, "The difference between the elections in the SIU and those in Russia, is the same as the difference between the elections in the SIU and the phantom 'election' of lawyer Emanuel Friedman as AMEU business manager."

"This man was never elected by Atlantic tankermen to office. Yet he is the one who is challenging our elections."

NLRB Precedent

On issue five, the question of the serviceman's vote, Hall read from several National Labor Relations Board decisions in which the Board held that servicemen could vote in bargaining elections if they could reach the polls. For the SIU to oppose the NLRB's position on this point would endanger the entire petition and possibly wreck the tankermen's chances of getting an SIU contract.

On the sixth point, the question of job guarantees, the AMEU letter claimed that in the slow shipping years of the late '30's SIU members were on the beach in large numbers in some periods. There have been times in the past, Hall said, when shipping was slow and it was rough for seamen everywhere. "What happens to an Atlantic seaman when the company lays him off? Where does he go to get another ship? The SIU at all times gives its membership an equal opportunity to ship."

Further, he declared, at any time the SIU has always maintained a minimum ratio of at least one job for every member of the Union, figures which can be substantiated by survey of the

records. "We did substantiate this fact once for the AMEU, but they pay it no heed." Men who carry SIU books, he concluded, have always enjoyed and continue to enjoy good shipping at all times.

After finishing off the challenges, Hall turned to a brief account of how the SIU came into being and how it grew. He described how the rank and file seamen who founded the SIU, broke with the old International Seamen's Union and helped destroy that organization because its leadership had grown corrupt. He spoke of the 1934 and 1936 strikes in which many seamen were killed, hundreds injured and more hundreds jailed "so that unions could grow and we could all enjoy conditions we have today."

Defeated Communists

He described the SIU's successful fight against the Communist machine in maritime both in the US and Canada, a machine which threatened to swallow up all seamen until the SIU broke its power.

Before concluding his remarks, Hall spoke of his disappointment at the failure of Alcott to show at the meeting. "I feel sorry for Alcott in a way," he said, "because a man in his position, on the payroll of the company and at the same time, taking money from Atlantic seamen, is in a pretty tight spot."

Can't Serve Two Loves

"But when you get down to it, there's an old saying that a man can't serve two loves. Alcott's been trying to serve two loves for a long time, and you know when that happens, both loves wind up kind of mad at the guy in the middle."

"Tonight Alcott just had to make a choice because we put it up to him that way. You men, whom he is supposed to represent are here. The company is down on Broad Street a few blocks away. Where is Alcott? We don't know because the telegram we sent him was returned, marked, 'present address not known.'"

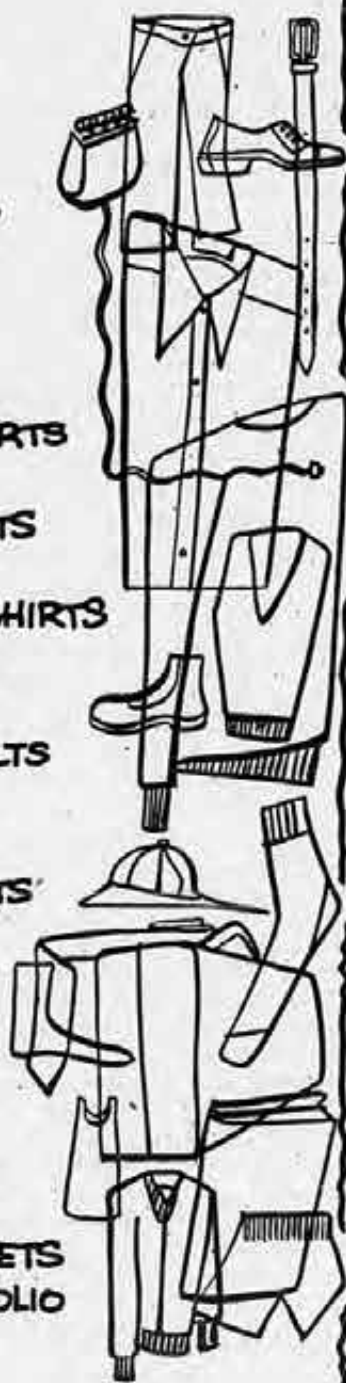
Other guests present besides Congressman Chudoff, were: Congressman James A. Byrne of Philadelphia, Father Donahue of St. Boniface RC Church, and Reverend Proffitt of the Seamen's Church Institute. Scores of greetings were received including those from Senators Estes Kefauver, Harley Kilgore, James Murray and Hubert Humphrey, as well as Congressmen Mollohan, Rodino, Addonizio and others. The messages praised the holding of the meeting as giving Atlantic seamen their democratic right to participate in issues of importance to them.

Atlantic crewmen present included men off the Atlantic Shipper, Atlantic Engineer, Atlantic Coast, Atlantic Importer and Atlantic Seaman, as well as men from the Anchorage and other men on vacation. The delaying of the Van Dyke and the Producer by the company forced the union to arrange for transportation of crewmembers from other East Coast ports so that every Atlantic man who could possibly reach the meeting would have the opportunity to participate.

The meeting then adjourned for a buffet supper and refreshments, followed by entertainment. The entertainers, including musicians, dancers, a variety act and a singer were supplied free of charge by the American Guild of Variety Artists and the musicians union as their way of repaying the SIU for the Union's help in winning a recent strike against Philadelphia night clubs. The same was true of bartenders supplied by the bartenders union.

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- C.P.O. SHIRTS
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- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
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Explosion, Fire On Bull Run Fought By Crew, Norfolk Firemen



At upper left, a fireman helps one of his co-workers adjust an oxygen mask before entering the smoke-filled pumproom of the Bull Run. At right, the man having completed his inspection, calls orders for fighting the blaze.

Fire is just about the most feared thing that can happen aboard a tanker, where combustible cargo and gases in the tanks can mean fiery disaster. The crew of the Bull Run (Petrol Tankers) experienced the chilling sensation of having a fire and explosion aboard the ship, while their vessel was docked in Norfolk recently.

According to Dick Simson, third cook, the fire started in the evening, while most of the crew was preparing to go ashore. Luckily, heads-up action by the crew, and a quick response from the Norfolk Fire Department kept the threat from becoming a disaster.

Simson says that while he was in the shower, an explosion rocked the ship. "I put on some pants and ran out on deck," he says, "and saw some of the crew running up toward the pumproom."

New Explosion

While the crew started to break out the fire-fighting equipment, a call was sent in to the fire department, and then a second explosion in the pumproom went off.

The crew kept the fire from spreading — and just as the fire department arrived at the dock, a third explosion ripped through the pumproom.

"Those Norfolk firemen were really on the ball," says Simson. "They put on oxygen masks, and went right down into the pumproom, even though everybody figured that there'd probably be another explosion down there."

"They had a tough time putting



Norfolk firemen have a quick conference on deck after the oxygen-masked smoke eater has come up from the pumproom and has located the major source of the fire. Seafarer Simson took the pics.

out the fire, but they did a great job all the way down the line. It was a tough place to work in down there, especially since the whole place was filled with thick smoke, and even with the masks on, the firemen could only work down there for a few minutes and then

had to come back up again." "Everybody in the crew was really sweating there for a while, when those explosions first started to happen, but we had a good crew," says Simson, "and everybody did their jobs without any excitement."

Did You Know . . .

That in an average year those busy little hens in the farmer's chicken coops around the country produce about 60 billion hen fruit a year? That doesn't count all the eggs turned out by ducks, geese, turkeys and other birds. There are about half-a-million chickens down on the farm, including some roosters, of course, who are helping turn the stuff out.

That the earth's rotation is slowing up? Scientists checking the careful and accurate records made by Babylonian astronomers nearly 5,000 years back found that the day was six seconds longer then than it is now. The powerful gravitational pull of the moon and sun with resultant tides on the oceans, is responsible for creating friction that is slowing down the earth's spin around its axis.

That postal cards are a German invention? The use of postal cards was first suggested in 1865 by the director of the Royal Prussian Post, but the first ones were issued in Austria in 1869. Postal cards are not the same as post cards, which are unstamped picture cards handled by private firms.

That air-conditioning is becoming a standard feature in SIU halls? The halls in New York, Mobile and New Orleans are already air-conditioned, and similar equipment is being installed in the new Baltimore hall, under construction, as well as in the Norfolk hall. It's all part of a program to make conditions ashore more comfortable for Seafarers.

That there is another distinct mountain range in the US besides the Rockies and Appalachians? Geologists do not regard the Ozark Mountains as part of either of the other two, but as a completely independent unit. The Ozarks lie chiefly in Missouri, Arkansas, Oklahoma and Kansas. They are separated from the Appalachians by the lowlands of the Mississippi basin, and from the Rockies by the Great Plains.

That when SIU members are required to stand security watches in port by order of Federal, military or naval authorities in US-controlled ports, or by foreign governments in other ports, they shall be paid overtime for all watches stood on weekdays between 5 PM and 8 AM?

Sea Cliff Lifeboats Come Apart Under Strong Hand

Life on the sea offers a variety of pleasures and hardships, reports Seafarer Thomas Nicholson, and the true seafaring man must be ready to take one along with the other.

No matter what the trouble is, though, Nicholson says, you must be ready to face everything, even if it is with a laugh. Like the words of the song, "It ain't necessarily so" that trouble doesn't sometimes bring something to laugh about along with it. Laughter can often be the handmaiden and cure for trouble.

All of this discussion of humor in the face of danger of a sort came about on the last trip of the Sea Cliff (Coral) when the vessel was out at sea. Out of sight and sound of the friendly land, the crewmembers came face to face with a situation fraught with danger. In the end, however, all was not lost.

"Now that we are in port," writes Nicholson, "the entire incident seems like a lark, but at the time of its happening we were a bunch of sad sacks aboard the Sea Cliff."

Strong Man

Ralph Price, the Charles Atlas of the fleet, according to Nicholson,

was flexing his muscles one day on the trip when a few jaws went slack. It seems that during a fire and boat drill Price put more than his share into the work. Calling on that reserve of massive strength which has dazzled damsels half the world over, Price latched onto the life rail on the hull of the lifeboat. Right then and there the life rail and the boat parted company forever.

Some of the men were thinking of doing the same thing with the ship, but cooler heads prevailed and all hands stayed aboard, come what may. Of course, all did not seem lost just because the first battle had gone to the enemy. There were other lifeboats to contend with.

Content was hardly the word, reported Nicholson, it was more like grapple. The men were far from panicky, content in the thought that there were still three good lifeboats aboard. That situation did not last long, however, for Price soon came to grips with two of the remaining trio with similar results.

More Trouble

The day following the tussle with the lifeboat, Price had a gun-in with two others. As he was skylarking about the deck, he decided to do a little chipping in the lifeboats. With Price, it was no sooner said than done. Moreover, as soon as he began chipping in the boats, they were done. After several vigorous strokes, holes appeared underneath the paint, in both cases, and the boats were left in the same sad and unseaworthy condition as was the case in the first boat.

Word flashed through the ship about as fast as it takes the French Cabinet to fall these days. All hands gathered on deck and looked lovingly at the remaining craft. Rumor had it that the captain threatened to throw Price overboard, with the help of the entire crew, if he so much as approached the remaining lifeboat.

Galley's A Three-Ring Circus On Gateway City, Says Crew

What with some men leaving the ship for various reasons in foreign ports, especially while on a long trip, and foreign replacements hired, writes the crew of the Gateway City (Waterman), some amusing circumstances occur even on SIU ships.

The man having the hardest time, according to the crew, is Jim Davis, the chief steward. "He's having his troubles," they say, "and sometimes the galley looks more like a three-ring circus."

Language Problem

The cause of all the hilarity is the fact that they have "an Italian chef, who speaks almost no English at all, and just talks with his hands all the time. He's real excitable, so that helps too. We also have a German baker, who has his troubles with English, and also stutters whenever he gets mad,

which is most of the time. Jim sure has his troubles here."

In fact, says the crew, the baker is now known as "Ice Box Pete." The way the name came about was that the excitable baker went into one of the ice boxes one day, and the door slammed after him. For some reason, the door got stuck and wouldn't open from the inside, and the baker was locked in the ice box for over 10 minutes before somebody else came along and opened it.

"Like we said," writes the crew, "the baker stutters when he gets mad, and this time it was fully half an hour before he was able to say a word after he got out of the ice box."

Another Mariner Launched



Seafarers aboard the Golden City watch the Badger Mariner (rear) being docked shortly after her launching at the Sun Shipyards, Chester, Pa. Left to right are: E. Johnson, ch. cook; J. Craven, elect.; J. Hannon, stwd.; G. Fargo, DM; S. Straway and P. Amoren, wipers. Doc Watson took the shot.

The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

If you have ever considered buying a 35mm camera but found that anything worthwhile ran into hundreds of dollars, here is one that will fill the bill and it is less than \$100. Not only is the price right; it will take care of most of your picture requirements. It has a f/3.5 lens with shutter speeds from 1/25 to 1/300 of a second, built in rangefinder and is as sturdy as any 35mm camera on the market.

The camera is known as the Signet and is manufactured by Eastman Kodak. The whole camera is 4½ inches long, 3¼ high and 2½ deep, and weighs 18 ounces. The body is extremely sturdy, made of rib reinforced aluminum die casting. Pressure on the camera back or front produces no give whatsoever. The lens and shutter are mounted in a machined tube which does not collapse. Because of the short focal length lens used (43mm) the mount does not protrude far from the body. Without the case the camera can be carried about in a coat pocket.

Because of the relatively short focal length of the Signet's lens and its great depth of field it will rarely have to be stopped down beyond f/11. The shutter on the Signet is of unusual design. While most between-the-lens shutters of the leaf type use five blades, the Signet Synchro 300 shutter uses only two, which seems like a simpler arrangement that indicates little shutter trouble. The shutter release is of excellent design, large and comfortable, almost impossible for a finger to miss. The speeds are limited to 1/25, 1/50, 1/100, 1/300 and bulb. There is very little that these speeds won't cover in general picture taking. The shutter must be cocked by hand before each exposure. It has a double exposure prevention device. If you insist on double exposures the Signet will oblige.

Novel Rangefinder

The rangefinder is a single window coincidence type. When you look through the rangefinder you see two images. The main image, filling the entire frame, is tinted an amber color. In the very center of this image is a white triangle holding the second image. By rotating the helical focusing mount around the lens tube with the focusing knob, this second image can be made to coincide with the first, thus placing the lens in accurate focus. The short distance between the rangefinder assembly and lens, plus the comparatively wide field covered by the lens, makes it virtually unnecessary to compensate for parallax, even when the camera is focused at its closest distance—two feet. The rangefinder image is one of the brightest that we've ever seen.

One of the very convenient features of the Signet is the exposure calculator on the back of the camera. For those of you that are bothered by determining correct exposure, this calculator is simple to operate and yields excellent results. Loading the Signet is quite simple. The back of the camera comes off and the film is inserted quite readily. The film winding knob is large and heavily knurled. One flick with the ball of your thumb will advance the film in a split second. The rewind knob is the same size and makes rewinding easy. On many cameras the rewind is treated like a step child.

↓ ↓ ↓

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

Two Seafarer Crews Have Good Words About Their Skippers

The skippers of SIU vessels seem to be more popular these days, or at least the skippers aboard some of the Seafarer-manned ships are getting bouquets from the crew.

The Seafarers aboard the Lewis Emery, Jr. (Victory Carriers) and the Republic (Trafalgar) had some nice things to say about their captains in their ship's minutes.

The crew of the Lewis Emery Jr. said that their last trip was so good that the entire crew "chipped in and bought Captain Robert D. McNally a gold wrist watch." Then, said the crew, they had an inscription put on the back of the watch reading, "To Captain R. McNally from the crew of the SS. Lewis Emery Jr., June 4, 1953."

Good Trip

The delegates say that the captain was "fair, expected the men to do their work, but treated the crew decently and was a fine man." And now that the ship has sailed again, with the same captain, the crew reports that it is having another fine trip, although there are only seven of the old crew left aboard.

On the Republic, the crew held a special shipboard meeting and went on record to support the cap-

tain of the ship in case the company fired him.

Man Sick

According to the minutes sent in by the crew, one of the crewmembers was sick and in serious condition, and the captain called and asked the Coast Guard to rendezvous and take the man off for hospitalization. The minutes say that the captain tried for three days to have the man taken off the ship, but for some reason, the Coast Guard didn't get the man, so the captain took the man into Havana, Cuba, where he had the man hospitalized.

The crewmembers state that they will stand by the action of the skipper in taking the man into port for hospitalization, and will support him in case the company decides to relieve the skipper of his command or take some other action against him.

"The skipper," says the crew, "performed an act which might have saved the life of one of our crewmembers, and we will stick by him."

Pioneer Trio Hunts Casablanca Fez

Faraway places with strange sounding names hold exciting allure for Seafarer Harry Kronmel, but some of the bargains in merchandise which he comes across in foreign lands are about as attractive and desirable as additional ice in the Arctic.

While strolling through the market wilds of Casablanca one day recently, Harry and two of his Alcoa Pioneer shipmates cast out weather eyes for attractive items, but the bait was on the other hook. It seems the marketplace expedition began when Chris the baker had an almost uncontrollable yearning for a fez, an often red, truncated cone which can make you taller than she is. Harry and Groucho the messman went along for laughs.

After lunch one day the trio set out along the winding streets of the city with a guide in tow, for all he was worth. The group swept through the stalls of the market place about as quickly as water running uphill, spurning the raucous, various and insistent offers of the shop vendors.

Sharp Bargaining

Many plazas and winding alleyways later, the Pioneer stalwarts came to their destination. It was a green-awned shop owned by one Ali Mohammed, a probable descendant of one of the 40 thieves of Ali Baba fame. His razor-sharp bargaining tactics led the crewmen to believe this, although it was no more than circumstantial evidence.

The shop was filled with everything imaginable, lumping together all the wares of the town.

However, Chris was detoured temporarily, taking a swing at a quick change of pace tossed up by some leather bags in the corner of the shop. Unswerving was Groucho, though, who headed straight for the fez counter. He selected one of those fore-short-



Not a fez in sight, Seafarer Harry Kronmel is caught looking at the camera as he wends his way through the Casablanca market place surrounded by the native populace hunting for its own bargains.

ened ice cream cone caps and placed it on his head, tassel dangling. Except for the fact that it was on backwards, it gave him a rather dashing look, which is just what Kronmel wanted to do out of there by that time.

Price Soars

Attracted by the sight of his first love, the baker came sauntering over and asked for a 7½ head size fez. Ali, not too well conversant with the English or American language, pulled down half the store's wares before the boys made him understand that it was another fez they wanted, not a mess. Ali gave the baker the fez and the business, at the same time. The shopkeeper wanted 600 francs for the headpiece, a markup of approximately 1,000 per cent reserved for Americans only. Unflattered by this singular honor of

being singled out in the market places of the world, the trio bolted.

After much argument concerning the relative merits of varying grades of fezzes in the Casablanca markets, and the relative millionaire tendencies of all Americans, the price took a quick nose-dive to 300 francs. The guide was of little help to the trio, sticking up for the beleaguered tradesman in this battle of the market place. The baker still was reluctant, but Kronmel and the messman were all for offering Ali 250 francs and getting out of there with a fez saved and a little peace of mind. However, nothing more transpired. After another hour of argument the boys left, fezless, and headed back to the ship. Ali was such a sharp trader, though, that the trio kept their eyes on their wallets all the way back.

LOG-A-RHYTHM:

The Moon And The Sea

By Roy Fleischer

The sea is in love with the moon
And puckers its lips in tides
To reach for a kiss
But is pulled back soon
By jealous Earth for mankind.

Is it any wonder the sea wails
And makes havoc of men and trees
When deprived of the right
To complete its life
Of lunar destiny?

The moon has loved
Since time began
All men with the spirit of youth,
But most of all it has loved the sea
In a love of finality.

It doesn't seem fair
That men should share
This love of the moon and sea,

While the sea and the moon
Can never be a fertile unity.

So is it any wonder
The sea has storms,
To lash with its angry whip
The ships and man
And even land,
In its wrath at gravity?

And the moon, in tears,
Hides behind black clouds,
Lonely for the sea,
Until the sea repents
And resigns itself
To love as love can be,
Unselfish, brilliant,
Calm and clear,
Timeless, old but new,
Which gives the world
its poetry
And beautifies the view.

Partners On Run



Partners in the black gang aboard the Alcoa Partner are John Doyle (left) and Charles Rayfuse.

Quiz Corner

- (1) What is the name of a side of a right angle triangle opposite the right angle: (a) cosine, (b) tangent, (c) hypotenuse?
- (2) In what body of water is there no life?
- (3) What is the only letter of the alphabet which appears neither in a state name nor on the telephone dial?
- (4) Is diabolo (a) a game played with a cord and a top, (b) witchcraft, (c) a variety of diabetes?
- (5) What country contributes most to the world's production of crude petroleum (a) United States, (b) Iran, (c) Mesopotamia?
- (6) What was the value of the US gold coin, the double eagle: (a) \$2, (b) \$10, (c) \$20?
- (7) If a disc jockey is a platter spinner, a bubble dancer is a: (a) dishwasher, (b) strip teaser, (c) washing machine.
- (8) Boxcars can be used to haul freight, but in what game of chance do they often appear?
- (9) What mental disorder is characterized by delusions of persecution: (a) paranoia, (b) schizophrenia, (c) dementia praecox?
- (10) Mr. Jones had half as many half-dollars as he had quarters and twice as many nickels as he had dimes, while the number of nickels was 10 times the half-dollars. If his total cash equaled six dollars and he had an equal amount of money in each set of coins, how many of each did he have and what did each set total in dollars and cents?

Sailor Rags - Signs Of The Time

By E. Reyes



Anne Butler Crew Has Plenty To Do While Ship Is In Drydock

Seafaring, according to Danny Piccerelli, chief steward aboard the Anne Butler (Bloomfield), is not always what it is expected to be. Sometimes things come up which are not exactly planned at the beginning of a voyage.

Things really began to pop off the coast of Japan when the ship ran into trouble by running aground. No one seems to know exactly how it happened, unless the ship was looking the other way, but it had the effect of setting off a chain of shore-side reactions

which kept the men busy for quite a while longer than they had expected.

Limping into Tokyo, Japan, after damaging the bow section, the ship headed for drydock in the Ishikawasima Shipyard. Army divers put on their outer-space gear

and went below to inspect the damage. According to their first report, there wasn't much damage to speak of. Later, however, it turned out that the ship needed 91 new plates in the hull, inside and on the outer surfaces, new bearings and a new rudder. Those Army divers were so far off base they were in danger of being AWOL.

Watching And Waiting

Then it got to be a watching and waiting game. The boys were having a grand time with all that extra port time, but they were running out of things to do, as well as money, so they thought up a new game. They began making bets with themselves as to how long the ship would stay in drydock. Some Seafarers estimated it would take anywhere from ten days to two weeks to fix up the old scow. Others were a bit closer when they thought it would take a month. All of them, however, were whistling way off key. At the last reckoning the Anne Butler had been in the shipyard for a total of 61 days.

Of course, this was not all the port time that the crew had on the trip. Added to the previous stopovers, after signing on 217 days previously, of 86 days, it made total port time come to 147 days out of the 217-day trip. Which, in any country, or countries, is a lot of port time, especially when 70 days were actually spent at sea on the entire run.

See City

The men had to come up with some other forms of amusement, of course, so they tried the true course of sightseeing among the flora and fauna of the Orient.

Seafarer Sam Says



YOU CAN HELP SERVE YOUR UNION AND YOUR BROTHER SEAFARERS BY NOMINATING YOURSELF FOR MEETING POSTS AND COMMITTEE JOBS. EVERY SEAFARER SHOULD PARTICIPATE IN THE OPERATION OF HIS UNION.

The SPORTS LINE

By Spike Marlin

A few more salty tears dripped into the Gowanus Canal and Erle Basin when another one of Brooklyn's annual crop of potential 30-game winners went by the boards. This time it was Ralph Branca, who after nine seasons of trying to conjure greatness out of press notices was waived out of the league to the last place Detroit Tigers.

Branca is only one of a long line of strong-armed rookies who have never come to flower in the loam of Ebbets Field—Rex Barney, Jack Banta, Clyde King, Erv Palica, and now Clem Labine, Carl Erskine and maybe Joe Black. They all come up tabbed as future greats and all develop mysterious inability to last more than three innings. At that Branca accomplished more than any of the others. He married into the family and hung on for a season and a half more than he would have otherwise.

Shock Theory

Like all the rest of Brooklyn's boy wonders, the Branca case is explained by some mysterious kind of shock, what the psychiatrists call by the high-sounding word "trauma." Branca is supposed to have been robbed of his pitching ability when Bobby Thomson hit the now-famous home run in the last inning of the last playoff game in 1951.

The fancy trauma theory overlooks the fact that Branca hadn't done much pitching that year, the year before, or any year since 1947 when he won 20 ball games but got shellacked by the Yankees in two World Series set-tos. It falls flat on its face when you look at the Labine case. He hasn't thrown a decent ball game since he had those self-same Giants eating out of his hands the day before Branca met his doom.

All the theories, the real or imaginary sore arms, the over-sens-

itive souls of Brooklyn pitchers and the rest overlook one obvious fact—bad handling of pitchers by the Brooklyn management. Whether Dressen, Shotton or Durocher, the Brooklyn staff has been over-managed and manhandled to the point that only one of the dozens of bright rookies, Don Newcombe, ever developed into a full-fledged major league pitcher.

Branca, like all the other Brooklyn rookies, reached his peak early and faded soon. When he came up at 18 he had all the equipment. So did Rex Barney when he came up and all the others. The one thing though that distinguishes a major league pitcher like Spahn, Roberts, Simmons, Maglie, Staley, and the like in the National loop from the Brooklyn wonders is their ability to fight their way out of a jam and finish what they start.

'Strange Theory'

Brooklyn works on a strange pitching theory. The guy in the bullpen is always more reliable than the one on the hill. As a result, the minute a couple of men get on base the bullpen gets busy. It's great for a Brooklyn pitcher's morale to turn around and see three other guys warming up before the game has hardly begun.

It figures that if a manager has no confidence in a pitcher and says it and shows it in half-a-dozen ways, the pitcher will have no confidence in himself. He'll fold time and again under pressure, leaving the manager wondering out loud where the pitcher lost his backbone.

We would guess offhand that Bucky Harris or someone like him would accomplish wonders with Brooklyn's rickety youngsters. And we wouldn't be surprised to see Branca pitch some respectable baseball in Detroit where he doesn't have to worry about heavy competition from his own teammates.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief cook and baker Bernard Mace's recipes for Eggplant, Italian Style, and for Mint Carrots.

Many cooks, says chief cook and baker Bernard Mace, take a lot of time preparing special meat dishes, but few of them pay much attention to preparing vegetables in different ways. Mace says that vegetables prepared in different and tasty ways prove just as big a hit with a crew as the special meat dishes.

Mace learned to cook by working ashore as a cook and then as a chef, and during his career ashore he worked in many of the better hotels in New York, including the Ritz Towers, the Town House and many others. He started sailing about 13 years ago, and has always sailed in the stewards department.

He came to the SIU in 1947, and got his book by working as an SIU organizer in the Cities Service organizing drive. Since then, he's sailed only SIU ships.

Eggplant

His recipe for Eggplant, Italian Style, will provide forty servings with enough left for about 10 "seconds." Start with four medium eggplants, peeled and sliced.

Make a dip out of six eggs, a can and a half of milk, and salt and pepper to taste. Beat the mixture

well. Dip the eggplant in the mixture, and then roll the eggplant in cracker crumbs or cracker meal. Then fry in fat until brown. Then put into large baking pan. Cover the eggplant by pouring two cans of tomato puree, three cans of tomato paste and hot sauce to taste, on top. If you wish, you can also add three medium onions and about six flowers of garlic, cut up.

Cover With Cheese

After that, cover with grated parmesan cheese, and then bake in a hot oven (about 425 degrees) for about 20 minutes. Serve piping hot.

For Mint Carrots, simply parboil about three pounds of carrots, cut into thin strips, about an eighth of an inch. Let them cool, and then saute in butter, adding salt and pepper to taste as well as three tablespoons of mint leaves. Serve with a butter sauce over the carrots.

Mace says these dishes have always proved popular on his ships because the different treatment gives the vegetables a distinctive taste, and because it gives the crew a dish that is out of the ordinary. "The crews always appreciate a different dish, especially if they are out on a long trip. The special dishes take a little time, but they're worth it because they keep the crew satisfied, and you don't get any beefs from a crew that likes the food."



Mace

Favors More SIU Art Contests

To the Editor:

I just arrived in Baltimore from Venezuela on the Marore (Ore). While I was home and talking to my wife, the mail man brought a beautiful ring emblazoned with the Seafarers emblem, my first prize in the Second Seafarers Art Contest. I suspect that I put you to a lot of trouble because of the unusual ring size, but I hope not.



Taurin

I have heard quite a few people sing the praises of the art contest, and the large number of as yet unrecognized Rembrandts and da Vincis we have in our Union. I am very much in favor of continuing the art contest every year for many years to come. It will grow bigger, better and more interesting as time goes by.

I am deeply sorry I was not able to attend it this year and see all the wonderful things on exhibit. Possibly I shall be more fortunate in the future.

John R. Taurin



Asks For Better Ship Life, Not \$

To the Editor:

I have to get this off my chest because I think some seamen are headed in the wrong direction when it comes to wages and living conditions aboard ship.

Wages are high enough at the present time for a man to live comfortably, but they are much higher than living conditions on board ships that pay me these wages. It is a bad sign when wages are far out in front of living conditions, and vice versa, although I don't think I'll live to see the latter condition. You can't get better living conditions aboard ship by increasing wages. Perhaps it might be better to let the shipowners keep a little of the profit to plow back into the ships in the form of improved facilities and living conditions. Everyone gains by this arrangement.

Foreign-Flag Threat

Wages on foreign ships are below ours, and American shipowners are having a difficult time of it competing with some of the foreign-flag vessels. If we continue to ask for more money we are going to price the owners and ourselves out of the market. We will only force them off the sea or to foreign-flag registry, if we don't take care. Neither prospect will please us. The merchant marine in this country is small enough. Let's give it all the help we can.



Solski

My ideas of better shipboard conditions are like many another man's. Something which will benefit the company as well as the men are wooden bunks with innerspring mattresses, for they last longer and are easier to care for. Other items include more fans for additional comfort, better grades of food and varied menus and a cleaner ship inside and out.

We can get these things and more if we concentrate on conditions rather than money in contract talks. Let's see to it in the future.

Stanley J. Solski

Madaket Helps Flood Victims

To the Editor:

The Madaket arrived at Moji in Kyushu, Japan, from Korea on the 28th of June. This was during the heaviest rainfall in the last 60 years, which caused one of the

LETTERS

worst floods and washouts in this area. Since more than half of the homes here are located on the hillsides, the rainfall caused washouts and landslides which destroyed hundreds of homes, leaving thousands homeless, with the death toll passing 200. After the rain stopped the town was literally buried in mud and water, in places six feet deep, with all business at a standstill.

All of Kyushu was in a critical state, with the whole population faced with the task of clearing away the storm damage and burying the dead. After three days of clearing the damage, some of the longshoremen returned to work. Twenty-four hours later we were able to sail for Tokyo for final discharging of our cargo before hitting the West Coast.

Crew And Officers Help

After seeing the mass destruction and the thousands of homeless people we thought the least we could do was to give some financial help to the destitute people, left homeless, with all their possessions destroyed. We went to Captain Fleming and he willingly put out a special draw for this donation.

We are very happy to state that we collected the sum of yen 96,880 from the crew and the officers willingly donated yen 28,620 for a total donation of yen 125,500. This donation was turned over to the mayor and newspaper people of the city of Moji by the ship's delegates, to be distributed at the mayor's discretion.

We of the Seafarers International Union are very happy to have helped the people of the city of Moji. As good Union men we are always more than willing to help the needy, as we have done in the past, wherever they may be.

At this time we would also like to mention that we found captain Fleming willing to cooperate with us on all occasions; in our opinion he is an excellent master to sail under.

We are enclosing a letter of thanks which was sent to the crewmembers of this ship from the people and the mayor of the city of Moji.

Crew of Madaket

"To: Honorable Crew of S/S Madaket

At Moji Port, Japan

I would like to express my sincere appreciation for kindness so generously given by the whole crew of S/S Madaket that made collection of yen 125,500 as a donation to the people of Moji.

Shingo Nakano, Mayor of Moji, Kyushu"

Engineer Dies, Men Mourn Loss

To the Editor:

On July 11, 1953, the SIU lost a valuable friend when Eugene D. Sullivan, a member of the BME, died in the hospital in Manila, Philippine Islands. He was chief engineer aboard the Steel Designer (Isthmian) before his death, caused by a relapse after an operation.

He had spent 40 years at sea and was a fine shipmate. There was hardly an engineer who could rank with him in the affections and friendship of the men who worked with him.

We join his family and friends in mourning their loss. We can only say that if there is a place in heaven for good shipmates and good souls, he is headed directly for it with engines set full speed ahead. May his soul rest in peace.

E. E. White Ship's delegate

Former Seafarer In MP School

To the Editor:

Just a few lines to let my shipmates know where I am and what I'll be doing for the next 21 months of my life.

I have just completed three months' basic training at Camp Polk, Louisiana, and now I am going to Military Police school at Fort Bragg, NC. I expect to graduate sometime in mid-September at which time I will be ready to strike fear in the hearts of servicemen, it says here.

I would appreciate it if any of my old shipmates who care to drop me a line every once in a while did so in care of the following address:

Private Herbert Ehmsen US 51251214, B Co. 2nd Platoon 503 M.P. Company Fort Bragg, NC.

I would also appreciate having the SEAFARERS LOG sent to me as I would like to keep in touch with the SIU. I know of no better way than by reading the LOG.

Herb Ehmsen

(Ed. note: Your address has been noted and the LOG will be sent to you every two weeks upon publication.)

Thanks SIU For Birth Greeting

To the Editor:

It would be very impolite for me to wait until I am old enough to write before thanking the SIU for your generosity to my parents when I was born and for the bond that you sent me, so Mommie is going to write for me.

She has put your letter away for me, so that if I decide to follow in Pop's footsteps, I can have it for an introduction. I am very proud to be a member of the Seafarers' family.

I am only eight weeks old now, and composing letters makes me very sleepy, so I'm going to take the warm bottle Mommie just fixed up and go back to bed.

Lawrence Gene Ashley

Seafarer's Wife Is A LOG Reader

To the Editor:

I would appreciate your sending me the LOG, as my husband is in the merchant marine and I enjoy keeping up with the news in shipping. I like reading the LOG very much, so please, if possible, put my name on your mailing list.

Mrs. Frances M. Jones

(Ed. note: Your name has been added to our mailing list; you will receive the LOG every two weeks as published.)

Ex-Soldier Is Job-Seeker Now

To the Editor:

I retired my book in 1951 when I was drafted into the Army. I have recently been discharged and would like to find out about the chances of getting a job. Could you put my name on the mailing list before I take my book out of retirement? Thanks.

Johnny E. Robarts

(Ed. note: Your name has been added to our mailing list.)

Member Surveys Two-Year Gains

To the Editor:

Over two years ago I retired my book and went back to school. I never realized that so much could happen in such a short period of time. Wages, overtime and conditions have improved immeasurably, to mention the revolutionary new Welfare Services Department. Hospital benefits have been

Stands Watch At Bar Rail Now

To the Editor:

I would appreciate it if you would send the LOG to me at the address below.



Miller

Also, I would like you to inform my former shipmates, via the LOG, that I am now married and standing my watches behind the bar at a resort in California. Thank you.

Fred Miller

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



Thank Crew For Record Player

To the Editor:

We the patients of the New Orleans USPHS hospital, C ward, wish to show our appreciation for the record player which was given to us by the crew of the Del Mar (Mississippi).

It was mighty swell of the crew to send it out this way and you can be sure we are enjoying it very much. We are wishing you fellows the best of luck and many good trips.

Luther C. Seidle



Thankful For Disability Plan

To the Editor:

As a new recipient of the disability benefit, I wish to send my sincere thanks to the officials and brother members of the Union for their wonderful job in regard to helping disabled Seafarers.

In my particular case, this help not only will enable me to keep clear of the poorhouse for the rest of my days, but also gives me great satisfaction, since I know that my membership in the SIU was not in vain.

As an oldtimer, I would like to advise the younger generation of Seafarers to be proud to belong to a maritime union which does not forget its old and disabled brothers.

Alexander Dudde



Dudde

hiked, the \$200 baby bonus is in effect, the death benefit has been jacked up and the Improved vacation plan has been in effect for some time. Under the old plan the employee had to sail with one company for a minimum of six months to collect vacation pay. Now he only has to sail three months and this time need not be with only one company.

No Charity Needed

Probably the most significant welfare advancement is the disability benefit. Any disabled Seafarer unable to go to sea receives \$25 weekly, providing he has seven years' seetime on SIU-contracted vessels. I believe these requirements are even less stringent than in the United Mine Workers' plan. Before, some disabled seamen were living on charity or were unwanted guests in the home of relatives. The SIU weekly disability benefit has given these men a new lease on life, and once again they feel that they, too, are a part of humanity in spite of their physical handicaps. The SIU has scored another first in labor history.

Atlantic tankermen will profit greatly when they vote SIU in the forthcoming NLRB election. They are now being offered membership in one of the most exclusive and best-managed labor unions in the world. An SIU book is the most valuable possession on the waterfront today.

Sailed Non-Union Ships

I, too, sailed with non-union companies before they were organized—Isthmian, Cities Service, US Waterways. The average non-union employer has absolutely no regard for the welfare of his employees. I have seen the unorganized companies "reward" men after years of faithful service—a dismissal slip at the slightest provocation. When an employee is fired from a non-union company this can mean an automatic blackball which often extends to all the other non-union companies.

\$900 Payoff Ahead

Tomorrow I am paying off with slightly over \$900 gross as an AB for a 44-day trip. This is a typical SIU company. I do not believe that a man in the Atlantic fleet can match my payoff for the same period of time. The future of the SIU looks brighter than ever. We are sounder economically than ever before and our job-to-union-membership ratio is the best in the industry.

Mike Darley

Pictures Supplant Pies and Pancakes



Some publicity-conscious boys among the galley crew aboard the Louis Emery, Jr., line up for pictures. They are left to right, Leo Norwall, Alfred Luciane, Mike Hamland and Pete Panas.

Thanks Crewmen For Lending Aid

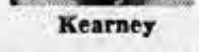
To the Editor:
I am writing to extend my sincere feelings to the crewmembers of the Seastar (Mercador) for their kindness to me while on board that ship as a non-working work-away from Yokohama to Oakland.

Owing to injuries received on board the Greenstar (Traders), I was put in the hospital in Japan on April 13, 1953. After my release from the hospital I was sent to the Seastar. When I went on board the captain informed me my credit was not good for slop chest or draws, but the crew saw to it that I did not want for anything.

When I arrived in Oakland on July 3, the company agent could do nothing for me until I reported to the hospital. I was flat broke at the time, but once again the crew members, both SIU and SUP, did more than their part to help me out. At a suggestion of Tom Banning, SIU port agent for San Francisco, the crew took up a collection at the payoff. I got more than enough funds to keep me going until I got straightened away with the company.

Hasn't Forgotten

I don't want these SIU brothers to think that I have forgotten that they helped me immensely. Also, a great deal of credit should be given to Kenneth "Scotty" Collins, ship delegate on the Seastar, for the fine job he did on the ship. Backed by the agreement, he was not afraid to talk to topside, getting fine results. Also, Banning settled all the beefs and OT to the satisfaction of the crew.



Kearney

Moreover, I wish to thank the members of the Greenstar for sending signed statements in regard to my injuries while I was aboard that ship. I especially wish to thank C. H. Andrews, A. Carter and F. X. Phelps.

In addition, I would like to get some information from crew members of the Greenstar concerning some souvenirs I left aboard the vessel. Some of the souvenirs were forwarded to me, but I have not recovered the greater part of them as yet. If anyone comes across my souvenirs and wants to send them to me my address is 22 Lawrence Avenue, College Court, Phoebus, Va.

John J. Kearney

New Charter Run 'Treat For Some'
To the Editor:
For the Southland's crewmembers who have been holding this ship down through the North Atlantic winter, this trip we're making now is a treat. We're chartered to States Marine Lines for one trip, so we're getting something different.

However, some of the boys here are a little down in the dumps, particularly those guys who have wives and families on the continent. The crew is well-rounded on this trip, with the two Lanier brothers of Savannah aboard in the deck department.

Some of the boys on here took a little "bus driver's holiday" while we were in New Orleans, and went to a dance held aboard the steamer President. However, they reported that the extra sea time was very enjoyable, and that they wouldn't mind sailing that way all the time.



Boyne

LETTERS

The rest of the crew agrees with them.

We want to give a vote of thanks to Captain William P. Lawton and Chief Mate Ted Hostetter for a clean ship and a smooth-running ship.

Fred Roynce
Ship's delegate

Moon's Singing Opens Cell Door

To the Editor:
After reading Spider Korolia's account of how Moon Koun's singing caused some painters working four miles away to knock off, I laughed myself right into the hospital with a sprained spine.

To back up Spider's story and prove he wasn't fibbing, listen to this one: Years ago, when we were a bit wild, about five guys, including Moon and myself, decided to go to a Chinese restaurant and eat chicken and then call it a night. As soon as we were seated around the table a waitress came over to get our order. Somebody in the gang told her that her elbows were dirty, and that she should wash them. Then it happened.

In the Cooler

The climax came—and so did the wagon and we all wound up in the clink. After about two hours we asked the man to let us go as we could all stand on our two feet. He replied no siree. The law says six hours and that's that, and so to pass the time away our boy Moon started singing and in a couple of minutes the cell door swung open and our friend told us to get the devil out and don't forget to take the noise with us.

Yes, indeed, that's one time I certainly did appreciate the Moon's singing.

Percy Boyer

Donors Helped Save His Life

To the Editor:
I want to thank my brother members of the SIU and the SUP for the blood they donated to me while I was a patient at the Marine Hospital in Seattle, Wash. I am an alien but I was given the same care and treatment as any other guy, regardless of nationality. For that I'm very thankful. I'm also very thankful to Doctor Ketcham and the nurses who worked over me and refused to give up hope. To these people I certainly owe my survival, for I was ready to cash in my chips.

LOG Delivered Promptly
I also want to thank the port agent and dispatcher and those connected with the SIU office here in Seattle for the interest in the welfare of the SIU patients and for their prompt delivery of the SEAFARERS LOG, which we always eagerly look forward to. The LOG keeps me posted on everything going on both on the East-West and on the Gulf Coast.

Alfred J. Johansen

Son's Shipmates Sent Sympathy

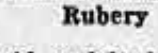
To the Editor:
We wish to thank the crewmembers of the Petrolite for their generous contribution of \$150 and for their sympathy on the death of our son, Richard, who died aboard ship. We very much appreciated the kind words said about him. We thank the whole crew on the ship and the members of the Seafarers Union. God bless you all.

Mr. and Mrs. Oliver Severson and their children, Leonard, Stanley and Helen

Captain Thanked For Quick Action

To the Editor:
The crew of the Clarksburg Victory wishes to extend its appreciation to the captain of this vessel, William S. Heath, for the quick action he recently took on behalf of one of our injured brothers.

The injured man was H. Ryan, steward, and he was injured shortly after we left port. Captain Heath, without hesitating, turned the ship around and put back in to port so that Brother Ryan could get medical aid, and be hospitalized just as soon as possible.



Rubery

The crew wishes to make a public statement of appreciation to Captain Heath. We wish to extend to him our heartfelt appreciation for this action.

John S. Rubery
Ship's delegate

Passengers Laud Steward's Work

To the Editor:
The following letter was received by me from one of the passengers after a recent voyage on the Alawai. Because I feel that all the members of the steward department are the best, I would appreciate it very much if you would print this, as a token of appreciation.

Arthur Rummel

"Dear Mr. Rummel:
"Because of the happy experience on my first freighter passage, which was across the Pacific between San Pedro and Yokohama, on this last day of a comfortable voyage, I am giving expression to the complete satisfaction of your service, which is shared by my roommate, Mrs. Robert Schmidt-mann of Okinawa, who boarded the Alawai at Mobile two weeks previously.

Comfort Tops

"The cabins are not only complete in appointment for full comfort and convenience but they have been maintained in a manner smoothly efficient, prompt and regular. The ample and regular supply of clean linen and the gleaming white tile in the shower room are but two of the several details second only to the sanitation which is evident.

"The dining hall service and menu offerings are not to be excelled. Each meal evidenced care and imagination in preparation with a liberal application of dietary fundamentals and an experienced food shopper.

"There is a general agreement in the foregoing by my 11 fellow

passengers who now join me in best wishes to you, your chief cook Nichols, assistant Bradley and baker Bove.

"May there be only fair seas ahead for you.

Cordially yours,
Miriam L. Mayland

Top Crew Makes For Fine Voyage

To the Editor:
So far it has been a very pleasant trip. We have a good crew and Herbert "Tiny" Kennedy, the steward, is doing a good job of feeding the vultures who pass for men aboard this scow, the Neva West (Bloomfield).

The ship is in fairly good condition and everyone aboard is working to improve it so it can go alongside all the other clean SIU ships.



Kennedy

We have a new skipper this trip. We lost a good one who sailed on the last trip. His name is Mark Gilbert and he's worth watching out for. Captain Rose, the new master, seems to be doing a bang-up job so far. He was made on here last trip.

Of course, things can always be improved. The chief engineer is heartily disliked by most of the crew, although the other mates and engineers seem to be all right. Never know when one of them is liable to go out of his mind. The chief is supposed to go on vacation after this trip and everyone hopes it is permanent.

Most of the men aboard are bookmen, most unusual for a short trip of 48 days. Here's to good sailing in the finest maritime union in the world, bar none.

Bert Manifold
Ship's delegate

Enjoys Visit To Seamen's Club

To the Editor:
I'm enclosing a picture of a group of us off the French Creek, which was taken in the new Seamen's Club in Yokohama, Japan. Almost all of the crewmen visited this club while we were in port there, and all had a real fine time.

The club there is a new one, just recently completed, and they have very comfortable facilities for seamen, and we found it a very enjoyable place to visit while we were in port. It can be summed up by the familiar saying that, "an enjoyable time was had by all."

L. P. Hagmann



Seafarers off the French Creek enjoy visit to Yokohama Seamen's Club. Seated on floor: Fields and Dayton. Seated, left to right: O'Hagen, Przybyski and Corsak. Standing, left background, Benedict and Sweeney, and standing (second from right), Hagmann.

Crew Gets Extra 3,000 Hrs. OT

To the Editor:
At our last shipboard meeting here on the North Platte Victory, the crew instructed me to write on this subject, which should interest a large part of our membership. Particularly those members that are on runs carrying military cargoes.

When this ship was paid off in San Francisco, T. E. Banning, the SIU port agent, spent some time arguing with the company about paying us overtime for restriction to ship while in Korea. Our Union representative argued that, even if the Army said we had to stay aboard the ship, the US Army is not the Korean Government, and according to our contract, only the government in a foreign port can order the seamen restricted to ship. His arguments were so good that the company came through with a lovely 3,000 hours of OT for the crew.

We also wish to thank Brothers Banning and Marty Briethoff, SIU West Coast Representative, for the business-like way that this and other beefs were settled. The payoff was smooth, and everybody aboard—including officers—was very happy about the extra money they collected for restriction to ship due to the efforts of the SIU.



Otto

Good Crew

The North Platte is now off on another run to the Orient with a full load out of Houston and Mobile. This is a first class SIU crew. Our new chief steward, Johnny Reilly, who joined us in Houston, is an exceptionally good steward and has a good galley crew to work with. The stewards department is doing a great job of feeding.

We heard on the radio that the Korean armistice was finally signed. I wonder how many people outside maritime are aware of the important role that we Seafarers played in the successful operation of the UN forces over there. This is the sort of thing that people forget or never even realize.

This crew has gone on record suggesting that we do everything we possibly can as Seafarers and as a Union to fight any attempts to cut down our merchant marine now because it "isn't essential" any more. We should also make every effort to build up our merchant fleet.

Smooth sailing and good shipping to all our brothers.

J. D. Otto
Ship's Delegate

Seafarers Help In Japan Flood

To the Editor:
When people are in trouble, no matter where, Seafarers come through with a helping hand every time.

This time trouble struck in Japan and the Seafarer crew from the Young America stood by ready for action. After helping battle the flood raging through Yawata, Kyushu, the crew took up a donation for flood relief for the thousands of homeless and poverty-stricken people.

A total of 42,150 yen was gathered from the men aboard the ship who chipped in generously. Also, the town of Mogi was hit hard by the flood waters and was badly in need of relief. We gathered \$115, which isn't bad after this vessel made a couple of ports along the way. The people were grateful for the helping hand we offered to them.

Crew of the Young America

A Privateer's 'End Run' To Live To Fight Again

During the War of 1812, when our merchant fleet fought the war as well as carried supplies, a merchant vessel made one of the most spectacular end runs in history, for the run was right through an enemy flotilla.

At the time, the privateers Ida of Boston, Rattlesnake of Philadelphia, David Porter of New York, and Decatur of Portsmouth were anchored in La Rochelle Harbor. They had all taken refuge there from enemy vessels, but the crews were now uneasy, for nobody knew how long France would remain friendly to the US.

As the talk of an alliance between France and England grew, the four privateers grew more restless, for such an alliance would mean that they would be taken prisoner before they had a chance to sail.

Harbor Blockaded

Outside the harbor, however, an entire British squadron was anchored, just waiting for the privateers to come out. The four American merchant vessels, among them, had done such damage to English shipping that the British felt they rated a whole squadron to blockade them. The British forces included five of the largest ships of the line, several large war frigates, and a large number of war brigs and armed schooners.

Finally, the privateers could no longer stand the suspense, and decided to make a run for it early in the evening. The Rattlesnake, decided to make a run for it early in the evening. The Rattlesnake, Decatur and Ida slowly began to slip toward the mouth of the harbor. They all stood down with a wind on the north side of Ile de Re, just off the mainland, but as they approached the island, they saw the main force of the British squadron anchored right in their path. The Rattlesnake and the Decatur came about and started back to their anchorages. The British forces remained at anchor, confident that the American vessels would turn back after they had sighted the large number of enemy vessels.

The Ida, however, slowly began to lay off toward the east end of the island, as if she were going to drop her pilot off there and then head back to her anchorage. The British fleet stayed confidently at anchor.

Tries Escape

Then, after dropping the pilot, the Ida caught a stiff breeze and began a spectacular dash for the open sea. Her dash took her almost within musket range of the amazed British fleet, but the current in the roads held the British vessels, which were anchored, in such a position that they couldn't bring their broadside guns to bear on the daring privateer.

Crowding on all the canvas she could bear, the Ida sailed right through the British blockade. As she passed, however, one of the British frigates recovered sufficiently from her surprise to slip her cable and take up the chase. Some of the others made preparations to follow.

As the Ida, with the frigate behind her, cleared the south end of the island, she spotted an armed schooner bearing down on her from the cover of the island. The frigate was too close for the Ida to change course, so she decided to risk everything on the inefficiency of the

schooner's gunners and her own crew. Preparations were made for quick repairs, and the Ida sailed right toward the schooner.

Aim Is Good

The Ida sailed right across the bow of the schooner, within hailing distance, and the schooner's gun crews had time for only one broadside. They aimed for the Ida's rigging, hoping to damage her enough so that the frigate could catch up and finish the job, and their aim was fairly good.

The schooner's fire carried away the Ida's studding-sail boom, her mainstay, and some running gear, but the Ida's crew was up in the rigging before the smoke had cleared and quickly made temporary repairs. The frigate drew close as the repairs progressed, but they were finished in time and the Ida began to pull away from the larger ship.

By this time, however, several British vessels, some faster than the Ida, were drawing close. A few were within range and began firing with their bow chasers.

Drop Ballast

The Ida's crew, however, threw over the side almost all of her ballast and all but two of her guns, in a last ditch attempt. It worked, and the Ida slowly pulled away from them, and stayed clear until it was dark.

Because she no longer had any ballast, the Ida sailed slowly during the night, not risking a heavy press of sail that might capsize her.

The next day, the British vessels were still within sight, and began closing on her. From the other quarter, a ship of the line was

sighted, also bearing down on the Ida.

Takes Gamble

As the vessels drew near, the Ida took another gamble. Caught in a trap, she decided to try to put all the enemy vessels astern. There were 10 enemy ships, in all, closing on her. She waited until they were almost in range, and then depending on surprise again, she put her helm hard over, crowded on all her canvas in spite of the danger of capsizing, and cut right under the bow of the ship of the line.

The gamble worked. As she passed the large British ship, her gunners had a chance for only one salvo, and that went too high to do any real damage to the Ida. She had won again, but still had 10 enemy ships at her stern.

As the second night closed in, the enemy vessels were still at her stern. The Ida took off some of her dangerous sail after dark, and the enemy vessels spread out in hope of picking her up again in the morning.

Two Give Chase

As dawn came, the Ida spotted two British frigates directly ahead of her, and almost capsized as she quickly came about and ran up all of her canvas again. The two vessels stayed with her all day long, and soon the third night of the chase closed in.

All lights were ordered out on the Ida, as she prepared to slip away in the dark. With the two frigates behind her, she was being herded back toward La Rochelle, and her only chance was to try to slip past them in the darkness.

She came about, and was proceeding quietly, when, suddenly, the shutter fell off her binnacle, and the little light seemed like a



She sailed right across the bow of the schooner . . .

huge flare in the complete darkness. Unluckily, the two enemy frigates were close enough to spot the glow of the binnacle light. So close, in fact, that the Ida's crew could hear the orders shouted aboard the British vessels. The binnacle was quickly covered, and the Ida began maneuvering in an effort to slip the two British ves-

sels closing in on the spot where her light was last seen.

It was a tense hour, but then it seemed that she had gotten out of the spot. At dawn, the two frigates were hull down, and although they took up the chase once more, the Ida quickly lost them, and then began the dangerous voyage back to the US, with no ballast and only two guns.

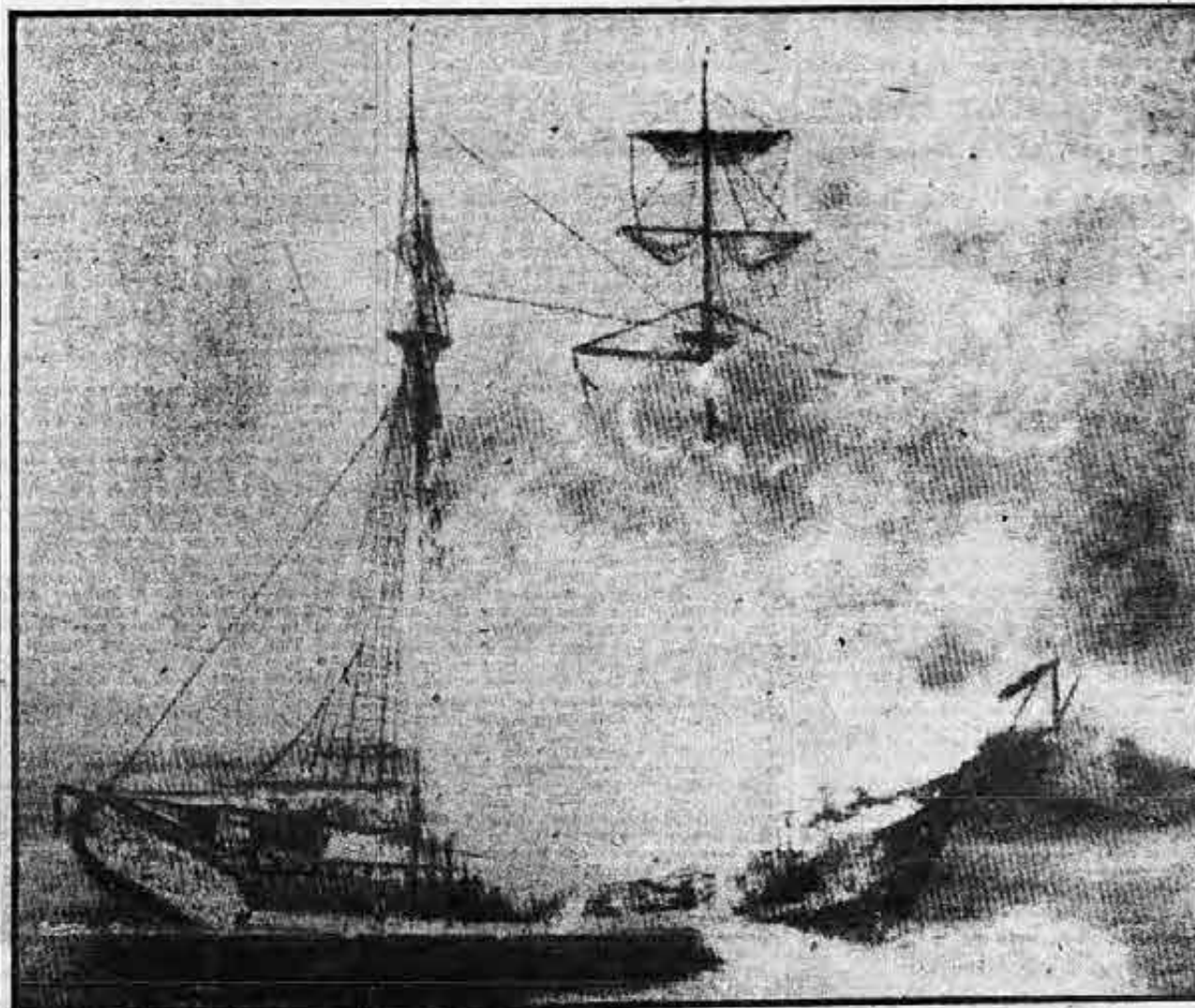
It took the Ida 26 days to make the crossing, but she finally pulled into Boston safely, ready to be outfitted once more, and then go back to her job of disrupting the British shipping.

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages in all regular editions, there is plenty of room 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 them 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.



They aimed their guns on the Ida's rigging, and their aim was good . . .

SIU 'Reminds' Forgetful Co.

As any Seafarer knows, sometimes the steamship companies aren't too anxious to dish out the cash and other benefits that come with an SIU Union contract. And when it comes to retroactive pay, well, some of the operators would just as well forget about the whole thing if they could.

That was the problem that faced Seafarer Dominick Trevisano, MM, until he got in touch with Welfare Services on another matter in connection with his gear that had been left aboard another ship. Welfare Services not only got his gear back but while they were at it the office collected Trevisano's retroactive pay for him.

Not Ready Yet

Trevisano had worked for the company in question for several weeks before the new contract went into effect and had \$48.34 in retroactive pay coming to him. He contacted the company in February asking about the money but was told it would take a little while to get the records up to date and compute the amounts due. He waited a while, tried a month later and was given the same story. Meanwhile, of course, he had been shipping all along.

While aboard a ship in New York Trevisano got sick and went to the hospital, leaving his gear aboard the vessel. When Welfare Services got in touch with him at the hospital they learned of his retroactive pay difficulties and of his wandering gear.

Welfare Services contacted the



Dominick Trevisano, MM, (left) gets check for his retroactive pay from Welfare Services representative Milton Flynn.

company and in less than a week his long awaited check came over to the Union office. Meanwhile, Welfare Services also got in touch with the SIU Savannah hall about his gear. His gear was taken off the ship, packed carefully and sent up to the New York hall where it

was checked into baggage room. When Trevisano got out of the hospital, there was the check waiting for him at the Welfare Services office, and the baggage check for his gear that was stored safely in the SIU baggage room waiting for him to pick it up.

RECENT ARRIVALS

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

Denise Ann Edmunds, born June 25, 1953. Parents, Mr. and Mrs. Walter J. Edmunds, 128 Lexington Street, East Boston, Mass.

Richard Derek Moss, born June 28, 1953. Parents, Mr. and Mrs. Talmadge L. Moss, 116 East La-Clede Street, Chickasaw, Ala.

Omeria H. Chaker, born June 19, 1953. Parents, Mr. and Mrs. John R. Chaker, 29 Hackensack Avenue, Weehawken, NJ.

Jon Gilbert Wilt, born July 12, 1953. Parents, Mr. and Mrs. Roy G. Wilt, 433 Harrison Street, Harrisburg, Pa.

Theopolis Jordan, born July 17, 1953. Parents, Mr. and Mrs. Jimmie

Jordan, 717 South Cedar Street, Mobile, Ala.

Joseph F. Crawford, Jr., born July 17, 1953. Parents, Mr. and Mrs. Joseph Crawford, 970 Baltimore Street, Baltimore, Md.

Thomas Russell Brown, born June 25, 1953. Parents, Mr. and Mrs. Thomas A. Brown, 216 West Jones Street, Savannah, Ga.

Elton Bruce Hamaty, born July 3, 1953. Parents, Mr. and Mrs. Elton J. Hamaty, 10 Malcolm Street, Norfolk, Mass.

Evelyn Carrasquillo, born June 30, 1953. Parents, Mr. and Mrs. Lorenzo Carrasquillo, 4116 Paris Avenue, New Orleans, La.

Anthony Joseph Cheramie, born July 7, 1953. Parents, Mr. and Mrs. Jack B. Cheramie, 1325 Franklin Street, Gretna, La.

Angela Sue Nuckols, born April

24, 1953. Parents, Mr. and Mrs. Billy K. Nuckols, Ansted, W. Va.

Theresa Marie Dudek, born July 7, 1953. Parents, Mr. and Mrs. Edward Dudek, 19 Taft Street, Dorchester, Mass.

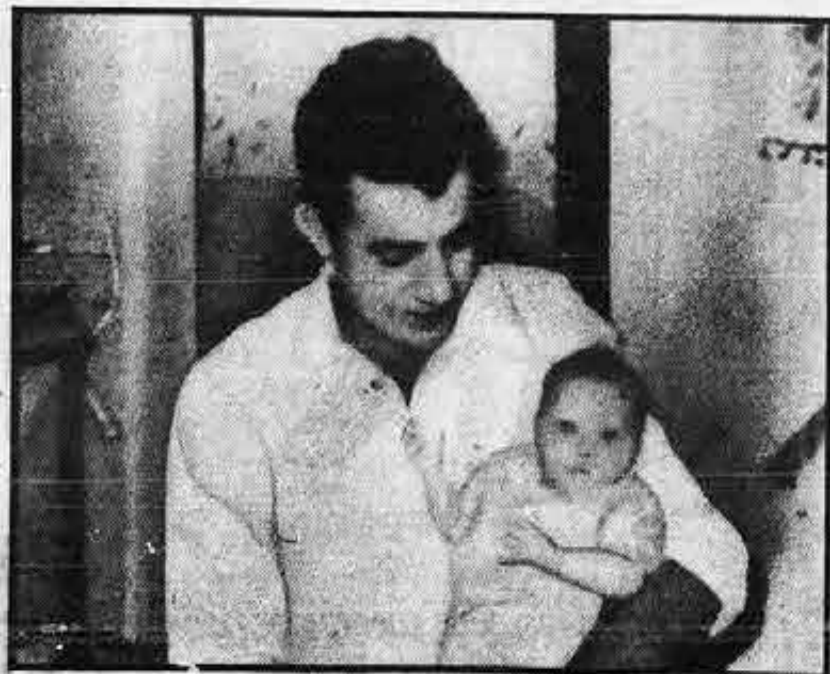
Patricia Gale Farmer, born July 2, 1953. Parents, Mr. and Mrs. John C. Farmer, 118 Quinnett Street, Savannah, Ga.

Edward Reyes, born June 30, 1953. Parents, Mr. and Mrs. Escolastico Reyes, 25 Clinton Street, Brooklyn NY.

Diana Ann Szweska, born June 18, 1953. Parents, Mr. and Mrs. Franciszek Szweska, Lake Park Avenue, St. James, Long Island, NY.

Christopher Alarie Bamberger, born June 13, 1953. Parents, Mr. and Mrs. Edward W. Bamberger, 530 West 186th Street, New York, NY.

Bosun's Right At Home



Ken Marple, bosun, props his new daughter for the cameraman. Ken is currently serang on the Petrolite, a tanker on the coastwise run.

Connie Ann Schmidt, born June 19, 1953. Parents, Mr. and Mrs. Rudolph J. Schmidt, 222 Woodman Avenue, Pass Christian, Miss.

Frances Elaine Beatty, born May 12, 1953. Parents, Mr. and Mrs. Thomas W. Beatty, 111 East Cross-timbers, Houston, Tex.

Joseph James Dykes, born July 4, 1953. Parents, Mr. and Mrs. Herbert J. Dykes, 2002 Tulip Street, Philadelphia, Pa.

John Lafayette Piraino, born July 9, 1953. Parents, Mr. and Mrs. George J. Piraino, 1908 East Cardinal Drive, Mobile, Ala.

Audrey Elaine Soley, born June 19, 1953. Parents, Mr. and Mrs. Ralph Soley, 1723 River Avenue, Hattisburg, Miss.

Mary Lee Rackley, born July 4, 1953. Parents, Mr. and Mrs. William L. Rackley, 6 Hudson Court, Bayonne, NJ.

in the HOSPITALS

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

- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
 - Victor Arevalo
 - Walter Chalk
 - C. M. Davison
 - Emilio Delgado
 - Antonio M. Diaz
 - John J. Driscoll
 - Jose G. Espinoza
 - Robert E. Gilbert
 - Bart E. Guranick
 - Peter Gvozdic
 - John B. Haas
 - Thomas Isaksen
 - F. Landry
 - James J. Lawlor
 - James R. Lewis
 - Francis F. Lynch
 - H. F. McDonald
 - A. McGuigan
 - David McIlreath
 - Claude A. Markell
 - Vic Milazzo
 - Alfred Mueller
 - John R. Murdock
 - Eugene T. Nelson
 - G. E. Shumaker
 - Robert Sizemore
 - Henry E. Smith
 - Herbert R. Totten
 - Renato A. Villata
- USPHS HOSPITAL BALTIMORE, MD.**
 - T. R. Bach
 - Roland Bell
 - Olgerda Blues
 - Carl E. Chandler
 - Dan J. Cherry
 - Braxton S. Conway
 - Jeff Davis
 - Anofrio DeFilippie
 - Gorman T. Glaze
 - Joseph F. Goude
 - George Jerolimich
 - John W. Jones
 - Vincent Jones
 - Karl Kristensen
 - Edgar L. Krotzer
 - James T. Lassiter
 - Ben J. Lawson
 - Gettis Lightfoot
 - Gustave Loeffler
 - Melwin Mason
 - Thomas Nicholas
 - Telesfro Roman
 - David F. Sykes
 - Fred Tatro
 - Cyril M. Wagenfer
- USPHS HOSPITAL BOSTON, MASS.**
 - John A. Duffy
 - John J. Flaherty
 - S. R. Greenridge
 - M. Iwassko
 - Theodore Mastaler
 - C. M. Poe
 - Oscar Smith
 - W. Willdridge
- USPHS HOSPITAL GALVESTON, TEX.**
 - A. Aava
 - A. P. Copa
 - C. U. Francis
 - Glenn W. Hines
 - Thomas E. Lowery
 - J. E. Markopolo
 - J. Melton
 - Charles Pedroso
 - Arthur Schell
 - Robert L. Shaw
 - W. M. Adams
 - F. H. Burns
- USPHS HOSPITAL FORT WORTH, TEX.**
 - Estel O. Massey
- USPHS HOSPITAL SEATTLE, WASH.**
 - O. E. Abrams
 - Anders Ellingsen
 - Alfred Johansen
 - E. A. Martell
 - Raymond Queen
 - George M. Rice
- USPHS HOSPITAL SAN FRANCISCO, CAL.**
 - M. B. Belen
 - E. G. Brookshire
 - D. Daifas
 - John C. Ramsey
 - Peter Smith
 - D. K. T. Sorensen
 - Joe Wakin
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - T. L. Ankerson
 - James E. Belcher
 - S. L. Biondo
 - E. Bracewell
- USPHS HOSPITAL STATEN ISLAND, NY**
 - William Baran
 - Melvin Bass
 - Robert Borland
 - Joseph Bracht
 - Maurice Burnstine
 - Frank Calnan
 - Benito Centero
 - Henry A. Core
 - Clarence Crevier
 - Sixto Escobar
 - John Foley
 - Lawrence Franklin
 - Burton J. Franer
 - F. J. Frennetic
 - William J. Geary
 - Joe Carl Griggs
 - James W. Hamilton
 - Floyd M. Hansen
 - John Hamilton
 - Paul Jokubarak
 - Samuel Jonas
 - Hans Kehlenbeck
 - L. Kristiansen
 - Stanley Leako
 - John McLaughlin
 - Robert E. Miller
 - Luther R. Milton
 - Leonard G. Murphy
 - Frank Nering
 - Arthur Ohler
 - Jerry J. Palmer
 - Abe Partner
 - Joe Perreira
 - John Reksin
 - Dario Rios
 - Jesus Rodriguez
 - G. O. Rosado
 - Virgil Sandberg
 - Thor Thorsen
 - D. Trevisano
 - Harry S. Tuttle
 - Angel Valdes
 - Alfonso Vallejo
 - Joseph H. Wilkin
- USPHS HOSPITAL CHICAGO, ILL.**
 - Isaac Gromala
- USPHS HOSPITAL SAVANNAH, GA.**
 - W. W. Alfred
 - L. Anderson
 - W. D. Campbell
 - R. Carrollton
 - F. W. Grant
 - James M. Hall
 - Joseph Ifsits
 - Jimmie Littleton
 - H. E. Mathes
 - Jack D. Morrison
 - J. P. Neveraskus
 - Randolph Shedd
 - E. R. Snedaska
 - Ernest H. Webb
- USPHS HOSPITAL NORFOLK, VA.**
 - William H. Harrell
 - Herbert W. Lamun
 - S. E. Roundtree
 - Theodore Simonds
 - L. T. Thompson
 - Horlon C. Willis

Farewell To A Shipmate



Crewmembers of the Bessemer Victory pay their last respects at funeral services for Brother N. G. Shaw who died at sea. Hans C. Vige, chief mate, reads the funeral services as Captain T. Thomassen and other officers and crewmembers stand by. The death took place on the ship's run to the Far East.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

While it may seem a misfortune for a man to have to be drydocked in the hospital, sometimes there's a little bit of silver lining floating around. Seafarer John Roberts got off the Cornhusker Mariner to go to the Staten Island hospital just before she sailed on her last trip to the Far East and got wrapped up with some rocks in Pusan harbor. So by going to the hospital John missed a shipwreck, which is a good thing to avoid if you can.



Rios

Seafarer Dario Rios had to be taken off the Monroe down in Puerto Rico and flown back to the States with a back injury. Dario's resting a little more comfortable now especially since we got him a draw from the company and delivered it to him personally along with his hospital benefit.

Flew From Panama

Another Seafarer who had to grab a plane to get back home in a hurry was Sam Jones. He got off the Seacomet down in the Canal Zone because of kidney trouble. And besides Sam Jones there's another one of the Jones boys, Oscar. He hails from a town with an unusual name, Kannapolis, North Carolina.

Clarence Crevier got himself hurt on the Bradford Island and went right into the hospital. He's recovering in the bone ward in Staten Island up on the fifth floor.

It has come to the attention of the Union that many deaths, far more than are normal are occurring now in the Far East, especially around the torrid Persian Gulf. Most of these unfortunate deaths are being caused by heat exhaustion. Too much liquor, and too little salt, along with heavy work in the hot sun, can bring out this condition, it is believed.

The Union wants the men to protect themselves and their lives. Check your body temperature at various intervals if you don't feel well, and take a rest. It's too late to be careful once the old heart stops pumping.

The Union has set up, along with the companies, immediate hospitalization procedures in these areas, in order to offer the maximum of protection to Seafarers. The rest is up to the men themselves. If you're sick, let the company know, and you will be taken care of.

We have a few new patients in Staten Island including Aleksander Kingsepp, who was last aboard the Steel Chemist, and Rocco Albanese, off the Steel Seafarer. Santiago Rosario had to go in for treatment too, the day after he left the Beatrice.



Kingsepp

While we're on the subject of men taking care of themselves, it might be a good idea to remind the crewmembers to check all their work gear beforehand. Some accidents that take place on the ships result from using faulty gear, something that could have been avoided by taking a little time out to see that the equipment is working properly.

Check The Masks

This is especially important in dangerous quarters such as in oil tanks. The fresh-air masks, safety belts, or oxygen equipment should be thoroughly checked by the officers in charge before a man goes into a tank. It would be a good idea for the delegates to make a point of this on board the ship.

FINAL DISPATCH

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

James Wilbur Turner, 32: A heart ailment proved fatal to Brother Turner, who died on June 24, 1953, at the Berkeley County Hospital, Berkeley, SC. An AB in the deck department for the past five years, he joined the SIU in Baltimore. Burial took place at Hewitt Cemetery, Florence, SC. Surviving Brother Turner is his wife, Eilene Eunice Turner, RFD No. 1, Box 14, Florence, SC.

Catalino Pou Rossy, 37: On June 24th Brother Rossy fell from a train in Cecil, Md.; the fractures which he received caused his death. Burial took place in New York. Brother Rossy was a wiper and messman in the steward department. His estate is administered by Braulio Pou Rossy.

Simon Goldstein, 32: A messman in the steward department since 1951, Brother Goldstein died at James Ewing Hospital, New York,

NY on July 17, 1953. He had joined the SIU in New York and was buried at Beth Moses Cemetery, Pinelawn, Long Island, NY. He leaves his sister, Mrs. Ethel Hyams, 135 Amerstort Place, Brooklyn, NY.

Clarence William Wallace, 52: While a patient at the USPHS Hospital in Baltimore, Md., Brother Wallace died of heart disease on June 29, 1953. He had been a deck department member, sailing as AB, since June 19, 1939, when he joined the SIU in Norfolk. Burial took place at Forest Lawn Cemetery, Norfolk, Va. Brother Wallace is survived by his sister, Mrs. Rosetta Smith, Route 27, Box 223, Elkridge, Md.

Joseph R. Marcoux, 41: While the SS Battle Rock was passing Singapore, Brother Marcoux was lost at sea on June 5, 1953. For eleven years he sailed SIU in the engine department as an oiler and wiper; he originally joined in New Orleans. Brother Marcoux leaves his wife, Irene Marcoux, 347 Maine Street, Biddeford, Me.

Notifying SIU When Trouble Comes Helps Seamen In Jam

Several more developments have come up in recent days to emphasize once again the importance of notifying the Union hall when anything goes wrong on board ship. In these instances, prompt action by the Union which followed, saved the men involved from considerable trouble and discomfort.

In one case, which took place right in New York, one of the crewmembers on a ship in port disappeared without warning for four days. The ship's delegate had sailed with the man before and knew him to be a straightforward, sober shipmate who never strayed out of line. He got a little worried when the man didn't show. Consequently, he called up the hall and asked Welfare Services to find out what had happened to the man.

Got Him Out

Welfare Services did a little sleuthing around and discovered he had been arrested on a drunkenness charge. After investigating

the circumstances and satisfying themselves that the arrest could have been avoided by a little understanding, steps were taken to get the man out of the lock-up.

Once he was released, the Seafarer in question was able to make arrangements for defense of his case, and it appears at this writing that the whole charge will be washed out.

This does not mean that men have a license to get in trouble and then count on the Union to bail them out. But it does illustrate the importance of notifying the Union hall in the event of difficulty.

Another instance was the case

involving several crewmembers of an Alcoa ship on an MSTs run. The crewmembers were taken ill from undetermined causes and put ashore in some out-of-the-way port. Neither the company nor the Union knows where because the ship is under military control.

What the Union did find out, as a result of a letter from men on board the vessel, was that the sick men ashore were going hungry. It appears that food supplies in that particular port are severely limited and there simply wasn't enough to provide an adequate diet for the sick crewmembers.

As soon as word was received in headquarters, Welfare Services wired SIU agent Cal Tanner in Mobile, where the company has its headquarters. Tanner in turn, contacted the company on the matter with the result that radiograms have been sent to the captain of the vessel ordering him to see that the men are fed out of ship stores, if necessary and that proper medical attention is given.

Letters Censored

A third case involves a brother who was put ashore in a hospital in Yugoslavia. A heavy mail censorship exists in that country and the Seafarer in question was unable to write to the Union about the poor food and inadequate medical treatment he was receiving.

However, the crew that left him behind could, and did, write headquarters notifying Welfare Services about his plight. Arrangements were made to repatriate the Seafarer on the first passenger ship available where he could get proper care and medical attention.

When the man got back to the States, Welfare Services learned that conditions in the Yugoslav hospital had been so bad that he was literally suffering from hunger along with his other ailment. Thanks to the thoughtfulness of the crew in writing the Union, he is now recovering with proper medical attention at the Staten Island USPHS Hospital.

Union Gives Phono Repairman Fast Spin On A Hot Platter



Seafarer Egbert Goulding (left) reads letter that Welfare Services sent to Better Business Bureau on his case. Others are Milton Flynn, representative, and Walter Siekmann, (right), director of SIU Welfare Services.

People who have gotten a real fancy runaround from television repairmen should take some small comfort from the experiences of Seafarer Egbert Goulding. He was getting the business from a repair service that wouldn't repair—that is until Welfare Services came into the picture.

Some time back Goulding had purchased a television, record player combination and took out an insurance policy which was supposed to cover all parts, servicing and repairs. In the course of time the record player went out of whack and Goulding called the insurance firm to pick it up and have it fixed.

'Out For Lunch'

They kept the machine for several weeks and each time the family called to find out when it would be ready, the manager was always "out of the office."

Finally the company said they couldn't fix it and would have to send it back to the manufacturer which would take additional weeks. They implied that they would like him to buy a new set in its place, claiming it was "worn out." Goulding got annoyed with the whole stall and got in touch with Welfare Services about it.

First Welfare Services wrote to the Better Business Bureau informing them of what had taken place. Then it called the repair outfit, read the letter over the phone and told them to have the player back, fully repaired in 48 hours, or a new player in its place. The set was returned within the deadline in good working order.

WHEN A FELLER NEEDS A FRIEND...



SEE THE SIU WELFARE SERVICES DEPARTMENT

UNION ACTION = BIGGER PAYOFF



Every Seafarer welcomes the sight of the SIU patrolman coming up the gangway to handle the payoff in SIU style. The Seafarer knows that with the patrolman aboard he's assured his full rights under the contract. He knows that he will collect all the pay, overtime and bonuses he's entitled to, even though some of it may be disputed wrongly by ship's officers. He also knows that the patrolman will take care of beefs on repairs, ship's stores and other disputes.

The Seafarer is happy over this kind of Union action because the presence of the patrolman means money in the pocket that he would not get otherwise. But that's not the only way in which the SIU acts to assure proper representation and full payoffs to Seafarers. There's the Union negotiating committee working at contract time to assure Seafarers the best contract in the industry. There's the standing contract clarification committee ready to move in at any time to rewrite or modify any clause of the agreement that may cause difficulties. There are the Union-operated Vacation and Welfare Plans dispensing a wide variety of cash benefits to Seafarers and their families. And there are other Union services that money can't buy, protecting and aiding the membership at every turn.

That's why in the maritime industry, the biggest payoffs, in more ways than one, go to the members of the Seafarers International Union.