



Report. Addressing the headquarters membership meeting, Seafarer "Red" Campbell, AB, a member of the rank-and-file tallying committee, reads off the committee's report containing the results in the 1953-54 election for A&G officials. (Story on Page 6.)

Repairs. Shipyard workers peer out through the torn plates of the SIU-manned Seatrain Savannah, which was laid up last week in New Orleans following a collision in early morning fog with a Sun Oil tanker. No one was hurt, although the Savannah suffered a 40-foot hole in the starboard side above the waterline. One freight car was also broken loose from its tracks by the impact, causing considerable damage to the car and some damage to the track. The tanker had only minor damage and proceeded to her berth under her own power. The mishap was one of several fog accidents in US ports in recent weeks.

Page Two

men's papers.

intent.

to hold off on deportation pro-

aliens who have American sea-

The SIU and SUP delegation was also told by representatives of both

the Senate and House Sub-Committees on Immigration that Con-

gress, in passing the McCarran Act

had no intention of harming bonafide alien seamen who are sailing

on US ships with validated papers.

On the contrary, they said, the pur-

pose of the Act is to block ship-

Jumping by seamen off foreign flag

ships as a means of entering this

country with possible subversive

Only Union To Act

Harry Lundeberg, SIU president

and secretary-treasurer of the

SUP: Paul Hall, first vice-presi-

dent of the SIU and secretary-

treasurer of the A&G District; and

Morris Weisberger, vice-president

of the SIU and New York port

agent for the SUP. It was the only

Union group in maritime that has

taken any action thus far to secure

relief and assistance for alien sea-

men on American ships.

The SIU delegation consisted of

SEAFARERS LOG

February 6, 1953

Union Confers With Govt, Extend Calmar And Ore Wins Alien Aid Promise Poll; Storing Improves

Alien seamen who have been sailing regularly with the SIU and SUP have been promised relief under the McCarran Act as the result of conferences held by Union representatives

Evidence of considerable improvement in feeding and storing on Calmar and Ore Line ships has been shown by the with top Washington officials. Furthermore, the Department of Immigration has promised Union's poll of crewmembers thus far. The January 31 deadline originally set for polling

to allow Union representatives to cover every ship in the two fleets. Reports from crews manning the vessels of these companies show that the operators have been living

these ships has been extended

up to their agreement on feeding. It appears to date that storing and feeding is being brought back up to the level of other SIU-contracted companies.

Under the agreement with Calmar that was signed last December, the company had promised to discontinue the policy it had instituted of insufficient stocking of its ships. It further agreed to provide for a greater variety of food and improvements in quality as well as an increased quantity of staples.

Before that the diet had been on the monotonous side, and if the ships were delayed en route they tended to run short of staples. This was because the ships were stored for just so many days and no more.

In order to allow time for the company's ships to restock, the company was given a breathing spell until the end of January to improve conditions. Failure to do so gave the Union the right to cancel the contract. A similar agreement on feeding was reached with the Ore Line when that company signed a new contract at the beginning of January.

Deadline Extended

However, some of the Calmar ships hadn't completed their voyages by the January 31 deadline. Consequently they hadn't been polled by Union representatives. The Union will catch the remainder of these ships within the next few days.

Most crews checked thus far report that feeding is well on the upgrade in most instances. Similar reports have been received through the mails. Where there is still room for improvement, Union representatives are seeing to it that conditions are remedied immediately.

Baltimore Check

Ore Line vessels are being checked by the Baltimore SIU branch since all ten of that company's ships run between Sparrows Point, Maryland, and South American ore fields, principally in Venezuela. Here, too, the bulk of reports are favorable in that both the quality, variety and quantity of food carried aboard has improved greatly. As soon as the SIU representatives complete a check on all of the ships involved, a further meeting will be held with company representatives to discuss the general picture and assure continuance of improvements made up to now.



Crewmembers of the Alamar (Calmar) with SIU official check off some of food stores destined for the vessel, as the Union's poll of the Calmar ships continues to insure that feeding on them comes back up to SIU standards. Left to right are: Steve Thayer, Steve Musco, Ed Morgan, Herbert Williams, chief steward, and Joe Algina, SIU assistant secretary-treasurer.

SIU Slopchest Biz Booms

A growing number of ships out of the Port of New York are now being supplied slopchests by the SIU Sea Chest. In the past month an average of six slopchests a week were delivered to SIU ships sailing out of this port. The pace will be stepped up in the future as the Sea Chest expands its†

distribution facilities.

Thus far, despite the announced opposition of the ship chandlers, expressed through the hastily-organized Slop Chest Dealers of America, the Sea Chest has experienced little difficulty in supplying vessels with quality goods at competitive prices. By and large the Sea Chest has found that most lines of well-known branded merchandise have been readily available, for purchase and supply.

Companies Praise Service

Companies whose ships have been supplied thus far, including Waterman, Bull, Robin Line, Victory Carriers and many other operators have all reported that the merchandise supplied by the Sea Chest was of superior quality and was priced lower than the supplies the ships had previously of



The decision to go to Washington and take up the issue was prompted by the fact that a number of alien seamen who have US security clearances issued by the Coast Guard, and who have been sailing regularly on Union-manned ships were denied payoff and discharge by Immigration. In some instances

deportation proceedings are pending against these men.

Usually the grounds for denial of payoff and discharge consisted of lack of proper passports. In several cases, the men so affected were refugees from Iron Curtain countries, and consequently lacked the necessary papers.

It was felt by the Union representatives that something should be done on behalf of these men who have proven to be good Union men and who possess validated papers which verify the fact that they have no connections with any subversive organization.

Met With Immigration

In their conferences in Washington with the Assistant Commissioner of Immigration, Allen C. Devaney, the Union group empha-

(Continued on page 17)



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from the private dealers.

The noisy opposition to the SIU plan that was expressed by the Slop Chest Dealers of America has pretty well faded away. No concrete steps have been taken to try to halt the SIU operations. On the contrary, the dealers have been put on the defensive, and have had to admit that in the past many of their members have been guilty of supplying shoddy, ill-made and second-class merchandise to the ships at excessive prices.

The SIU's program of putting slopchests aboard the ships was designed to eliminate just such unethical practices. The Union is ex-ercising its right to compete in supplying the ships so as to assure Seafarers competitive prices and quality merchandise.

For the time being, the Sea Chest service is confined to the Port of New York, but it will be extended to other ports in the immediate area as soon as circumstances permit. Eventually the Union will supply slopchests on its contracted ships in all major SIU ports.

Stadimen on hate 644



Seafarers in New York carry supplies for their SIU Sea Chest supplied slopchest aboard Robin Sherwood. M. H. Elbert (right), purser, accepts delivery. This was one of many SIU stocked alopchesis that are now being put aboard SIU ships regularly.

CP Rules MCS:' Senate Report

The documented story of how the Communist leadership of Hugh Bryson's National Ma-rine Cooks and Stewards has used lies, threats, violence and terrorism to remain in power, has now been told in a report of the Senate Subcommittee on Labor and Labor-Management Relations of the Senate

Labor Committee.

The report shows definitely maintained by the SIU, the report that the union is controlled by points out that "the life of an ac-Communists, despite that fact that tive anti-Communist in the MC&S the majority of the rank and file has been lived against the evermembership is non-Communist. It shows that the Communist leadhome, in the union, or the waterership stayed in power by "terfront, and on board ship." rorizing the real and imagined dissidents within the union, by depriving critics of their jobs, by slander, Wification, and by intimidating Government witnesses to its fered sanctuary to the decent ments who dared oppose its Comillegal activities."

rank-and-file members of the munist policies."

Bearing out the position long Communist-run outfit.

The Senate group also pins some of the blame for the Communist leadership remaining in power on the employers. "The empresent threat of violence in his ployers," says the Senate committee, "to avoid unpleasantness, permitted themselves, without too The SIU affiliated AFL Marine much protest, to become vehicles Cooks and Stewards, has long through which the MC&S leaderfought the Communist-dominated ship imposed its rule of terrorism independent MC&S, and has of- and discrimination against all ele-

SEAFARERS LOG



Photo shows the crewmembers of the Angelina as they looked aboard their fire-scarred ship last May, immediately after the fire. The Coast Guard investigating board termed them heroes and said their "superb seamanship" prevented a major disaster at the time.

CG Hails Bravery **Of Angelina Crew**

Hailing the "superb seamanship" of the skipper and crew of the SIU-manned Angelina (Bull Line), a Coast Guard investigating board report dealing with a fire aboard the ves-

sel last May declared that their heroism in the emergency prevented disaster. The fire took place last May 15 in the Chesapeake and Delaware Canal when the Barbara Lykes, proceeding through the canal ahead of the Angelina, collided with an oil barge, the F. L. Hayes. The

Hayes exploded, throwing bers were asleep below. Despite Paz, carp.; Juan Nieves, AB; Monserrate flaming gasoline over the entire area and enveloping the Angelina with flames from stem to stern.

The explosion occurred just at midnight, when the watch was changing. With smoke and flames surrounding the ship on all sides and shooting high into the air, Captain Rainier ordered full speed ahead, instead of backing up. As a result, the Angelina was out of the fire area in seconds. Any other course, the investigating board said, would have led to the grounding of the burning ship.

bers all responded promptly and efficiently to the alarm.

The company spokesman concluded, "we would like to add our well done' to the Coast Guard commendation. The SIU crewmembers com-

mended for bravery and attention to duty are:

the flames, darkness and shock of sudden awakening, the crewmem-isto R. Gonzalez, AB; David P. Rivers, OS; Stanley V. Pacewicz, OS; Genaro Gonzalez, OS. Willie P. Thomas. deck eng.; Arthur S.

Turner, oiler; Manuel Rodriguez, oller; Willis B. Addison, oiler, Osvaldo Delgado. FWT; Emilio Ramos, FWT; Florencio P. Marques, FWT; Andrew Smurda, wiper; Antonio Cruz, wiper.

Sixto Escobar, steward: Newt Williams ch. cook: Larry Williams, night cook-baker; Bert H. Dawson, 3rd cook: Stonewall Jackson, MM; Allen Reese, MM; Ver James E. Chew, bosun: Juan de la utility.

953 Art Contest Opens

New Unfair Labor Charges Readied Against Atlantic

A stepped-up offensive against Atlantic Refining Company is in the offing as the SIU Tanker Organizing Committee prepares to sock the company with 20 more unfair labor practice charges. These are in addition to 29 previous charges filed on behalf of Atlantic tankermen who got bounced from the company for supporting the SIU.

Filing of the second batch of charges will take place as soon as the SIU tanker committee+

gets all the necessary evi- | tion, just because he was known to dence into proper legal form.

Meanwhile, a National Labor Relations Board field examiner in Philadelphia is studying the original 29 cases. These include charges of hiring discrimination against SIU men and firing of tankermen because they want the SIU to give them union representation.

Another seven counts bare the tie-up between the company and the self-styled Atlantic Maritime Employees Union, with the company accused of "financial and other assistance" to the "independent" outfit.

Skippers Warned

Company representatives, no doubt recalling the \$250,000 that similar charges cost the Cities Service Oil Company during the SIU organizing campaign there, have issued a veiled warning to their skippers to watch their step from now on. A letter over the signature of William G. Anderson, the company's marine hiring boss, explains what the charges consist of and concludes that "This letter is written in order that you and the other officers . . . may be informed of the situation . . .

Despite the letter and the filing of charges, the word from SIU organizers is that company skippers, mates and engineers are hard-timing SIU supporters on the ships, while the company's shoreside jobherders are trying to make it tough for SIU men to ship.

Where an active SIU supporter has been fired without justifica-

be pro-SIU, the Tanker Committee takes the evidence from him and his shipmates for use in further NLRB charges. Meanwhile he registers on the shipping list and ships out SIU.

More Coming SIU Director of Organization Keith Terpe declared that "We believe these 20 charges we have

(Continued on page 17)

Senate Bill **Bars Spying On Unions**

Men found guilty of spying on unions and union men would be jailed and fined under the terms of a bill introduced by six US Senators. The proposed legislation, S. 603, is obviously an outgrowth of the Senate Labor Committee investigation into labor spying against the SIU during the SIU's organizing drive at Cities Service.

It's been generally believed that labor spying, along with the "yellow dog" contract and professional strikebreaking, went out of style in the early 1930's, largely as a result of the famous LaFollette investigation. Actually, while New York State has a labor spy law, the Federal Government has had no such legislation.

Laws have been passed outlawing the "yellow dog," whereby a man had to sign a contract not to

Page Three

Fast Action By Crew

Once out of the area, the crew had to take fast action to put out the fire. Flames were shooting higher than the masts and blistering the sides of the ship. The alarm had been sounded and every man went to his fire station. The crew's ship-saving heroism was all the more valiant inasmuch as lifeboats and life-saying gear had been knocked out of action.

In a half hour of rapid work, the crew brought the flames under control. Two men suffered injuries but all others came through without harm.

As the Coast Guard report put It, after praising Captain Rainier for his prompt and sensible action, "The conduct of the crew of the Angelina was comparable to that of her master, Each went to his emergency station without a thought of personal danger and successfully extinguished the fire which threatened the lives of all."

What was particularly noteworthy about the crew's achievement as a company representative Actually the handicrafts section put it, was that it was in the middle is a miscellaneous heading that in-

Artistic Seafarers will have a chance to exhibit their work and win valuable prizes with the opening of the second annual SIU Arts and Crafts Contest this week. Entries are being accepted at Union headquarters from now up until midnight April 30, 1953. Judging by a team of experts will take place t

on May 5. Last year's contest drew such a large turnout of entrants and visitors-over 80 different entries were received-that it was decided to make the contest an annual affair. As before, the entries will be divided into four categories, consisting of oils, watercolors, drawings and handicrafts, and three prizes will be offered in each category, to first, second and third place winners.

Broad Classification

The handicrafts classification is broad enough to include every handicraft hobby a Seafarer might be interested in. It could consist of such typical items as handwoven belts, banners or scarves, leather wallets and pocketbooks, hand-made jewelry of copper, silver, brass, bone or similar mate-rials, any wood or metalwork, and modeling in clay or soap.

of the night and most crewmem-I cludes any kind of work that would

not be covered by the painting and nounced at the May 6 memberdrawing categories.

Entries On Exhibit The contest winners will be an-

Welfare Booklet **Being Readied**

A new booklet on the SIU Welfare Plan, which will give complete, up-to-date coverage and details about all of the welfare benefits, is now being prepared.

This new booklet will make it possible for Seafarers to have all the facts about the SIU Welfare Plan and all its benefits right at their fingertips for easy reference. As soon as the booklet has been completed, and is ready for distribution, announcement will be made in the SEAFARERS LOG.

ship meeting. Last years' winners all received waterproof and shockproof wristwatches. Prizes of similar value will be distributed to the 12 successful candidates this year. All entries in the contest will be on exhibit at headquarters during the week of May 4.

The contest will be judged by the SEAFARERS LOG art editor. plus a panel of art experts. Guest judges of the first contest included Ham Fisher, creator of "Joe Palooka"; cartoonist Walt Kelly who draws the comic strip "Pogo"; and Dr. John I. H. Baur, curator of painting and sculpture at the Brooklyn Museum.

No Limit On Numbers

There is no limit on the number of entries that any contestant can make in one or more of the categories of the contest. Naturally, the more entries a man makes, the better are his chances of winning a prize. All those who partici-(Continued on page 17)

join a union in order to get a job, and professional strikebreaking, such as that practiced by the infamous Pearl Bergoff "King of Strikebreakers," and the Pinkerton agency in years gone by. These outfits were paid so much per head for rounding up scabs. Actually the legislation forbids transportation of strikebreakers across state lines only, but the practice fell into disrepute so that the large corporations hesitated to use it.

Spying Still Legal

The labor spy business still prospered however, because it was not under a Federal ban. The SIU was one of its intended victims. As the Union's testimony in September. 1950, brought out in Cities Service's fleet an extensive and costly labor spy apparatus had been developed to get dirt on Union officials and blacklist SIU men in the fleet. The proposed bill would make such practices a criminal offense.

Sponsors of the bill are Senator James Murray of Montana; Matthew Neely, West Virginia; Paul Douglas, Illinois; Hubert Humphrey, Minnesota and Herbert Lehman, New York, all Democrats; and (Continued on page 17)

Page Four

Seafarer Has Own Korean 'Toy-Lift'

A Seafarer-father of two children did his bit to help the victims of the Korean warfare when he bought and presented gifts of toys to a group of Korean orphans. Seafarer John Paerels, AB, who is now on



MEET YOUR OLD SHIP. MATES AT THE SILE OWN



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

the Ocean Lotte, brought his gifts from Japan, during the shuttle run of the ship between those two countries.

Those Seafarers who have been out on the shuttle are well-acquainted with the difficulties and misery under which the Korean people live. Particular attention has been paid to the plight of untold thousands of war orphans, some of whom have been placed in the many orphanages that have been set up in that country. Less lucky are the orphans and other children who are living in brokendown shacks made of tarpaper and scraps of wood.

Supported By Americans

In most cases, the orphanages are supported by Americans in the area, including soldiers and seamen. So when Christmas time came around, every man on the vessel chipped in to a collection that was being taken up generally in the area to keep the orphanages going.

Thinking of his own two boys, Johnny and Emilio, thousands of miles away back home in California, Paerels decided he would do something on his own. At the first opportunity he bought a bagful of toys and distributed them at one of the local orphanages.

Paerels has been sailing with the SIU for the past seven years. He and his family live ashore in San Pedro, California.



by George F. Boney

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

Next September four award winners under the Seafarers Scholarship Program will pack their bags and head off for college, assured of \$1,500 a year to pay for their higher education. They will be either Seafarers fresh off a ship, or versely affected. Even here in

the sons and daughters of America where things are better, Seafarers. Their the sons and daughters of working

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Vacation Cash on Hand Welfare Vacation Estimated Accounts Receivable Welfare US Government Bonds (Welfare) Real Estate (Welfare) Other Assets - Training Ship (Welfare) TOTAL ASSETS

parents paved the way for this opportunity by working together with the rest of the membership to make a strong Union.

This scholarship program is only a part of

our greater Union plan to make possible a life that is decent and secure for all seamen. The scholarships are designed to give those Seafarers and their children who are capable of doing well in college and professional life a chance which they otherwise would not expense involved.

Boney

It is a great loss to the nation when good minds go undeveloped. philanthropy is inadequate, the We need scientists, physicians, teachers, and engineers. Outside of the United States, higher educa- ice to the nation by creating this tion has been largely restricted to program. Over the years, some of the well-to-do and the socially us, or our sons and daughters havtions have been carried too far in didn't have" by virtue of these some of the Asiatic countries, scholarships will be serving the naprogress has been stified and the tion and our own people in places whole civilization has been ad-of professional leadership.

folk and especially seamen's kids have found it difficult if not impossible to get a college education.

It takes a pretty fat income for a man with a couple of children to pay anywhere from \$1,000 to \$2,000 each year for a child's education. There are a few scholarships available for outstanding students, but the vast majority cover only a small part of the total college bill.

It's true that the GI Bill of Rights has been helping a lot of veterans of the armed forces get the advantages of higher education. But the rights of the GI bill were denied to merchant seamen have because of the tremendous by Congress, despite their wartime services. Where the Government failed to act, and where private Union has stepped in.

Our Union is doing a great servprominent. Where these restric- ing "the chance that mom and dad

348.034 08 Comments:

During the year of 1952, a total of one hundred and forty (140) death benefits were paid by the Welfare Plan, with a total of \$176,202.00 also being paid out in hospital benefits to seamen during the same period.

A total of \$4,195.00 was paid out in 1952 for disability benefits, from the effective date of such benefit, May 5, 1952. In addition to the foregoing, a maternity benefit was established and made effective as of April 1, 1952. In the nine (9) months of the year 1952 that it was in effect, there was a total of three hundred and forty (340) benefits paid, totaling \$68,000.00.

Submitted January 31, 1953

Al Kerr, Assistant Administrator

.. and, remember this

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

from WASHINGTON

It will be interesting to see what the incoming Republican administration will do with the recommendations of the outgoing Truman Democratic regime respecting the merchant marine.

In one of his last actions as President of the US, Harry S. Truman called upon the Congress to repeal tax benefits granted to American shipping lines, particularly the so-called subsidized lines. He said:

"I am more convinced than ever that the tax benefits which now are provided to this industry (maritime) are unsound. As a hidden, indirect and uncontrollable form of assistance, they are basically inconsistent with one of the original purposes of the 1936 (Merchant Marine) Act, which was to place maritime aid on an open and direct 'basis."

If Congress follows through and eliminates these tax advantages, it will be a severe blow to the operators because tax benefits have yielded about \$155,000,000 in aid to the lines from 1936 to 1951. This amount of tax aid is about the same as the net operating subsidy granted during the same period, despite the fact that the operating subsidy was originally intended to be the principal form of maritime aid to US shipping companies.

It will cost about \$7,332,779,000 to take care of the total replacement cost of all privately-owned American vessels. This is broken down as follows:

The replacement cost of 245 ships owned by US subsidized lines will be in the neighborhood of \$1,997,560,000; non-subsidized lines now owning 533 vessels will pay about \$2,956,842,000 to replace their tonnage in the foreign and domestic trades; 446 tankers engaged in foreign and domestic trades will be replaced at an estimated sum of \$1,790,-287,000; subsidized lines now owning some 23 combination passengercargo vessels will have to expend about \$398,150,000 to replace them; while non-subsidized lines owning 21 such combination vessels will have to fork out \$189,940,000 in replacement costs.

The US Treasury Department wants Congress to enact legislation providing for greater safety of life and property at sea by authorizing Treasury to prescribe specific rules for the loading, stowage and securing of grain and other similar bulk cargoes.

The International Convention for Safety of Life at Sea, 1948, adopted certain regulations in the matter. However, Treasury believes that these regulations were intended to merely outline a basic minimum of safety standards for the carriage of grain aboard vessels and that additional enabling legislation is required to further effectuate this phase of the safety of life at sea problem.

Treasury believes that such proposed rules should apply to all USflag vessels and to foreign vessels loading grain and other bulk cargoes at any port of the US, its territories or possessions, except vessels operating solely on inland waters of the US or on the Great Lakes.

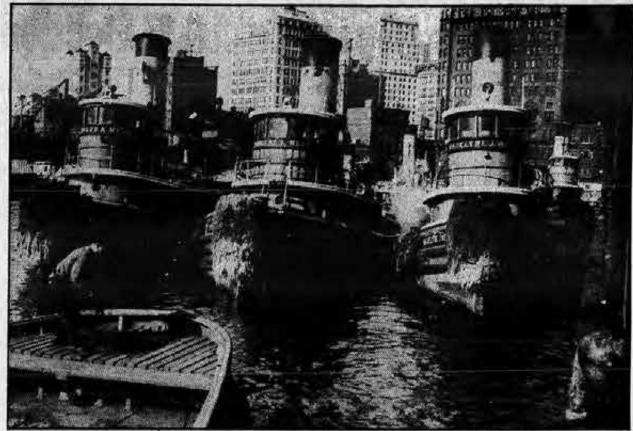
Representative Heller, New York, is pushing for legislation to create a select Congressional Committee to investigate "Communist activities among merchant seamen and their unions and in transportation industries." The House Committee on Rules will pass on the matter in the near future.

Under Representative Heller's bill, the special Congressional Committee would be authorized to conduct a probe of "(1) Communist goonsquad activities among merchant seamen and their unions which are intended to retard or defeat the logistical support of our soldiers and allies abroad; and (2) the degree to which Communists and fellowtravelers have infiltrated the transportation industries of the US to the detriment of the national defense effort."

Another investigation that will hit the head-lines soon with names and events is the one just approved by Congress, under which Senator Tobey, Chairman of the Senate Interstate and Foreign Committee will investigate crime and political racketeering on the waterfronts of both the US east and west coasts. Asked if he had any evidence of corruption at port areas, the New Hampshire Senator said that "I have enough in my pocket now to blow this Capitol sky high."

Senator Tobey's Committee has submitted a budget which calls for the hiring of special investigators and staff members. For such investigation, it is proposed that \$75,000 be authorized to establish the subcommittee staff and that the subcommittee report its findings before

SIU NEWSLETTER Tug Strike Shuts Down NY Port



Idled by strike of 3,500 tug and barge members, these three tugs sit it out at Pier 8, East River. Approximately 450 tugs and barges in the Port of New York are covered by the tie-up. Other ports on the East Coast are similarly affected. Members of United Marine Division struck when employers refused to boost 81/2 cents an hour offer.

The entire port of New York was shut tighter than a drum yesterday when striking tug and barge workers threw picket lines around all major commercial piers in the harbor area. The pickets, members of the United Marine Division, ILA, won immediate support from

rank and file longshoremen, Seafarers and others who

SEAFARERS LOG

Harbor workers in this and other ports have been on strike for a week in a contract dispute with tug, lighter and barge operators. During the first week of the strike in New York, 100 ocean-going vessels docked without tugs and 96 went out.

No Talks Slated

Meanwhile, negotiations between the union and the operators had not been resumed. Consequently, the union decided to tighten up the strike by picketing the docks proper. Steps have been taken to halt docking of ships without tugs as the result of accidents at two city-owned piers.

The heart of the contract dispute is the question of across-the-board wage increases. Before the strike was called the union had reduced its original demands to 25 cents an hour. The operators' counter-offer amounted to 81/2 cents hourly. Since the start of the strike no additional concessions have been offered by the employers.

Also at stake in the dispute are various changes in working conditions and other clauses of the agreements.

refused to cross their picket lines. Harbor workers in this and other **SIU Tanker Contract**

Seafarers in all ports on January 28 ratified the new standard tanker agreement and gave a vote of thanks to the SIU Negotiating Committee for bringing home the best contract in the industry.

The Seafarers were unanimous in their praise of the new pact, which continued a substantial wage and overtime boost rates, as well as greatly bettered as well as substantial general and working rule improvements for all crewmembers.

The ratification of the tanker agreement came only a few weeks after the membership ratified the Seafarers a chance to read and new standard freighter agreement, study the new pact before they which also featured substantial pay voted on it.

raises for all hands, better overtime rates and an improved dividing line between the two overtime working rules.

Page Five

The complete new tanker agreement was printed as a 12-page supplement in the January 23 issue of the SEAFARERS LOG, thus giving



January 31, 1954. Commenting on the subject. Senator Tobey said:

"The shocking revelation of crime and political corruption on the New York waterfront which have come to light through the investigations of the New York State Crime Commission indicate dramatically the need for a major study of this and similar situations in port areas on both coasts of the US. Such a study should emphasize the interstate nature of this criminal activity and should be directed toward protecting the security of our national interests as they are manifested in the crucial port areas of the country."

The US privately-owned tanker fleet, as of the beginning of 1953, continued to be the world's largest, but by a narrow margin, totaling 447 ships of 6,743,000 deadweight tons, or slightly higher than that of the United Kingdom.

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However, although our tanker fleet is younger than foreign fleets, the US continues to face the problem of potential block obsolescence, 80% of our ships having been built in the short period 1941-45. Only about 30% of foreign tanker fleets were built during this period.

In respect to tanker fleets of foreign nations, increases have taken place in varying degrees, except for the fleets of Japan and Germany. Liberia, which had no tanker fleet in 1939, now possesses a fleet over one million tons. The tanker fleets of Panama, Sweden and Greece have more than tripled their prewar size; the fleets of Denmark and Spain have more than doubled; Italy shows an increase of almost 93%, while the balance of the tanker fleets of the larger maritime nations are at or below the relative increase shown by the US privately-owned fleet.

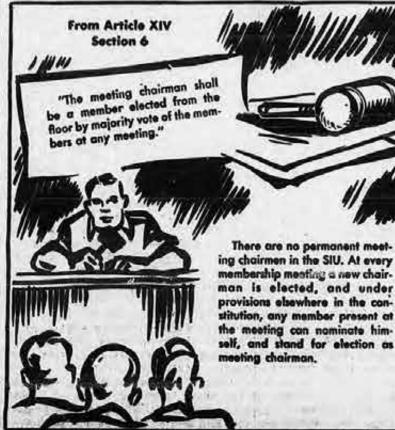
Aside from docking and undocking of ocean-going vessels, the union members operate barges from New Jersey rail yards and refineries to New York City proper. These barges carry the bulk of coal and oil supplies to the city, as well as large quantities of food and produce.

Other ports affected by the strike on the East Coast include Norfolk and Philadelphia, as well as the inland grain port of Albany, NY.

Meeting Night Every 2 Weeks Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the

next few meetings is as follows: February 11, February 25, March 11, March 25.

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



Page Six

SEAFARERS LOG

February 6, 1953

District Membership Okays Tallying Committee's Report on A&G Election

Seafarers in membership meetings in all ports on January 28 voted full approval of the report of the headquarters tallying committee on the Union elections. Adoption of the report by the membership makes official the 49'election winners. During the two-month

election 75 Seafarers sought+ the headquarters and port po- was cast in the District at large. sitions up for election.

Those elected who are in new posts are now in the process of in the various outports of the Attaking over their assignments. Be- lantic and Gulf District. Officers in sides the new positions that were put on the ballot this year for the first time, there have been some others are chosen in separate elecchanges in previously-existing elec- tions by the district membership tive posts.

Committee Chosen Jan. 14

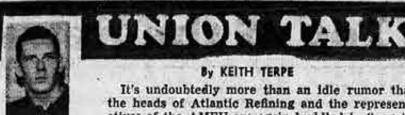
The six-man headquarters committee, that was elected at the ment; Joseph Falasca and James January 14 membership meeting Purcell, engine; and Donald Mease counted all ballots from all ports and checked the port tally sheets The full text of the committee's resubmitted by the outport tally com- port is carried on this page, while mittees. The committee report the port by port breakdown of the shows that a total of 5,717 votes voting will be found on page 23.

Those elected will serve for a two-year term in headquarters and SIU Districts such as the SUP, Canadian District, Great Lakes and involved.

Members of the headquarters committee were: Roderick Smith and Angus Campbell, deck departand Stanley Schuyler, stewards.

Report Lost Baggage Check

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



By KEITH TERPE It's undoubtedly more than an idle rumor that the heads of Atlantic Refining and the representatives of the AMEU are again huddled in "negotiations" on subjects of interest to Atlantic tanker-

men. As usual, no advance notice has been given of these "talks," but we are happy to fill in the details as we get them. One thing is obvious, however. The Atlantic-AMEU chain of command is apparently quite worried by the way the SIU is steadily bolstering its initial organizing successes, or they wouldn't be so secretive about their current doings.

The latest "negotiations," coming as they do just three months after the last round of talks completed early in November, is an attempt to put the AMEU a step ahead of the SIU. This is always the pattern when company and company union get together. The company benevolently hands out "gains" while the union pats itself on the back to build up its courage. This is no new tactic, but it does conform to the pattern which these cosy company-union set-ups follow.

The major items talked about by the key manipulators, it would seem are a general increase in wages that would move ahead of the gains in the new SIU standard tanker agreement plus a minimum 60-day paid vacation for all hands each year. This then is Atlantic's answer to the SIU's top agreement in the tanker industry.

'Surprise Package'

Whether the company will actually commit itself to granting such a package remains to be seen, but the possibility of it raises a great deal of speculation. Why, if not for the legitimate gains just won by the SIU, is Atlantic suddenly so concerned with conditions in the fleet? Their benevolence will be transparent to everyone in the fleet. If they're so frantic to keep a jump ahead of the SIU, they must figure they have something to lose if they don't act to stop the SIU's organizing push. They probably calculate, and rightly so, that proper contract enforcement and settlement of beefs SIU style, will be far more costly than the bones they throw to Atlantic men.

The way they operate, a general wage increase and a gratuitous 60-day paid vacation probably would be cheaper because discriminatory firings and mysterous upgrading and downgrading of employees in and out of favor would more than compensate for it.

Furthermore, since the AMEU officials are little more than company strawbosses with their own letterhead, the company will probably be able to put over a few more slick deals, the same as they did last fall.

Won a Sizable Loss

In one remarkable instance of "union collective bargaining," the AMEU "negotiated" a \$15 monthly pay increase for the ordinary daymen and wipers, but these same ratings had to give up four hours' OT on Saturday mornings. The way it figured out, they "gained" \$180 annually while losing \$282.88 in the same 12 months. It's easy to see why Atlantic tankermen didn't think they got such a bargain there.

SIU Routs The Bureaucrats

In passing, a brief comment is in order on a bill (S. 603) just introduced in the US Senate. The measure, an attempt to outlaw labor spying, prescribes penalties of two years in jail, a \$5,000 fine or both for this offense. Introduced by Sen. James E. Murray and four cosponsors, it is designed to overcome the ineffectiveness of the Taft-Hartley Act, which merely calls for a cease-and-desist order as the maximum penalty. In presenting the bill, Sen. Murray noted that his labor subcommittee had found "widespread evidence of labor esplonage" in many fields of industry.

One of these fields undoubtedly was the East coast oil tanker industry, on which the SIU presented considerable testimony in 1950 relating to the anti-union apparatus created by Citles Service to fight the SIU's organizing drive in the fleet. It was particularly unsuccessful, incidentally, and we hope the appearance of the proposed legislation at this time will serve as a warning to others who may try the same shenanigans.

Tallying Committee's Report

We, the undersigned Tallying Committee, duly elected at the regular business meeting of January 14, 1953, at Headquarters, submit the following report and recommendations:

All used ballots from all ports were counted and a correct tally is submitted herein. An asterisk has been placed beside the names of the candidates who were elected to office.

Ballots, used and unused, in each port were checked and a correct check is submitted herein,

It is to be pointed out to the membership that this Committee, upon checking the port tally sheets, found that the reports submitted by the out-port Committees were reconciled with the Headquarters Committee report, except that reconciliation was not possible in one case. That case involved the twenty-three (23) votes cast in Norfolk on November 23, 1952. The Norfolk Tallying Committee included, in its totals, the above twenty-three (23) votes. However, a check of the official list of the men who voted that day indicates that Ernest Goodwin, Book No. G-118, was accidentally allowed to vote twice.

Obviously, since our elections are secret, there is no way by which only those two irregular votes could be voided. Therefore, acting under the authority of Section 11 of Article XIII of the old Constitution, which governed this election, the Headquarters Tallying Committee had no choice and voided the entire balloting in Norfolk for that day. That accounts for the difference of twenty-three (23) votes between the total Norfolk votes reported by the Norfolk Committee and the total Norfolk votes reported by the Headquarters Tallying Committee. However, it is emphasized to the membership that the voiding of these votes in no way changes the final results of the election.

Port Boston		12	Ballots Unused and Returned 133-250	Ballots Lost	Ballots Volded	Votes Cast
New York			7652-7700	0	0	1751
Philzdelphia			ALC: NOT CONTRACT	18		1953
The second se	6851690		69097000	1	0	308
Baltimore			1174-1500	- 0	23	673 77
Savannah			1900-2000	o	0	149
Tampa		8	2159-2250	õ	Ö	158
Mobile			2859-3250	0	0	608
New Orleans			7287-7500			1000
Galveston			4455-4500	0	ŏ	1266 204
San Francisco			4664-4750	Ö	Ő	163
Wilmington			4882-5000	-0	0	131
Seattle	NAMES OF THE STREET AND A DESCRIPTION OF THE REAL OF T		50986000	0	0	97
Full copies of the reports contained i	n this document with or	iginal sig	natures are on file in	a Headquarte	ers Office of	the Union.
Roderick Smith, S-18 Ja	Joseph Falasco, F-48 mes Purcell, P-17		hald Mease, M-704 tanley Schuyler, S-160		Campbell, C	217
	(Continued	on pag	(e 23)			





No. 30



Still trying to maintain its power after the war, the WSA began spewing out orders by the hundreds. It tried to revive its "cfficlency exams" to reexamine all seamen's papers and to perpetuate its elaborate physical exam set-up. The SIU met and defeated these WSA power grabs,



Then, the WSA and shipowners tried to sneak in a foreign rider which would offset the terms of SIU contracts. The Seafarers answered with the largest single job action ever staged. Some 107 ships were tied up tight as Seafarers refused to sign on in ports along all coasts.



In mid-April, 1946, the shipowners and the WSA realized that their sneak attack had failed. They agreed to all the Seafarers' demands. The rephrasing of the riders on SIU ships, and the other benefits won, set the pattern for the entire industry. Once more the SIU was leading the way,

SEAFARERS LOG

Page Seven



TAFT WOULD AMEND T-H LAW-Senator Taft has submitted a list of proposed amendments to the Taft-Hartley Act in response to demands for changes in the law. Including among his proposed changes stranded men. are those that would permit strikers to vote in representation elections along with the men who crossed picket lines and took their jobs; a clause softening restrictions on the secondary boycott; a requirement letter of thanks and gratitude to that management representatives take non-Communist oaths along the crew for their timely aid. with labor leaders; and a clause permitting Communist Party members to be fired from firms under union shop contracts. Taft also suggests enlarging the National Labor Relations Board to make it "more conservative," and making the NLRB counsel independent of the Board, a move bitterly opposed by unions.

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COMMUNIST LEADERS, REMINGTON, CONVICTED-Thirteen Communist "second string" leaders have been convicted of conspiracy charges after a trial that lasted for several months. The convictions were on the same basis as those of Eugene Dennis and other top CP leaders in the now-famous trial that was held before Judge Harold Medina. Those convicted were denied bail on appeal on the grounds that some of the Party leaders in the first trial jumped ball and apparently fied the country. At the same time a jury convicted former Government economist William Remington of perjury when he denied having been a party member or having passed secret documents to ing. Communist agents.

SOUTH AFRICA PREMIER ASKS DICTATORIAL POWERS-Premier Daniel Malan of the Union of South Africa has asked that country's parliament to give him authority to suspend all laws and rule for one year by proclamation. The request is expected to be bitterly fought by the opposition party which represents the English element in the country. Malan's request is thought to be prompted by the opposition of Indian, mixed blood and negro minority groups to his policies of segregation and denial of voting rights.

EISENHOWER ENDS FORMOSA NEUTRALITY-President Elsenhower has ordered the US 7th Fleet out of the Straits of Formosa, where it had been neutralizing the island to prevent attacks by the Chinese Communists on the island or by the Nationalists on the mainland. The move was thought to pave the way for possible Chinese Nationalists raids on the mainland, or at the least, to worry the Communists into tying down part of their armies there. Several countries expressed uneasiness at the move, fearing that it might lead to extension of the Korean War.

NEW YORK CELEBRATES 300th BIRTHDAY-The nation's largest city celebrated the 300th anniversary of its incorporation in ceremonies participated in by Prince Bernhard of the Netherlands. It was on February 2, 1653 that the town of New Amsterdam was formally set up at the tip of lower Manhattan Island, including the area around the old SIU hall on Beaver Street.

TOP DEFENSE AIDS SELL STOCK-Charles E. Wilson of General have been rushed to all the areas, Motors was confirmed as Secretary of Defense by the Senate after he although it was reported that the agreed to sell 21/2 million worth of General Motors Stock. Similarly, floods are receding, and "the worst the new Secretaries of the Army and Navy agreed to dispose of their is over." stockholdings in companies doing business with the Government. The decisions came after it was apparent that the Senate wouldn't confirm them as cabinet appointees otherwise, since the law specifically forbids a Government official to have an interest in a firm that holds Government contracts.

Crew Aids Stranded Filipinos

The crew of a Filipino ship that was stranded in Indonesia without a cent for food, is eating again thanks to the aid of Seafarers aboard the Steel Surveyor (Isthmian). A quick tarpaulin muster among officers and crew produced enough for all necessities plus a little money left over for the+

up for some time in the port of

Their pay had been cut off and all

supplies had been halted.

As a result, the master of Djakarta because of legal difficulthe vessel, A. S. Bombasi, wrote a

Pay Cut Off By the time the Surveyor The Filipino ship had been tied reached port the Filipino crew



A typhoon coupled with extremely high tides last week brought on floods and storms in England and coastal Europe that affected millions and has resulted in about 1,500 deaths as well as thousands still miss-+

homes.

Extremely heavy seas struck shipping in the area, and resulted in the loss of several small vessels. A British coastal liner went down off the Irish Coast with a loss of almost 150 persons.

No SIU Ships Hurt

No SIU ships were reported in trouble in the area. However, one SIU-manned vessel reporting any trouble was the Fairhope (Waterman) which ran aground off the West Coast of Mexico.

However, the sea invaded miles of countryside in England, the Netherlands, Belgium and France, routing millions of people from their homes. The death toll was reported at about 1,500, but thousands of persons were reported 'still missing."

All of the areas have been put under emergency status by their Governments, and in Belgium and the Dunkirk area of France, conditions have approached martial law.

Food, mattresses, blankets, medical supplies, and other equipment

Particularly in the Netherlands, where a large part of the system of dikes was destroyed, and in Belgium, officials reported that it probably will take a number of

years before the land that has been inundated by the sea will be usable for agriculture once more. They estimated that, in the Netherlands alone, over a' million per-

was reduced to desperate straits. All their clothing had been sold ties concerning sale of the vessel. for food and they had no more resources to fall back on. The Surveyor gang stepped into the breech by supplying the Filipinos with necessary supplies of food, clothing and cigarettes.

Thanks Pays Bills

As crewmember Al Arnold put it, "Our slopchest bills are a little higher than usual, but that's offset by the letter of thanks from their skipper."

The skipper, in his letter declared: "Permit me to retaliate in behalf of my whole crew our sincerest gratitude for all the good things you have done for us.

"I could only wish and hope that you would never have the same predicament that we have encountered in this country. Some day we may cross our paths and meet sons were routed from their again, and thereby have the opportunity of repaying you."





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

Buy Quality Furniture

a chair that costs \$60 wholesale, but the installment These sets are built up by throwing in cheap lamps, specialist charges \$120 for that chair.

pictures, etc.

Don't be a sucker when you go out to buy furniture.

Good furniture costs a great deal of money and needs to be shopped for carefully and with judgment. There's also a lot of poor-quality furniture on the market and it can cost a Seafarer's family much disappointment and expense if it buys the wrong furniture and from the wrong store.

February is the month of furniture sales and a good time to shop for household needs. Some furniture prices have started to go up again-especially on bedroom furniture. Upholstered living room furniture and dinette sets are now a little less expensive than last year.

It's not only when you buy furniture but where that counts. Generally the best places to shop for furniture are neighborhood stores, specialty furniture stores and department stores. It's important to steer clear of installment stores-that is stores specializing in credit and low down payments. Their prices are generally high for what they give you, and the quality of their furniture is often extremely poor. They use a lot of tricks on customers, especially the common practice of advertising a special and then trying to "trade up" customers to higher-priced goods. If an installment-store salesman "talks down" some advertised special you came in to see, and urges something more expensive, that's your cue to watch out.

It's a fact that department stores traditionally mark up the wholesale prices of furniture by two-thirds but credit stores have a traditional markup of 100 per cent. Thus the department store charges you \$100 on the average for

Avoid Ornate Heavy Furniture: Gone, fortunately, are the old days when some unscrupulous dealers hid lead bars in furniture because old-time families judged quality by weight. Today's trend is to smaller houses, and the most suitable new modern furniture is scaled smaller, lighter in weight, simple in design, and altogether easier to care for. It uses newer but stronger material like shaped plywood and foam rubber, and sturdy crimpedwire springs. Such furniture has unbroken lines, unadorned surfaces, no carving to collect dust, and is easy to move for housecleaning. One of the simplest new chairs consists of just a canvas sling on a metal rod frame, but it's comfortable because of its architecture. It has no deep coll-spring upholstery to require repairs from time to time, needs no slip-covers, has no wood surface to polish. When the sling becomes solled simply slip it off the frame and into the tub. Wood furniture in light finishes doesn't snow dust and finger marks as readily as dark finishes."

Be especially suspicious of very ornate furniture which is massive in size, has much carving and "waterfall" and other fancy veneers. The idea of such flashy design is to dazzle you so you don't notice the poor construction

Clues to Quality: The way furniture is finished is a tipoff on how well it's constructed. Well-made pieces have depth obtained from rubbing and not merely the high gloss of varnish.

In living, room furniture, it's best to avoid buying socalled "suites." You can get better buys picking out individual chairs and sofas. They don't have to match as long as they harmonize. Especially avoid complete room sets like "21-piece sets" advertised by installment houses.

Some good values in separate upholstered chairs and sofas are available in the current February sales. In upholstered furniture, avoid pile fabrics like mohair which are costly and hold dust. Good choices in coverings that are both smart-looking and durable are cotton tapestry, linen, and denim. Also avoid the loosely-woven novelty fabrics sometimes found on "modern" furniture. They wear poorly. Plastic-coated fabrics are more durable and less likely to tear than plastic film.

In bedroom furniture, well-constructed pieces have backs and undersides sandpapered smooth, and secured with screws and drilled holes. Especially avoid chairs and other pieces that are merely nailed together. The joinings should be dowel or mortise-and-tenon construction. (A dowel is a piece of hardwood fitting into holes in two joining pieces. In the mortise-and-tenon joint, one piece fits into a rectangular slot in the other.)

Drawers are another good clue to quality. Look for a thin sheet of wood called dustproofing between the drawers, important not only because it keeps out dust but as a sign the manufacturer took pains with the construction. Dovetailed drawers are preferable to those in which the back is just slipped into a slot; a center drawer guide is preferable to side guides. Other signs of good construction are corner blocks under seats and table tops and genuine brass hardware. (Test it with a magnet; it won't stick to real brass.)

It always pays to do extra comparison-shopping when buying an expensive item like furniture. Experts advise shopping at least three stores to get an idea of which has best comparative values.

SEAFARERS LOG

February 6, 1933

Paro Eirb

Trieste-Jewel Of The Adriatic

By FRENCHY MICHELET

Now that the officials have completed the formalities of clearing our vessel, let's go ashore and see a bit of Trieste. These miles of very modern concrete docks and sheds, each serviced by a host of massive cranes, suggest that maybe Mussolini found time to do more than just posture Caesar-like

on balconies and guess wrong + in the last war, because Trieste I am a writer and that I would was an Italian city in his day like to know what the man is eatand its modern facilities are in a ing and how the woman went about large measure his work.

As I emerge from the gate of the wharves-a completely walled-in area of a good many miles-I find that it is the noon hour and that hundreds of longshoremen have preceded me and are now strung out for at least a mile in either direction in a park that runs parallel to the docks on the opposite side of the street. They are all eating their lunches from pails that have been brought to them by their families.

I cross the street to a bar that boasts maybe thirty tables strung out on the sidewalk with umbrellas over them. Each table is now occupied by a worker and his family. I approach a table where a veritable Hercules is seated, stripped to the waist, and devouring great mouthfuls of spaghetti that would strangle a lesser man while his devoted family looks on in varying degrees of solicitude-the wife evidently determined to see that every ounce of the at least five pounds of food is faithfully stowed away aboard her man while a sweet-faced little darling of perhaps six years of age looks at her daddy with her heart in her eyes.

Proper Family

This is indeed the family as nature intended it should be. Sort of reminds me of the time when my own little nieces were babies and thought their uncle the wisest of mortals. They have since grown up and learned better, unfortunately. Nature sure fouled up on an unsuspecting crew. when she failed to provide that children should remain such and adults be fashioned from some the cool of this lovely summer other material.

best pidgin Italian. I explain that the gently heaving bosom of the

cooking it. I show them my notes. The entire family solemnly examines the note book and then look

at me and it's plain from their admiring glances that they regard me as some sort of a superior beinga reaction which for some strange reason is wholly confined to people who can't read. I see that they don't read English, so I try another tack. I call loudly for the host and order wine-vintage wine, yet! This brings a grinning reaction from the whole family. "The Italians, like the French, think nothing of putting wine in the baby's bottle if it cries and it's not time for a bottle. Soon I'm deep in the confidence of the trio. I learn that one dinner pail contains hard boiled eggs sliced up in a tomato sauce made by first braising onions and garlie in oil and then adding the tomatoes. This is permitted to simmer for quite a while. Then the sliced up eggs are added. The other pail contains a mountain of spaghetti swimming in the same sauce. Yet another container has a dozen green peppers brushed with olive oil and popped into the oven for a few minutes. There's also a great slab of Italian-style bread that has been liberally smeared with melted butter into which a clove of garlic has been squeezed. The wife tells me that this, too, should be popped into the oven if it's to be con-

sumed immediately. All this is washed down with huge slugs of vino rosso. I must try it sometime

It's good to stroll along here in evening and drink in the fragrant I open the conversation in my breeze that has wandered in from



An aerial view of the "working side" of Trieste where the ocean-going ships unload cargo for the international city.

Trieste.

That milling mob of several thousand people of mixed Italian and Slavic extraction who are making this cool August evening resound with their excited prattle and laughter in the Plazzia across the way probably don't own an acre of Trieste among the lot of them but they seem happy enough for all of their obvious poverty. Certainly none of the illustrious departed who have owned it lock, slock and barrel in the past are any the better for it now.

When Augustus reigned in Rome

Adriatic by way of the Gulf of he was master of all Trieste or ; There's an open market place Tergeste as the Roman world knew that covers several acres on the it, and of a host of other mighty cities of the Empire .as well. August must content himself with dise for the stalls. A bewildering considerably less ground in this array of goods is offered for sale latter-day August.

Knock on the tombs of the two Napoleons. Tell them that Trieste is no longer a French possession. It won't bother them at all. They have learned the true value of all the wooden-tasting junk that they earthly conquests.

Trieste has known all the vicissitudes of an Old World city. A historian has noted that the barbarians were hammering away at her gates fifty-two years before the birth of Christ. Much of her subsequent annals are crowded with accounts of bloodshed and terror. Today Italy and Yugo-slavia glare at one another from their respective borders while the Allied Powers occupy the city between and compel an uneasy truce between the would-be belligerents.

Quay Front

everal miles provides the wharf- when Clovis embraced Christianity ply the adjacent waters and touch at ports like Venice and ocean-going vessels are all berthed is, all but the United States Navy. The Navy uses a pier here that runs several hundred feet out into the brink where two cans and a cruiser are now moored. A jamfest is in progress aboard the cruiser. Some bright lad in Public Relations has evidently hit upon the happy idea of supplementing the grain diet that ships like ours are maneuver when entering or leaving.

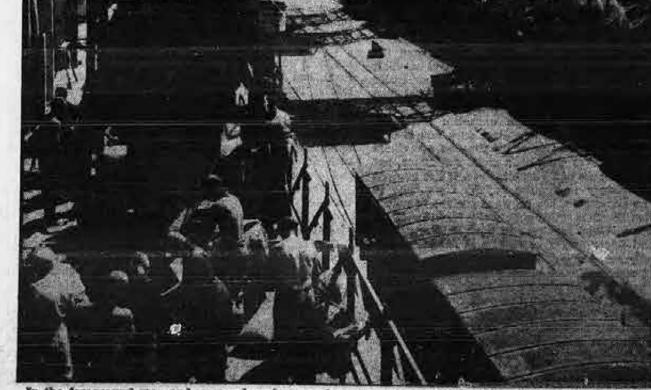
Part K (to an and

port side of the canal. Many of the boats are unloading merchanhere. You might fancy yourself on the Lower East Side in New York except for the air of cleanliness that pervades the atmosphere. Here are real lettuce and tomatoes, not peddle Stateside. America has succeeded in breeding the bestlooking and worst-tasting vegetables on the face of the globe. But then everything is of the hothouse variety with us. Look at all those lovely dolls trotting around Times Square - more pulchritude and less femininity than you'll find pound for pound anywhere on earth.

An Artist In Labor

That great mouldering pile of marble and stone that looms across the way is the far-famed cathedral of San Guisto. Parts of this an-This quay that fronts the sea for cient structure were abuilding





In the foreground men and women longshore workers bag grain unloaded from the ship at the right, The grain is lifted from the ships by cranes and dropped into the hoppers. In his article Frenchy describes a lunchtime interview with one of the longshoremen of Triesta

age for numerous small craft that fifteen hundred years ago. A little group of local yokels are peering over the shoulder of a harassed other Adriatic cities. The great artist who is attempting to capture the elusive charm of the cathedral on the other side of the city. That in oils. He must feel a trifle silly to be daubing away before an audience who can compare his work with Cellini and Titian and the dozens of other giants who stalked the earth in the age of the Titians, There's a gorgeous little girl among the crowd of spectators worrying the artist who is simply out of this screwy world. She's built like a forty-dollar mule. However she has evidently been readproviding with a little food for ing American magazines because the soul. It's working very well she has disfigured herself with one too. I haven't found Americans of those abominable horse's tail so welcome anywhere as they are hairdos. This style was evidently in Trieste since before the war. set by some stringy-haired hag Strolling along the waterfront who is bent on making all the for perhaps half a mile I run into a cuter dolls spot her a few points canal that extends from the Gulf in the game of life. I think that back into the city proper for may-be a dozen squares. The water is tail colffure only succeed in provliterally covered with small craft. ing that they have much in com-One wonders how they manage to mon with the end of the horse's anatomy on which the tail is usually hung

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SEAFARERS LOG

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RIDING HIGH in a wind, Joseph Heckl looks over a lifeboat's stern.



CATAHOULA has Lee, OS, and Jess Joy, bosun, working out on deck.



HAND



ALCOA PLANTER'S electrician, Jim Hand, looks over the wares carried by a pack mule in an open public market in St. Thomas in the Virgin Islands.



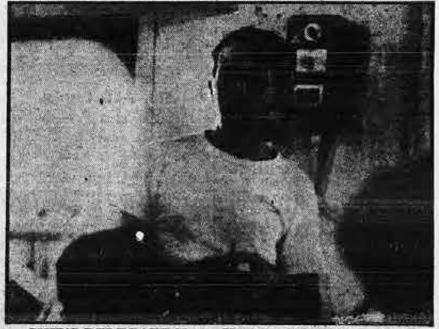
DEL SANTOS' hardy crew includes: L. Williamson, J. Wolff and "Red" (L-R. standing), and Bob Bannister, Al Brindley and "Gene" (L-R, kneeling).



ROSARIO gets a real pounding in the engine room as T. E. Frazier, oiler, swings a 20pound sledge with a will. W. Addison, oiler, is in the background. The third man in this hard-working group was not identified.



ABIQUA is the scene of this shipboard meeting as crewmembers take the floor to voice whatever gripes they may have or else to tell their shipmates about something they liked during the voyage. STEEL ADVOCATE'S chief electrician (left) smiles while bearded "Whitey" Jaggers, OS, takes time out on the Far East run to read the LOG.



SHIP'S DELEGATE Harry Utratil on the Abiqua takes the floor at the meeting to give his views of the activities of the voyage.

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SEAFARERS LOG

February 6, 1958

PORT REPORTS

Baltimore:

Ship Delegates, Grews Earn Praise On Vessels

Things are still moving along on an even keel here with not too much to report on shipping except that it has been fair, although not that the ship could sall without the Carnival season is in full swing attaining the heights of our two previous reports. Still, I haven't dered by the chief engineer to go seen anyone around here suffering to work on the drains in order to from malnutrition.

During the past two weeks 19 ships have paid off, 16 ships have signed on, and 10 ships are in-

transits. Once again we want to mention the fine condition in which the ships' delegates and crews are bringing in the vessels. So much for shipping at the moment.

All is quiet on

the labor front with only some very minor economic action being suffered by the fire-fighters at the present time. We do not look for too much to come out of this, but we hope the guys get an increase in pay in any event. With one exception, everything is back to normal since the mayor was successful in meeting with the municipal employees last week. The majority of these people were taken back and there is a possibility that they will get paid for the time they were on strike. We hope so at any rate.

McNelce

Contracts Offered Soon

There is nothing to report on the new building since we have not started to work on the renovations as yet. We have heard from headquarters that the plans will be offered for contracts in a very short time. All hands are anxiously awaiting to move in and I know that this is one building that will be appreciated by all the membership.

As usual, we wandered around the hall chatting with various oldtimers on the beach and in doing gets himself a new-style haircut. so we noted the following men who are waiting for berths in this part: Ely Hanover, Elmer Barnhill, Leslie Brilhart, Jerry McNeice, Ed Biemiller, Fritz Bantz, Walter Amman, John Flynn, Albert Hawkins, Charles Gill, Joseph Vujtech, and Albert Phisterer

Earl Sheppard **Baltimore** Port Agent 1 1 1 Boston:

stores put back in their proper places. All stores had been thrown into box without regard to their nature; eggs were left in the passageway while potatoes had been stored in the ice box.

A new refrigerator was promised to be on board before sailing, so any beefs. Deck engineer was orhave sinks in working order before the ship left port. The food in

boxes had to be restored, pronto, but all beefs were settled to the satisfaction of the crew. New TV Room

The new television room has been a great help in keeping the men on the beach happy. The men have been very cooperative in keeping their hall tidy. We had seven blood donors for one of our members who was in the Brighton Marine Hospital, but the day of operation came and the patient flew the coop. The donors gave

their blood to the blood bank for some other man who may be in need of it at some other time.

We had a couple of Atlantic ships in this port since the last meeting. Men of these ships visited the Federal and discussed SIU conditions with some of the crew of that ship. The Atlantic men were favorably impressed by our working conditions, methods of settling beefs, and finishing payoffs with a minimum of delays.

Booklets Popular

The booklets for up-grading of unlicensed personnel are very popular in this port. They are the nearest thing to having a school for the members. The weather has been very mild for this neck of the woods. We are having rain when we should be up to our necks in snow. We don't mind the rain so much. At least, we don't have to travel to the hall on skis.

D. S. White is in good spirits in the hospital. This fellow always has something to do; if he's not painting he's making leather wallets. He also gets into an experimental mood once in a while and When I last saw him he had just shaved all his hair off after having a special Sioux Indian cut and a beard. Others in the hospital include J. Flaherty, K. Harding and J. A. Duffy.

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GALTIMORE

Earl Sheppard, Agent BOSTON James Sheehan, Agent Dispatcher

Oldtimers on the beach include: Mardi Gras and all activities in Leo Rams, R. Burns, A. Arsenault, this port city will center around A. Forcier, A. Remos, R. Lee, S. the Carnival with fun and merry-Greedridge, E. Graham, A. Trotmaking holding sway until mid- ted after having been discharged man, C. McCarthy, Bob Murphy, and V. Warren, who is thinking night when all festivities cease for recently from the hospital. Brother the beginning of the Lenten Seaseriously of going into the taxicab son. business, **James Sheehan** Recent reports from public and private agencies point up the sound **Boston Port Agent**

box needed to be cleared out and New Orleans: "

Mardi Gras Carnival **Affects NO Shipping**

During the last two weeks shipping has been off somewhat, but it is expected to improve now that and many New Orleans members are coming ashore to celebrate the occasion with family and friends.

The Mardi Gras season traditionally is a time for merrymaking by New Orleanians and thousands of visitors who congregate here for the occasion. To Seafarers on

the beach it is also the signal for an upturn in shipping. A number of New Orleans sailors usually prefer to stay aboard their ships during the Christmas and New Year holidays, electing to get off for the Mardi Gras instead.

position and growing importance | Wilmington: of this major Gulf port.

The NO Board of Commissioners reported grain shipments through this port during December totaled 9,104,000 bushels, an increase of 1.895,000 bushels over the corresponding period of the previous year. Grain cargoes cleared the Public Grain Elevator in 39 ships bound for more than a dozen foreign countries, including Germany, Holland, Brazil, Japan, Engrand, Belgium, Mexico, Norway, Portugal, Ireland, Italy and Israel. More than 46,000 miscellaneous shipments went to various ports in the West Indies and Central America.

From the American Waterways Operators, Inc., came a report that freight traffic on eight Louisiana rivers, canals, and connecting channels in this vicinity exceeded one billion tons in 1951, latest year for which figures are available. Mississippi River traffic headed the list with 72,510,690 tons. The Intracoastal Waterway was second with 35,538,198 tons and Lake **Charles Deepwater Channel was** third with 13,831,810.

Blow Stacks

City authorities have started more rigid enforement of a local ordinance against ships blowing their stacks in the harbor. 'The Safety Commission said it had complaints of damage to waterfront property from soot showering down on areas near the river when ships clear their tubes of carbon deposits in the harbor, which is a violation of the ordinance. The present maximum fine for the offense is \$100 and fines assessed against those found guilty of the practice have been from \$25 to \$50.

Hospitalized Man

Several members are confined to the USPHS hospital here, but no cases of serious illness were reported and those undergoing treatment seemed to be in a cheerful frame of mind. Oldtimer Charlie Lowe was hospitalized briefly for a checkup, but his condition was found to be satisfactory and he is visiting the hall daily.

Seafarers on the beach were asked to serve as blood donors for the wife of brother Max Cuevas and responded in typical SIU style. Only one donor was required, however, and since brother Louis Estrada was the first to come forward he was chosen to help out in the emergency. Mrs. Cuevas is reported to be much improved.

Nat Cartwright, Ray Ellison, and Howard Abell have been readmit-

Desire Clarification On Firemen Overtime

For the past two weeks shipping has been only fair in this port. The only hot item in this area has been the weather, but the men who are sticking around are sweating out their favorite runs. Prospects for the future look a little brighter.

A whole flock of in-transits include: Steel Apprentice and Steel Chemist (Isthmian); Atlantic Water and Gulf Water (Metro); Yorkmar, Seamar, Massmar, and Marymar (Calmar); San Mateo Victory and Burbank Victory (Eastern); Oceanstar (Dolphin); W. E. Downing (State Fuel); Blenville, Fairland, Fairhope, Fairport, and Raphael Semmes (Waterman); Santa Venetia (Elam); Fort Hoskins (Cities Service); and Binghamton Victory (Bull).

Legitimate Beefs

To make the job easier for those involved and to give the best representation, we would like to stress again that personalities should be kept out of Union business. We have time and again gone to ships to settle urgent beefs which turned out to be a difference between individuals. This creates a hardship for men who have legitimate beefs. Local 50 of the IATSE is still on strike and men from both the SIU and the SUP have helped to man the picket lines from time to time.

The fast-growing fleets of Japanese and Greek shipping has halted all ore shipments in American bottoms. A year ago, 75 per cent of the ore was hauled by American operators. This port has seen no US ship haul an ore cargo in six months. Moreover, these ships are making inroads on general freight, as well, in big strides.

Overtime Dispute

A motion was presented to have a clarification made on the splitting of cargo overtime among FWTs. While the agreement states that all overtime shall be divided as equally as posible, some firemen have not agreed to rotate watches. We hope something is done about this.

Leo Newman, our nomination for "Seafarer of the Week," has been a member of the SIU since

1944. He formerly shipped out of Philadelphia, but has been a West Coast man since 1946. While the Mediterranean ports are his



During the last period we had seven payoffs, five sign-ons, and 16 ships calling in-transit. Payoffs were on the Alcoa Pioneer (Alcoa); Del Santos and Del Mar (Mississippi); Antinous (Waterman); Catahoula (National Navigation); and Bloomfield's Neva West and Marie Hamill. The Alcoa Ploneer and the Del Valle, Del Sol, Del Monte, and the Del Mar (Mississippi) signed on.

In-transits were the Pennant, Pegasus, Cavalier, Pilgrim, and Corsair (Alcoa); Steel Navigator (Isthmian); Del Valle, Del Sol and Del Monte (Mississippi); Seatrain New Jersey and Savannah (Seatrain); Morning Light, Andrew Jackson and Monarch of the Seas (Waterman); Evelyn (Bull); and Eastern's Massillon Victory.

Carnival Early

The Carnival season began earlier than usual this year with the first ball on Dec. 27. Balls have been staged almost nightly by the various Carnival societies since Jan. 2. The first of the colorful parades for which New Orleans is famous will be held Feb. 8 and will be followed by day and night processions until the season closes with the coronation of Rex, King of the Carnival, at the Rex Ball, Feb. 17. This day, actually, is the day of

Ellison

Atlantic Crewmembers Attend SIU Meeting

Shipping has been quiet since the last meeting. We had enough ships in but not many men are quitting. Very few men are quitting at the payoff. We don't know what to expect in the way of shipping in the next period, but prospects seem brighter.

Ships paying off and signing on Sings paying on and signing on the signing of the second se were the Ann Marie (Bull), and

A REAL PROPERTY OF THE REAL PROPERTY OF

Cartwright is scheduled to undergo further surgery. Lindsey J. Williams

New Orleans Port Agent



Newman

favorites, Lee has become a member of the Yokohama shut-

tle boys that are slowly building up out here.

Korean Vet

Lee has been through all the strikes and beefs in the Union and is a veteran of the Korean war with three battle stars to his credit. After a year in Korea on the line he was mighty pleased to get back to sea, and marks the advances that the SIU has made as the most amazing strides any Union anywhere has made for its membership.

Mustered out of the Army, he walked into an outfit that has given him vacation pay, disability benefits, a chance for a college scholarship, and clean, spacious buildings to while away the hours while he is looking for work. A guy has to get on the outside to appreciate what the SIU really is, and what it does for its members, quotes Lee.

Sam Cohen net /Beens 5-241

HALL DIRECTORY SIU, A&G District 14 North Gay St. Mulberry 4540 276 State St. Elgin 5719 VICTORIA, BC..... 61714 Cormorant St. Empire 4531 VANCOUVER, BC.....565 Hamilton St. Pacific 7824 SYDNEY, NS.......304 Charlotte St. Phone 6346 BAGOTVILLE, Quebec......20 Elgin St. Phone: 545 Richmond 2-0140 Richmond 2-0141 . 3081/4 23rd St. Phone 2-8448 SUP **Great Lakes District** CLEVELAND Tay Ender Hone: 123 W. Fletcher Phone: 1238W BUFFALO, NY. 150 Main St. Phone: Cleveland 7301 CLEVELAND 734 Lakeside Ave. NE Phone: Main 1-0147 DETROIT 1038 3rd Sta Headquarters Phone: Woodward 1-6557 Headquarters Phone: Woodward 1-6557 DULUTH SSI W. Michigan St. Phone: Melrose 24110 SOUTH CHICAGO 3361 E 82nd St. Phone: 52410

4 - 12

Canadian District

and the method and the sales of

Wilmington Port Agent

SEAFARERS LOG

Page Eleven

Galveston:

Texas Shipping Good For Rated Union Men

ALSO THE REAL

During the past two weeks shipping has been fairly good for rated men and holding its own in the other classifications. We are looking forward to a general pick-up of activity around here.

We had three ships paying off here during the period and three sign-ons. Paying off were the Longview Victory of Victory Carriers, the Federal of Trafalgar, and Epiphany's Wanda. Ships signing on were the Longview Victory and Wanda, and Bloomfield's Marie Hamill.

In-transits included: Del Sol (Mississippi); Alcoa Pegasus (Alcoa); Seatrain Louisiana, New Jersey, Texas, and

Georgia (Sea-

train); Southern

Cities (Southern

Trading); Bents Fort (Cities

Service); Mae

(Bull); Maiden

Creek and An-

drew Jackson

(Waterman); and

Julesburg (Tank-



McGowan

er Sag).

""There were a few minor beefs on the payoffs as the ships came in, but they were settled satisfactorily. The crew got a fair shake on the deal'in typical SIU fashion.

Among the men now on the Galveston beach is Silas M. McGowan. Silas joined the Union in 1945 and ships in the deck department. He was drafted in 1950 and served two years in the army, spending eight months of that time in Korea. It goes without saying, he said, that he is glad to be back with the SIU.

Keith Alsop

Galveston Port AL ent \$ \$

Seattle:

Ocean Tow Alaskan Pact Being Readied

For the past two weeks shipping has been mighty fine as we have had a total of four ships paying off and the same four signing on again.

Payoffs and sign-ons were on the Seacoral and Alaska Cedar (Ocean Tow); and the Waterman's Fairisle and City of Alma. These and three in-transits took a total of 87 replacements.

PORT REPORTS plete agreement on the general Mobile: rules and steward department clauses. We still have the deck and engine department to go over and counter check on errors before we reach complete agreement on the working of the various clauses.

In principle, we have reached an agreement on the entire contract. It is just a matter of checking and period with eight ships due in for making sure the entire agreement payoff and two vessels expected inis correct in the meaning and intent of the various clauses.

Just as soon as this is completed a complete report will be made through the headquarters negotiating committee. I might add that in comparison with other Alaskan contracts this pact is outstanding. Men in the marine hospital who

are anxious to hear from their old friends and seafaring buddles include H. Tucker, M. Jette, J. Petusky, W. Meehan, J. Neubauer, A. Kerr, and T. Fernhout.

> Jeff Morrison Seattle Port Agent \$ \$ \$

Brothers Hail Tanker Pact As Tops In Field

San Francisco:

For the past two weeks shipping has been holding its own on a level basis in this port. We have had one payoff in this period and Cities Service were in-transit. we expect another one in the next couple of weeks when shipping is expected to be fair.

The following ships were in-transits: Raphael Semmés, Fairisle, Wacosta, and Bienville (Waterman); Calmar (Calmar); and the Steel Apprentice (Isthmian). Veritas' Shinnecock Bay came in for payoff during this period.

The brothers here welcomed the new tanker agreement and send their many thanks to the membership and to the negotiating committee for a fob well done. It is the best thing ever produced in the maritime industry.

Alien Shipping

It would be more than wise for our alien brothers to cooperate with Union officials, as I know they are doing everything possible to ease the pressure on alien shipping for the men involved.

time are brothers P. Smith, N. Sykes, D. Sorenson, and G. Crosby. A card or a letter from buddies or shipmates would do a lot to cheer them up.

We lost some of the oldtimers from the beach here to Seattle Oystermen affiliated with the scholarships recently provided for In-transits were: Bienville and where shipping has been tops, but SIU through subsidiary fishermen's under the Welfare Plan. It seems Wacosta (Waterman); Calmar, we still have a few men hanging unions are anxiously waiting for Frank, Jr., is making "straight A's" Marymar, and Massmar (Calmar); around sweating out their favorite the next move from State Health in his school work and is a likely runs. T. E. Banning he may find it necessary to close San Francisco Port Agent some oyster beds in lower Mobile

Harbor Improvement In Mobile Moves Closer

For the past two weeks shipping has been fair and there are prospects that it will pick up somewhat during the coming 14-day transit.

Ordinarily, this number of pay-offs would indicate lively shipping,

ships are in the coastwise or passenger trade and the turnover has been light on these ships.

offs, signed on seven and had six ships in-transit.

the Pennant, Cavalier, Clipper. Runner, Pilgrim, Roamer, and Pointer of Alcoa, and Waterman's LaSalle, Morning Light, Maiden Creek, and Monarch of the Sea. The Pennant, Runner, Pilgrim, Roamer, and Pointer, LaSalle, and Maiden Creek signed on. Waterman's Iberville, Warhawk, Antinous and Andrew Jackson, Alcoa's Pegasus, and the Royal Oak of

Overtime Beef

We were successful in settling an overtime beef on the Maiden Creek for engine department men who had been worked at higher ratings than those for which they had signed on without their having been promoted as called for under the contract.

In the maritime labor field, negotlations are continuing for a new MAW agreement with the Mobile Towing and Wrecking Co. Wages are under discussion at this point, with the MAW negotiating committee presenting its demands. A reply is being awaited from the company negotiators who asked for time to take the subject up with their board of directors.

On the shoreside labor front the Teamsters' Union won a strike to enforce contract demands presented to Mobile building supply In the USPHS hospital at this firms. The Teamsters were able to stop building supply deliveries, causing some slowdown in construction work. With settlement of the beef, operations have returned to normal.

May Close Beds

Bay prior to the end of the present |Lake Charles: oyster season. Dr. Gill said tests are being conducted to determine if the beds have been polluted by the discharge of raw sewage from metropolitan Mobile. Results of the tests are expected to be announced in a few days.

Oystermen suffered loss of income last year when the beds were closed before the season expired. Concerted action by officials of the Mobile Bay Fishermen's Union, affiliated with the SIU, and by SIU officials in this port won a promise from Mobile city officials to speed financing and start of construction fo a modern sewage disposal plant. A plant of this nature will put a permanent end to the threat of pollution that arises when heavy rainfall raises the fresh water content and produces high water in the bay. Thousands of barrels of new oysters were planted in unpolluted areas last year, but it remains to be seen if shifting operations to these areas will take up the slack in the event the older beds are closed.

Harbor Improvement

A proposal to spend \$5,778,000 of Federal funds on a Mobile harbor improvement program appears to have moved a little closer to official approval. Word was received from Congressman Frank Boykin's office that the project has been approved by the Army Engineers and the Bureau of the Budget. Boykin predicted the measure will receive Congressional approval at this session.

The project calls for deepening the main channel over the bar and the main bay channel from the present 36 feet to a depth of 42 feet, widening both channels and enlarging the turning basin. These improvements are needed to accommodate expected new movements of large-size ore ships which will supply subsidiary mills of US Steel at Birmingham, Ala.

On the beach and ready to ship out after recuperating from a set of cracked ribs suffered on the Jeff Davis (Waterman) is Frank Coggins, bosun, one of the real oldtimers of the SIU. Frank started sailing about 30 years ago and has been a member of the SIU since its origin.

Serve Notice

Coggins said he wants to serve notice on his Union brothers that his 13-year-old son, Frank, Jr., will enter high school next year and from then on will have his sights set on winning one of the college

Members Well Pleased With Tanker Contract

For the past two weeks shipping has been very good in our fair port with all affairs of the port in good shape, making everyone happy.

Causing the rush of shipping in the past period were the Winter Hill (twice), Council Grove, Logans

Fort, Paoli, Archers Hope, Government Camp. Cantigny, Chiwawa, Lone Jack and French Creek, all of Cities Service. Then we had the Longview Victory of Victory Carriers call in here



Seymour

on her way to Europe, taking quite a few men as did the other ships.

The new tanker agreement came this week and all the members are really well pleased with the gains we have made.

Brother Torpedoed

We nominate for our "Seafarer of the Week" brother Charles E. Seymour who joined the Union back in 1938 and has been sailing ever since. He went to all the war zones, was torpedoed, and made it okay except for the fact that, as he puts it, he got wet.

> Leroy Clarke Lake Charles Port Agens \$ \$

New York:

Long Trip Payoffs Seen Upping Shipping

Shipping has fallen off somewhat in the past two weeks, but we are still having to ship emergency cards to fill some of the jobs. Therefore, I guess things are not too bad for our members. From the looks of things shipping should pick up in the coming period as we have a number of ships due in for payoff that have been out on long shuttle runs. This usually means a big turnover in jobs.

We paid off a total of 22 ships in the past two weeks, signed 12 on foreign articles, and had 16 vessels in-transit. The following ships were paid off:

Potrero Hills (Phila, Marine); Coe Victory (Victory Carriers); Anniston City (Isthmian); Frances, Kathryn, Puerto Rico, Monroe, and Carolyn (Bull); Royal Oak, Lone Jack, and Chiwawa (Cities Service); Seatrains Texas, Louisiana, and Georgia (Seatrain); Jeff Davis, Claiborne, Azalea City, and Wild Ranger (Waterman); Western Rancher, (Western Navigation); Julesburg (Tanker Sag Harbor): Wanda (Epiphany); and Eugenie (Oro).

but most of the We had 11 pay-

Coggins

Payoffs were on

Fort Hoskins (Cities Service); W. E. Downing (State Fuel); and Mississippi's Maldin Victory, which paid off in the previous period but is still in port.

The shipping for the coming period looks like the top of the barrel as we have few men in the ratings of AB, FWT, oilers, cooks. and bakers in this port. Men iu these ratings are needed in this branch right now. Vessels scheduled for payoff here during the next two weeks include: Ocean Tow's Alaska Spruce and Alaska Cedar, and Waterman's Kyska, Jean LaFitte, and Topa Topa. The latter company's Madaket will go on to San Francisco for the payoff. For the past few weeks our time has been spent between the payoffs of the various vessels hitting this port and negotiations with Ocean Tow. At the present time we have signed a standard dry cargo agreement covering this company for all of their off-shore operations. Also, we have drafted a completely revised Alaskan contract for this company and at the present time have reached comOfficer D. G. Gill who has warned prospect.

Cal Tanner Mobile Port Agent

& G SHIPPING RECORD

Shipping Figures January 14 to January 28

- 185 - 195	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
PORT	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	42	21	25	88	14	13	. 9	36
New York	174	136	121	431	133	, 115	111	359
Philadelphia	51	42	40	133	47	47	36	130
Baltimore	134	106	57	297	108	86	50	254
lorfolk	41	23	21	85	17	12	11	40
avannah	21	19	19	59	14	13	12	39
ampa	11	8	16	35	3	1	3	2
fobile	54	40	38	132	50	36	34	120
lew Orleans	89	86	74	249	70	74	72	216
alveston	63	68	56	186	54	36	34	124
Fest Coast	75	69	50	194	59	56	56	171
Totalessay	755		516	1,869	.se 569		428	1,496

Ships signed on were the Anniston City, Coe Victory, Western Rancher, Claiborne, Wild Ranger, and Eugenie; Andrew Jackson (Waterman); Robin Tuxford and Sherwood (Robin); Steel Fabricator (Isthmian); and the Captain N. B. Palmer and John Paul Jones (National Shipping).

In-Transits

In-transits were: Seatrains Louislana and New York (Seatrain); Alcoa Ranger, Puritan and Runner (Alcoa); Barbara Fritchie (Liberty Navigation); Gateway City, Chickasaw and De Soto (Waterman); Steel Flyer, Steel Maker, Steel Age, Steel Designer, and Steel Advocate (Isthinian); Trinity and MIchael (Carras).

Well-Meill

Claude Simmons Assi. Sec.-Treas.

Page Twelve



According to tradition, the first , America discovered by Leif Ericstailless cats were cast ashore on son in the 11th century, and it is the Isle of Man in the Irish Sea-now more or less generally acfrom wrecked vessels belonging to cepted that the southern coast of the Spanish Armada that Philip II New England was the place. But sent against England in 1588. The no matter where it was located, accats were supposed to have been cording to Norse legend, a white brought by the Spanish from the Far East. Manx cats, as they are born there in the year 1007. If known, are usually either entirely tailless or the tail is virtually undeveloped, consisting at most of two or three vertebrae and a tuff of hair. At last reports, they were virtually extinct on the island.

* * *

As far back as the first century AD, the beliei was held by many people that there were certain "zero hours," periods of the day when a preponderance of deaths occurred, and that the time when the tide turns or goes out was one of these. This helief, particularly common among people living near the seashore, has been ridiculed by scientists and statistics.

* * *

Strictly speaking, fish drink little if any water. Many people suppose that the constant and regular opening and closing of a fish's mouth indicates that it is drinking. and hence we have the phrase "to drink like a fish," which is based on a misconception. A fish does open and close its mouth to pass water through its gills, but the action is merely part of the fish's breathing operation.

* * *

The only territory now under the US flag on which Columbus is believed to have set foot is Puerto Rico, which the natives knew as Boriquem but which he named San Juan Bautista. On his second voyage, in November, 1493, Columbus stopped two days at a temporarily deserted Indian village near the present town of Aguadilla on the western end of that island, and the site has since been converted into a national park.

> \$ \$ 1

There has been much speculation as to the location of Vinland the office still exists, no great or Wineland, the section of North powers are attached to it.

49. 50. 51. 52. 53.

Blame

Sailed

A lot of talk Smooth

Periods of

ACROSS

which was to

Carried on

Important man on ship Latin for

child named Snorro or Snorri was the actual location of Vinland or the birth of this child is ever proved, it would considerably predate Virginia Dare, celebrated as the first white child born in and lie down be-America. She was born in 1587 on Roanoke Island on the North Caro-

lina coast. ままま

That the Colossus of Rhodes, one of the original seven wonders of the world, stood across the entrance of the harbor, with a beacon light in an upraised hand and ships passing through its legs; is a fiction that seems to have been invented in the 16th century. The

exact site of the statue cannot now be determined, but is probably stood somewhere around the harbor and possibly near the entrance. In 224 BC, after standing only 56 years, the colossus was thrown down by an, earthquake. Tradition says that it was 105 feet high, and that the thumbs of the statue were so large that an ordinary man could not reach completely around them with both arms.

* * *

Until the time of King Henry

VII, who ruled England from 1485-1509, England had no actual navy and had made few explorations in the New World. The only navy she had was furnished by the Cinque Ports (five ports), a group of maritime towns that in time actually numbered 39. The Cinque Ports were allowed various privileges, such as exemption from taxation and independence from certain laws governing other municipalities, in return for providing ships and men to protect the country against invasion. The highest official was the lord warden, who

had extensive powers, but although

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SEAFARERS LOG

seasickness?

Nick, Nomikos, cook: The best thing to do is to eat as much as

you do all the time and keep on working. Don't go to your bunk cause then you are finished. I've never been seasick myself as a result, but I've

seen other men on the ships get pretty bad so that they are out of action.

> \$ \$ t

H. B. Stever, AB: I've heard of a lot of guys using seasickness pills

but the best thing to do if you get seasick regularly is stay ashore. Once in a while I have a little trouble myself though. When that happens I find that eating crackers helps

keep your stomach in place.

\$ t ±

John Jellette, steward: On my last trip on the Alcoa Cavalier a passenger asked

me for a recipe. I told her to squeeze a whole lemon in a glass of hot water and drink it every day. She took it and didn't miss a meal on the trip, although it was rough all the way down to the

Virgin Islands. t \$ * Charles L. Stevens, steward:

I've never been seasick in my life,

and my advice to the fellows who do get sick is to get plenty of fresh air and keep moving all the time. They should eat regularly even if they don't feel like it.

If they throw up,



FERNANDO MUNOZ, Night Cook-Baker

from the very first time he started going to sea, as a matter of fact.

Fernando started his seafaring career back in the troubled year of run. The war had started over in Europe, and the subs were thick hot right from the first," he said, "and a tanker wasn't the safest covered 15 knots in 24 hours. thing to be on at the time."

He stayed on tankers until 1941. however, when he decided he had enough of non-union conditions and wages, and joined the SIU. "I signed off that Standard Oil tanker down in New Orleans," he said, "and she was' sunk on her very next trip, with her whole crew lost."

Gets Invasion Run

But he still didn't get an easy time, because the very first SIU ship he took, the old Angelina, carried him into the invasion of North Africa.

He didn't lose any ships during the war, however, despite the fact that he sailed in every war zone, and was under attack several times. but he saw a number of ships close by take "tin fish" and go down.

"There were always close calls when we started to sail in convoys," he said. "The convoys were always so slow that we always worried about the wolf packs, and then at night, we had to worry about the ships running into each other."

The 39-year-old Seafarer had some close calls after the war was over, too. He was on the Fairport when she rammed a bridge in Portland, Ore., and was aboard the

Floyd Gibbons when she ran aground twice during the same trip.

"The skipper," Fernando said, 'took a short cut at Key West and get to make a lot of friends that we ran up on the rocks and were way."



Berlin reported that during the were being hard pushed by enemy month of January, its submarines troops ... In Italy, Premier Mussohad sunk a total of 63 Allied mer- lini took over the post of Foreign chant ships . . . The US announced Minister, which had been held by they should eat again until they that American bombers had made his son-in-law, Count Ciano, since can keep the food down where it their first raids "during daylight 1936 . . . Berlin announced that its



February 6, 1953

Fernando Munoz is one Seafarer stuck for about eight days. When who has had his share of interest- we got off, we stopped at Jamaica, ing experiences and narrow scrapes and then went to Havana, but ran during his years of sailing. Right we were stuck there for a couple of days."

Stormy Trip

"The toughest trip," he said, "was back about 1950 on the Ome-1939, when he shipped out on a ga. The skipper took us back across Standard Oil tanker on the Aruba the North Atlantic even though we were empty and had no ballast. He said he was ordered not to load in that area. "Things started to get any ballast. We ran into storms all the way, and 'one day we only

"None of us thought we were going to finish the trip. The second mate was lost over the side, and the first and third mates were so sick, that the bosun and the deck maintenance were actually the mates on the trip. We finally made it, but it took us over a month to get across."

Married and with a 16-year-old girl and an 11-year-old boy, Fernando makes his home in New York. and ships from New York. He says that he sailed enough on tankers before he joined the SIU, and now he sticks to freighters most of the time.

Likes Freighters

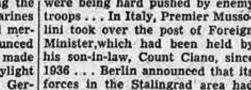
"There's more room to work on freighters," he said, "and I prefer sailing them."

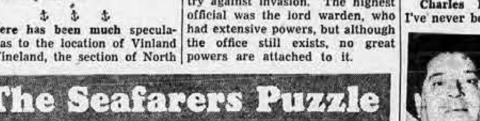
The best run, as far as he is concerned, are the Alcoa runs to the Caribbean and British West Indies, The trip isn't too long, he said, and he likes the area in that section of the world.

"But most of the time," he said, "I'm not particular and I take whatever happens to be on the board and looks good to me. It's good to take different runs anyway, and not be travelling the same route all the time."

"Besides," he said, "I find that almost all of the men sailing on SIU ships are good shipmates, and so it's interesting to get different

ships and meet different men. You





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SEAFARERS * LOG

February 6, 1953

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY, 'Tel. STerling 8-4670.

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Heroism At Sea

One of the true tests of seamanship is the ability to act coolly and competently in an emergency. Such being the case, the crew of the Angelina came through with flying colors when their ship was engulfed by a flash-fire last May.

Most of the crew was asleep when the fire broke out at midnight as the result of an oil barge explosion. They were awakened in seconds by the heat and the flames which completely enveloped the vessel. Yet there was no panic and no confusion. Every man went to his post and fought the fire so efficiently that the near-disastrous blaze was under control within a half hour.

The official Coast Guard investigating board, the skipper and the company have praised the entire crew for their bravery and ability in the emergency. To that the Union adds its "well done" to a group of Seafarers who have lived up to the best traditions of the sea.

Labor Espionage

News that six Senators have introduced a bill to make labor spying a Federal offense is a logical outgrowth of an SIU expose. During the Cities Service organizing drive the Union provided conclusive evidence before a Senate committee that the company's lawyer had set up a far-reaching anti-union espionage system.

As a result of the SIU's testimony the apparatus was dissolved and the Union was able to complete organization and signing of the company.

Passage of the proposed law would close a well-worn loophole that has permitted labor spies to operate with relative impunity. Those who are tempted to engage in such activity will now think twice. But law or no law, the SIU won out at Cities Service. Labor espionage can have a serious nuisance value, but it can't stop a determined group of seamen who want real Union representation.

Bridges Fails Again

One thing you can say for Harry Bridges-he always keeps trying. In his latest attempt to get control of maritime he came up with a scheme for a new "Maritime Federation of the Pacific." The idea was quickly squelched by members of the independent Marine Firemen's Union. In their union elections they snowed under all pro-Bridges candidates.

The true nature of the proposed "federation" is revealed by plans to exclude the SUP and to give each local one vote in policy-making. Since Bridges' longshore union is the only one with locals, it is easy to see that he and his Communist Party cohorts would run the show.

The old Maritime Federation fell apart in 1938 when There is another of the same de-

LETTER of the

SEAFARERS LOG

Vol. XV No. 3

Suggests Changes **For Union Halls** To the Editor:

As many of the brothers will know, the San Francisco daily shipping news comes out as a large sheet, printed on one side only. Therefore, it is convenient for posting under glass, as is done in the SUP hall there.

It is a different matter in New York concerning the shipping news carried in the Journal of Commerce. The listings of arrivals and departures are strung over several pages, and the same holds true for the operators' ads giving details of their services. These fill three or four pages of every daily issue, and are classified according to the various trade routes.

In order to make all of the Journal of Commerce news available to

those interested, I would like to

Corsa

which hold a half-dozen papers hung on sticks provided for the purpose. The remaining sticks could be used for other papers covering the maritime field, those of affiliated unions, or for whatever other reading material is interesting to the membership. Newspaper racks and sticks are carried by library supply houses, which have catalogues available. I have made a preliminary investigation and priced the sticks; the cost is \$1.55 each in quantities of six.

Locking Coat Rack

For another thing, there are some restaurants which provide coat racks in which each hanger includes a locking device. It is a little difficult to describe, but the hanger is collar-size and shape. press down after hanging your coat; this action locks the garment in place. The key is a small metal get back is yours and not someone





THE ESCAPE HATCH THAT | our new contracts. Overtime again, the Panamanian, Liberian and is payable at 75 cents an hour.

Plenty Payless

Page Thirteen

There are plenty of ships that pay less than these do. One called the Juvelente, has a so-called overtime rate of 40 cents an hour for enlisted men and 60 cents for officers. The AB, fireman and messman all get the same base pay, 34 pounds, which comes to \$95.20.

When you figure this kind of pay at the value of the 1938 dollar, you can see that these mistreated seamen are worse off than Seafarers were 15 and 20 years ago in the dark days before the Union began.

Actually, your Union has been informed that wages and conditions on Panamanian ships are getting worse instead of better. Most of the men who crew these ships are alien seamen. Under present conditions they have to get out in 29 days, and the companies are using this to beat down the wage scales.

Offer Flat Rate We've heard of many cases where

suggest that a standard type of newspaper rack be set up in the shipping hall. What I have in mind is the kind used in public libraries, and

Bridges tried to run things to suit himself. Since then, he has sign on the market which you tried to bring the AFL to heel several times, only to take a licking with each try from AFL maritime unions.

Any day now, we can expect a new plan to pop up out of tab which, when re-inserted, un-Bridges' file cabinet. The AFL maritime unions will see to it clamps the lock-and the coat you that these schemes receive their just deserts.

MC&S Terrorism

Talking about Bridges brings up the Senate report that tore the mask off his favorite ally, the Marine Cooks and Stewards Union, independent. A Senate subcommittee study headed up by Senator Hubert Humphrey of Minnesota called the MC&S a "Communist-dominated union" in which the membership has been under the control of "a little totalitarian system all of its own."

Union members, the report reveals, were dumped when they wouldn't back Henry Wallace's 1948 presidential campaign and MC&S support of Soviet policy. "In one case the wife of a member . . . was beaten in her home.

"The life of an active anti-Communist in the MC&S has been lived against the ever threat of violence in his home, in the union hall, or the waterfront . . . " All who opposed MC&S policies were subject to "terrorism and discrimination."

The Senate report confirms what Seafarers have known for a long time-that the self-styled defenders of the working class are the first to deprive workers of their rights, and the first to apply the boot when they complain.

else's.

Anyway, this sort of coat rack is the equal of a checkroom as far as convenience and security is concerned. Compactness, as well, is a feature; each stand takes two rows of coats, for a total of 30 or more to each frame.

It seems, after preliminary investigation, that this particular kind of coat rack is carried only by restaurant-furniture houses. Whoever set up the cafeteria in the New York hall would undoubtedly know where to locate a dealer in this merchandise. It might rate looking into as a worthwhile gadget to install in the various halls. Jim Corsa

(Ed. note: Several of these suggestions are noteworthy, especially concerning the rack for newspapers. Undoubtedly, it would be easier to read and maintain copies in this manner.

own behalf.

Nothing Standard

Honduran registries have provided

for shipowners seeking to evade

decent wages and working condi-

tions and standard health and

safety regulations have long been

a sore spot among the legitimate

maritime nations. Every seaman,

no matter what flag he sails under.

knows the low level of Panamanian,

Honduran and Liberian conditions.

vailing wages on these vessels

should be of particular interest to

Seafarers, and to union men gen-

erally. Without the support and

protection of a legitimate trade

union, the men sailing the runaway

ships of Panama, Liberia and the

rest take their jobs in pretty much

the same manner as cattle are dis-

posed of at the block-without

being able to utter a word in their

A look at the conditions and pre-

Unlike SIU ships, there is no such thing as a standard wage and manning scale on Panamanian scows. For every ship afloat there's a different set of conditions. One that's pretty typical of the bunch is a ship called the Ernesto, AB's on this vessel get paid 36 pounds, or \$100.80 a month. The OS gets 30 pounds, while the oiler is top unlicensed man with 42 pounds, which brings him up to \$115.20. Overtime, what there is of it, is at 75 cents an hour.

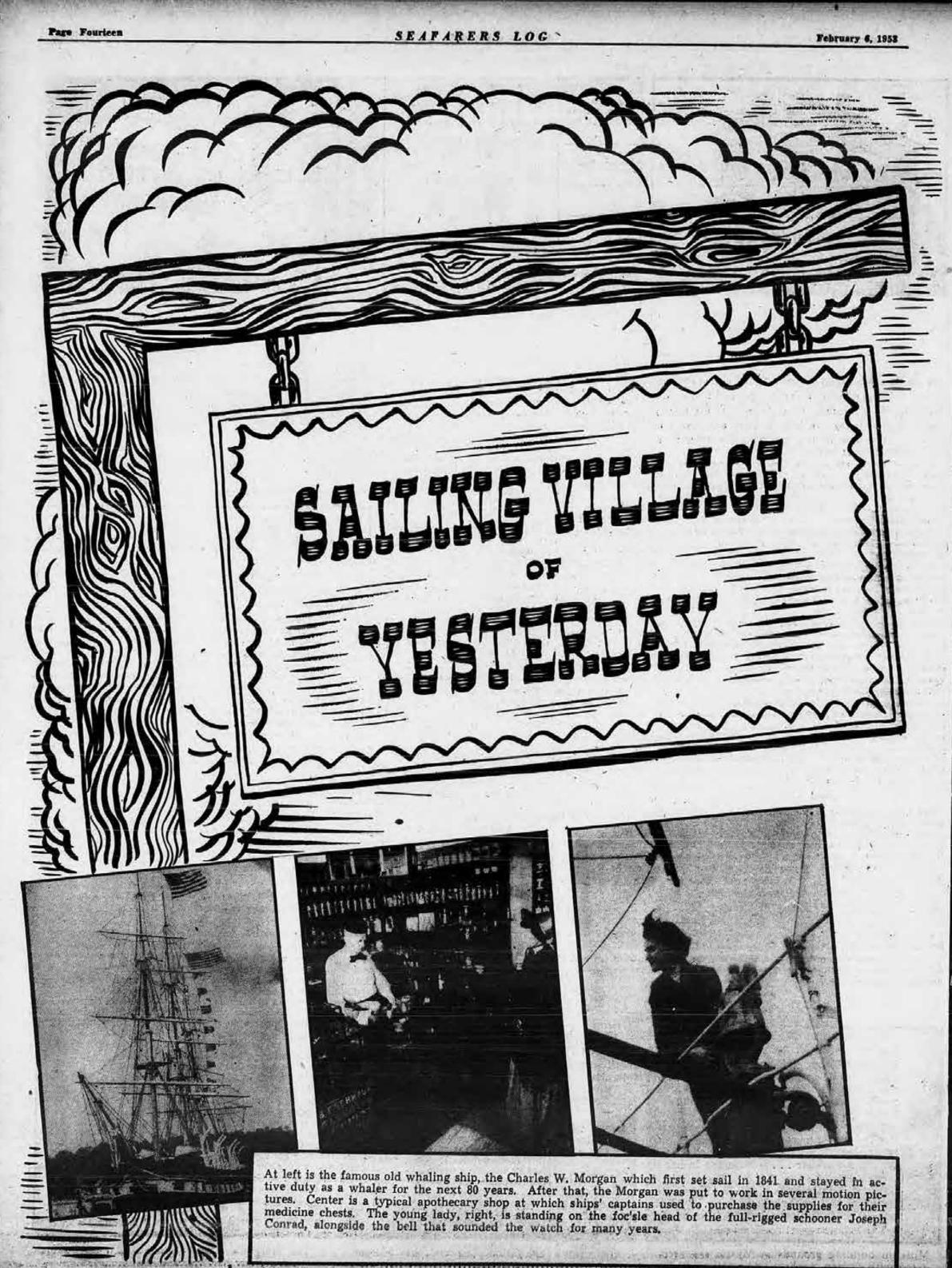
This scale is considered just about average. One of the betterpaying ships is a Liberian-flag vessel, the Norpalma, running between New York and Latin America. (We doubt if it ever got near Liberia). Here the deck gang gets as follows: bosun, \$140; AB, \$115; OS, \$95. The oiler gets \$5 more than the AB, while in the stewards department the chief cook drags down \$150 a month and the second cook \$125.

these aliens are being offered a flat 20 pounds a month, or \$56, no matter what their rating. And the men have to take it or be picked up for deportation.

Just looking at these wage scales gives a good idea why these ships are a menace to US-flag operations. And that's to say nothing of overcrowding foc'sles, rotten food, unhealthy conditions and complete lack of protection in case of illness or injury.

THIS ISSUE OF THE SEA-FARERS LOG carries the story of Seafarer John Paerels who took it upon himself to give a hand to. Korean war orphans. Brother Paerels' action is one of many similar acts of generosity by Seafarers on the Far East shuttle, judging from the mail we have been receiving on the subject. Many of the ship's crews have dug down deep to help relieve the suffering of the Koreans.

We've also received a lot of letters from GI's over there who have The captain gets \$500 a month told us about the friendliness and and the chief mate \$250, or less hospitality that's been extended to than a wiper on an SIU ship under | them by SIU crews.



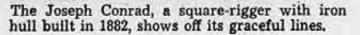
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This old counting house on the waterfront was used by a shipping firm in the 1850's.





Once on the bow of a tall-masted windjammer, this figurehead is one of many at the museum.

A whaler that sailed the seas for 80 years, an ironhulled, full-rigged ship, a Jap midget sub and an old "walking beam" Hudson River ferry boat are among the ships that make the Mystic Marine Museum at Mystic, Conn., one of the world's most unique repositories of maritime lore.

At Mystic they have built a typical waterfront street of the kind that sailors walked on to and from their ships 100 years ago. And there are buildings filled with nautical relics; with figureheads, ship models, marine paintings, blubber knives, signal cannon, sextants, and other curios too numerous to mention.

Mystic is especially noteworthy as the final home and last berth of that "Queen of American ships," the whaler Charles W. Morgan.

It was back in 1841 that the Charles W. Morgan set sail for the first time and headed for the open sea that lies beyond the old seaport of New Bedford, Mass. That was in the heyday of American whaling and New Bedford was the capital city of the whale oil trade.

There has probably never been a "luckier" or more successful vessel ever to sail the seas than this rugged, woodenhulled bark, for in close to a century of steady seafaring, she never suffered a major disaster-a record most unusual for ships of any kind. It is estimated that at least 2,000 seamen; Yankees, Cape Verdians, Chileans, and South Sea Islanders, lived in her crowded foc'sle.

The gross earnings of this hard-working old whaler are estimated to have been around \$2,000,000 and with the "lay". system that was used in the whaling days, a good proportion of her earnings went to skippers and crews, including the iron-muscled harpooners upon whose skill the success of a whaling voyage depended. Her first skipper made enough money during one voyage to retire to Nantucket with his young bride and enjoy a life ashore.

Cramped Life Aboard

She sailed many seas in quest of oil and as you walk her small decks and look at the cramped quarters in which both officers and men had to live during their long and monotonous quests for whales, you can understand why there was frequent trouble on whalers; why mutinies, including many that were never reported, broke out when ships were at sea for months at a time without ever sighting a whale.

Like other New Bedford whalers, the Charles W. Morgan made many voyages of two and three years' duration, Her 12th trip lasted from July 13, 1881, till June 17, 1886! Despite her globe-girdling adventures, she was of typical whaler measurements; 105 feet over all, with only 27 feet of beam. She usually carried a crew of 30.

some years, the venerable bark was rescued from decay in 1941 by the Mystic Marine Museum and towed to Mystic, Conn., where, in a permanent berth of concrete and gravel, she is visited every year by thousands of men, women and children.

She is a gallant memorial to generations of men who built stout ships for the American merchant marine and of the adventurous crews who sailed them to the far ports of the world.

Another shrine to the days of sail is the full rigged ship Joseph Conrad, an unique attraction in this museum of live ships.

A "youngster" compared to the Morgan, the Joseph Conrad is a veteran of the seas, for she was built in Copenhagen. Denmark, as the training ship George Stage in 1882 and for many years trained hundreds of young men for the merchant marine, her masts, spars, and canvas providing the "schoolroom" for practical instruction in the fundamentals of seamanship.

Joseph Conrad is a miniature square rigger, measuring only 100 feet on the water line. When 52 years old, the Joseph Conrad was purchased by writer Alan Villiers and sailed around the world, logging 57,800 miles. Groups of boy scouts, girl scouts and sea scouts live aboard the Joseph Conrad at her Mystic dock during the summer time, learning something about sea life from old sailors.

Side-Wheel Riverboat

Providing a strange contrast to the Conrad and Morgan but memorializing another passing phase of American shipping is the old side wheel ferryboat Brinckerhoff, a veteran of the Hudson River. This squat-ended vessel holds a fascination for many museum visitors, especially the moppets, and is an interesting relic of the days when hundreds of side-wheel, walking beam ferries plied our rivers and harbors.

Still another real ship that enjoys a last berth at this museum of "live" vessels, is the schooner Australia, typical of many coasters that carried commerce on short hauls along the Atlantic seaboard years ago. The 76-foot Australia has a pedigree dating from the far distant past but it is said to be between 80 and 100 years of age.

Modernistic complement to these ancient craft is a Japahese suicide sub raised after the war. Like an elongated cigar, this battery powered warship carried a one or twoman crew who squeezed into the narrow bowels of the vessel without any hope of ever getting out.

Village Not Completed

nautical structures. Some of these buildings are already finished and furnished.

Along with the cannon, anchors, bells and other maritime accoutrements that fill the yards and buildings at Mystic are hundreds of thrilling and romantic tales of the sea, for almost every relic has its story.

Among the lifeboats and other small craft at the museum is the jolly boat from the British freighter Anglo Saxon.

In 1940 this tramp was outward bound from the Bristol Channel to South America with a cargo of coal and a crew of 40 men.

As she steamed alone in the wide, lonely reaches of the Atlantic, the German raider Weser attacked her 1,000 miles from the nearest land. The freighter's one gun was no match for the raider, which poured a hall of machine and heavier gun fire into the Anglo Saxon, killing and wounding most of the crew and destroying the lifeboats.

Before the ship sank seven men managed to get away in the jolly boat, much smaller than the regulation ship's lifeboat and used for pulling to and from shore when the ship was tied to buoys.

The voyage of these seven was an epic of the sea. For seventy days the tiny craft was alternately tossed by cold winds and then baked in tropic doldrums. The boat finally made land in the West Indies with two of its seven men alive. They were the only survivors of the Anglo Saxon.

Among hundreds of other relics, each with a story, is the kettle in which the cook of the whaleship Robin Hood made the plum duff, a whaleman's delicacy. It was a mixture of flour, lard and yeast boiled partly in salt, partly in fresh water, and flavored with plums or dried apples.

An 11-Year Trip

There is a picture of the whaler Nile, which left New Bedford in May of 1858 and returned in April of 1869! Three or four months is considered a long trip today!

Another story of the sea is brought to mind by the picture of the whaler "George Henry."

In 1855 this whaler and her crew of 19 were hemmed in by Arctic ice floes and, while drifting with the ice, spotted a ship some distance away which did not answer their signals. A group from the "George Henry" tramped over the ice, boarded the vessel, and discovered her to be the British ship Resolute, one of five vessels sent out from England three years before to hunt for the British explorer Sir John Franklin.

The Resolute had been abandoned by her crew but except that her topmasts had been taken down and burned for fuel,

The Morgan ended her whaling career in 1921, but was used after that for several movies and then became a floating museum of the whaling era at New Bedford. Neglected for

A shore-side scene such as seamen witnessed in the days of the clipper ships is being provided at Mystic with a cobblestone street, granite curbing, granite sidewalks, and a row of 19th century business establishments that will, when the project is completed, include a sail loft, chapel, oldtime firehouse, shipsmith shop, spar shed, rope walk, and other

the ship was in fine condition.

Deciding that saving this prize would be better than trying to catch whales, the crew of the "George Henry" shepherded their derelict through the floes and, with a prize crew aboard, finally sailed her into New London as a most unusual catch for an Arctic whaling voyage.



Museum building grounds at Mystic are decorated with cannon, anchors and small craft,

æ.,:

Girl scout delegation inspects the Morgan. Wooden davits wers used to lower whaleboats typifies New Bedford and Nantucket whalers.

The Morgan's box-like stern and gilded eagle

Pare Sixteen

SEAFARERS LOC

February 6, 1953



British police launched an extensive investigation as a series of fires -one of which resulted in the "total loss" of the Empress of Canadaplagued Liverpool. The freighters City of Florence and City of Gloucester were the first to be hit by fire. They were damaged slightly. Three days later, however, fire struck the Empress of Canada. Despite efforts by municipal and port fire fighters, the 20,325-ton passenger vessel was soon a smouldering wreck, and she capsized and sank against her dock in about 50 feet of water.

Port authorities said that the job of salvaging the liner would take "at least a year," and would be an "extremely expensive job." However, since the wreck blocks berthing facilities, she will have to be salvaged. Within two days after the fire had destroyed the Empress of Canada, it struck the liner Queen Elizabeth which was in drydock in Liverpool for her annual overhaul. The fire aboard the Elizabeth was brought under control, and damage was reported as "not serious." Scotland Yard, however, announced it would hold a complete investigation of the series of fires in the port.

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The American Bureau of Shipping has reported that shipbuilding in the yards of the world is well above the figure set in 1951. The bureau says that over 16 million gross tons of shipping are under construction or on order in shipyards throughout the world. Great dication of the change in policy. Britain heads the list with 60 percent of the total. West Germany is second and Sweden is a close third, while the US is in fourth place. Of the total, 60 percent in tanker tonnage, 33 percent accounts for colliers, ore carriers and cargo ships, while 6 percent accounts for passenger ships and passenger-cargo vessels. The construction and orders in US yards, says the Bureau, is pretty well limited to tankers and the Mariner class ships ordered by the Government.

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The 7,000-ton British freighter Ledbury reported by radio that her skipper disappeared at sea while the vessel was about two days out of Tokyo . . . The Republic of Korea added the largest unit so far to its merchant marine when it took possession of the 7,067-gross-ton Victory ship Hafez, which was formerly under Panamanian registry ... The Dutch tug Osstzee reported that it was speeding to the rescue of the German freighter Clervaux which was in heavy seas with a cracked main deck.

Two crewmembers of the German Odenwald were drowned in Erle Basin, Brooklyn, when the wash from a passing tug capsized a raft they were using to paint the side of their ship . . . New York City has announced that it will lease its pier space directly to "qualified terminal ship companies and stevedoring companies" in an effort to boost the revenue in the Port of New York . . . Camden, NJ, reported that cargo handled there during 1952 set a new record of '698,931 tons . . . San Francisco said imports handled there during 1952 set a post-war high of 860,000 tons, but that total cargo handled dropped from 6,555,208 tons in 1951 to 5,787,932 in 1952.

The Norwegian tanker Olav Rindal which picked up the 37 survivors of the Finnish Tirrenia after she exploded in the Red Sea ran into trouble in Port Said when she tried to land the survivors. Because the Olav Rindal had called at a port in Israel previously, Egyptian authorities at first refused to even allow the survivors of the Tirrenia ashore. Finally, the survivors were permitted to land but the Rindal was not allowed to take on any water or supplies.

\$ \$ \$ The Petro Kure, new flagship of the Sinclair Refining Company, Is on her maiden voyage from the Persian Gulf to the US. The new ship, built in Kure, Japan, is 38,000 deadweight tons, the largest tanker in service at present. She is 645 feet long, has a 92 foot beam, and a service speed of 14 knots. She has a capacity of 278,000 barrels . . The tugs Dalzellera and Nancy Moran went into service in New York Harbor with controllable-pitch propellers. They will be used to test whether the controllable-pitch screw is better suited to tug work than the standard fixed-pitch propeller.

Japan and Philippines have announced that they have reached an agreement providing for Japanese salvage experts to survey the hundreds of ships sunk during World War II in Manila and other Philippine ports . . . The Peruvian freighter Tumbes sailed from Brooklyn for the first direct voyage since World War II to Iquitos in Peru. Iquitos is farther up river than any other deep-water port ir



Unions representing some 1,250,-000 railroad workers have demanded a wage boost of 3 percent on increased productivity. The Carriers Conference Committee, representating most of the country's large roads, have termed the demand "ridiculous." The unions base the demand upon a contract clause permitting wage reopening when Government policy changed to allow productivity increases, and cited the allowed steel raises as in-

* * *

CIO bus drivers in New York returned to work after voting to go into arbitration on their demands for a 40-hour week with no loss of weekly pay. The 8,200 men had been on strike for 29 days before voting to accept arbitration.

\$ \$ \$

AFL bus drivers and mechanics in Washington, DC, went back to work after a 35-day strike which won them a 15-cent pay increase, a cost-of-living escalator clause and contract improvements. The men also voted to fight the state law, which allowed the State of Virginia to "seize" those lines in the state that were struck and to attempt to operate them with highway department employees.

* * *

The CIO Textile Workers Union,

representing 90,000 workers in the cotton and rayon industries, has demanded a pay increase of 61/2 percent. The raise, said the union, would restore pay cuts that arbitrators voted last year at the request of the employers. Since the industry ended 1952 with a profit, said the union, and "no reduction in executive salaries," the workers should have the pay cuts restored.

九 \$ ÷.

The AFL Retail Clerks International Association has named a lowing procedure in rigging the southern division as the seventh tent: section of its organizing set-up. The union stated that increased interest in unionization and the need for union representation in the area made it necessary to set up the new division.

1 1 1

The AFL has announced that it not chafe against the gantline, is going to set up a special wom-



Tricks Of The Trade

Among the skills that go to the making of a good deck seaman is the ability to learn the dozens of short cuts in work, the easier ways of doing things that save a lot of effort and energy and get the job done properly. Practically every AB and bosun has his own system for getting things done, whether it's handling rope, paint and paint brushes, rigging stages and so on. Through the years, the seaman learns through experience that there are several ways of doing the same thing and some are better than others, at any given time.

Seafarer Joe Pasinosky, who has been sailing with the SIU since 1941, has had occasion to pick up quite a few "tricks of the trade." As he puts it, "I have watched many a man beat his



Pasinosky

brains out doing a simple job the hard way, Sometimes, a man who holds an AB ticket and has been sailing a while is too proud to ask somebody else for advice on handling a particular job. It would be a good thing if we could get all of the men to send in their own tricks for doing a job better, quicker and easier."

Here are a few of the tips that Pasinosky wants to pass on to his fellow Seafarers:

Wrench Helps Open Strands

Splicing wire-When splicing wire rope you can save a lot of time and effort in getting the strands open through use of a Stilson wrench. Take an 18-inch wrench and give the rope a turn or two about two or three feet above the splice. This will open the strands and enable the man to splice the wire with no effort at all.

Stenciling-Each time that a stencil is made, the back of the stencil plate should be wiped clean with great care. Otherwise the small particles of paint on the back will smear on the next job.

Add Ammonia To Paint

Making stencil paint-A few drops of ammonia should be added to the paint and the paint should then be stirred until it is at the desired thickness. This will keep the paint from running and smearing the stencils.

Cleaning paint pots-Simply take a paint brush and whirl it around the bottom of the pot. This will get most of the paint out and keep the pot clean. It eliminates the need of making new paint pots every few days, or having a paint pot with an inch of paint in it every two weeks.

Cleaning paint brushes-By far the best way of cleaning paint brushes is by taking a wire brush and wire brushing the bristles. In this way, all the dried out paint is removed and the paint brush can be made almost as good as new by the usual soaking treatment which follows.

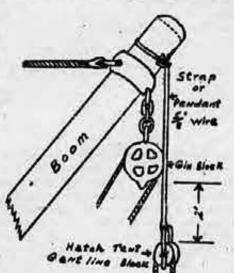
Removing wedges-Use a two-foot crowbar to remove wedges. In this way the points of the wedges won't be broken and the man will find it much easier to get them out.

£. \$ Hatch Tent Rigging

Occasionally it happens that the hatch tent that is rigged when the ship is loading or unloading cargo will drop because the rope straps

or rope gantlines will give way. At best this could result in delay in handling of cargo; at worst it might mean a badly cracked head for any unfortunate seaman who might be in the way. To avoid dropping of hatch tents the Accident Prevention Bureau of the Pacific Martime Association recommends the fol-

The strap or pendant, that supports the hatch tent, gantline block, should be of at least 5%inch wire rope, The gantline block itself should be hung off so that it is at least two feet below the gin block. In this way the gin block and cargo fall will





SEAFARERS. LOG

Seafarers Sail Flood Relief Cargo



Crewmembers of the SIU-manned Hurricane (Waterman) stand by several tons of food destined as relief cargo for flood-ravaged Holland. The food cargo, being loaded at Bush Terminal, Brooklyn, was sponsored_by religious groups. Left to right are Seafarers Antonio DeCosta, Alex James, Lloyd Gummells, and Charles Hall.

Senate Bill Outlaws Labor Spies

(Continued from page 3) Wayne Morse, Oregon, independent. The bill calls for fines up to \$5,000 and imprisonment up to two years for any person who shall "make, or receive, or solicit . . any verbal or written report concerning the lawful activities of any employee" who is exercising the right to "form, join, or assist a labor organization, or participate in lawful collective bargaining."

Senator Murray was chairman of the sub-committee on Labor-management Relations which heard two days of testimony from Union representatives and other interested parties concerning the Cities Service apparatus. The apparatus was subsequently dissolved and the company signed a contract with the Union.

Phones Tapped

As SIU secretary-treasurer Paul Hall stated in his testimony before the committee, "Labor spies and private detectives were employed to rout the pro-union men from the ships and a campaign was undertaken to discredit the union and its officials. The company had its spies investigate the background of every union official, informers infiltrated into the union halls and

know of to go aboard the com- though. "Lage wanted fuller covsuspected of union activity . . Lage . . . " Those hired included John Basciano and Larry Hennessey. "Dugan said that between June, 1948, and September, 1949, he paid Hennessey \$2,100 and Basciano . . . \$4,100." The two men sailed on CS ships and made periodic reports on SIU activity.

"On the basis of the reports filed by Hennessey and Basciano, scores of efficient seamen were fired and blackballed "

That wasn't all of the apparatus ishable Federal offenses.

pany's ships and spy on the men erage ashore so he turned to Horace W. Schmahl, head of a licensed Dugan paid these men for their private agency . . . Schmahl's job work with funds obtained from was to uncover the backgrounds of union officials and to screen seamen applying for jobs . . . "

Subsequently this testimony was continued before the committee by many of the individuals involved, including Caesar Scotti of Marine Index, Strasburger, Basciano and Dugan.

Under the terms of the proposed legislation any of the above-described activities carried on in similar situations would become pun-

SIU Readies New Atlantic Charges (Continued from page 3)

coming up now really will pin responsibility on the company for attempted Union-busting. But we're not stopping here. When more cases arise we're moving right in to get evidence and file charges."

He recalled that in the Cities Service drive 130 SIU backers collected an average of better than \$1,100 each in back pay. And in the end, the company had to sign a Union contract anyway.

"The company is going to find these firings a pretty expensive hobby," Terpe said.

Juicy Profits

From the looks of the companys latest financial statement there's plenty of surplus on hand to pay the freight. This week Atlantic reported juicy net earnings (after taxes are paid) of \$40,427,000 for 1952. In addition, last May the company was doing-so well it split its stock, giving shareholders 21/2 shares for each one they had.

Money Exchange

Rates Listed

change rates for foreign currencies. Listings are as of

February 5, 1953 and are sub-

ject to change without notice.

England, New Zealand, South Africa:

\$2.80 per pound sterling. Australia: \$2.24 per pound sterling.

Belglum: 50 france to the dollar.

Denmark: 14.45 cents per krone.

France: 350 francs to the dollar.

Italy: 625 lize to the dollar.

Norway: 14 cents per krone.

India: 21 cents per rupee.

Sweden: 19.33 cents per krone.

Pakistan: 30.2 cents per rupee.

Brazil: 5.4 cents per cruzeiro.

Uruguay: 52.63 cents per peso.

Holland: 3.80 guilders to the dollar.

Portugal: 28.75 escudos to the dollar.

Argentina: 14.2 pesos to the dollar.

Venezuela: 29.85 cents per bolivar.

The following is the latest available listing of official ex-

Part of the company's profits no doubt derive from its labor policy. The Francis I. duPont brokerage house has reported that Atlantic is one of a select group of large corporations that is considered especially desirable for investors because of its very low labor costs.

Page Seventeen

AMEU Parrots Co. Line

An interesting sidelight to the filing of the charges an SIU organizer pointed out was the way in which the self-styled Atlantic Maritime Employees Union re-acted to the SIU attack. The AMEU tried to minimize the whole business, thus adopting the company theme all the way down the line.

Obviously, a real Union contract on Atlantic would put the AMEU out of business, so that the AMEU is at one with the company in wanting to put SIU organizers off the ships.

Union Wins Promise Of Alien Aid

(Continued from page 2) sized this problem, as well as the problem of the 29-day shore leave limitation. Under the old law, an alien seaman could get extensions regularly in the event that he wasn't signed on a ship by the end of 29 days. There has been some confusion over whether extensions were permitted under the McCarran Act.

Following this meeting, Immigration promised not only to hold off on deportation action but to recommend legislation that would give these alien seamen relief under the Act and permit them to continue sailing American ships.

Subsequently the Union met with the Senate and House committee representatives. Here the difference was made clear between alien seamen who regularly sail American ships and have Coast Guard screening, and those aliens who were picked up as replacements in foreign ports and jumped ship here. In both branches of Congress, the representatives said they would support changes in the and 64,000 tons from the January law designed to protect the bona-

US Tanker Tonnage Dropped In '52 The US privately-owned ocean-going tanker fleet declined slightly during 1952, according to the National Federation of American Shipping, but it still remains the largest in the

world under any one flag.

The present fleet, said the report, stands at 447 vessels totalling 6,743,000 deadweight tons. This is a drop of 10 ships 1, 1952 total. Four large new fide alien seaman. tankers were added to the fleet during 1952, but nine ships were sold or transferred abroad, four were marine losses, and one was transferred to Great Lakes operations.



our phones were tapped."

Included among the prominent leaders of the labor spy apparatus, he testified were "William Potter Lage, John Irwin Dugan . . . and Albert L. Strasburger, all attorneys. . . .

"Dugan recruited two men we

Olde Photos Wanted by LOG

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



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

- OWNED AND OPERATED

SEAFARERS INTERNATIONAL UNION

ATLANTIC AND GULF DISTRICT A.F.L.

Although the US tanker fleet comprises 23 percent of the world tanker tonnage and is 60 percent larger than at the outbreak of World War II, it faces the problem of block obsolescence. About 80 percent of the ships were built during 1941-45.

New Building Slow

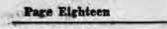
The US tanker fleet has only added 300,000 deadweight tons of new construction since 1947, or less than 5 percent of the total tonnage. At the same time, 10 million deadweight tons of new construction, or 40 percent of foreign tankers have been built since 1947. In mid-1952, there was building and on order for US registry, a total of 755,000 deadweight tons, or 5 percent of the world total. At the same time, the United Kingdom had 3,854,000 deadweight tons, or 27 percent of the world total, building and on order, while Norway had 3,140,000 deadweight total, building and on order.



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(Continued from page 3) pated in last year's contest are invited to enter again this year. In sending in entries, it's advisable to wrap them carefully and mail them in special delivery to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, New York. The Seafarer should make sure to attach his name and return address to each entry. All material submitted for the contest will be returned after the contest closes. As far as paintings and drawings go, it isn't necessary to send them in framed and mounted, if the Seafarers don't have the necessary materials on hand to do so. Last year, some visitors to the exhibition expressed an interest in buying some of the entries. Seafarers who would be interested in selling their work should note it accordingly when they send their tons, or 22 percent of the world entries in and specify the price asked.



SEAFARERS LOG



Storm Takes Seafarer's Life

Men who follow the sea for a living know that death may be playing tag with them every time the wind whips up the sea in a whirling, foaming frenzy. Below decks they are ordinarily as safe as on land, but it is touch and go with the old man and the scythe once they venture above decks. +*

Storms and the sea have con- overboard. Without a hint of Nova, Portugal. It was their those who have ventured on the starboard bow and the ship was not the line of duty. deep.

one which snuffed out the life of It pounded the fantail, washing AB Jose A. Marques, reports DM Marques overboard as it ran across Jack D. Anderson, deck delegate the deck and drained over the railaboard the Bluestar (Traders).

After signing on the ship in Seattle, Wash., on Nov. 30, 1952, and securing most of the gear, the ship left the port three days later bound No. 4 hatch by the rampaging for Pusan, Korea. The next morn-ing found the Bluestar in heavy after a momentary blackout, Anweather. All the gear was not se- derson pulled himself into the cured, so Bosun John Gallagher, midship house after failing to see Anderson, and Marques went out any sign of Marques on the fanon deck in the raging storm. The tail. ship was heaved to and slowed down so the trio could put more lashing on the gangway. After securing the gangway the bosun went below to change his clothes. Anderson and the 26-year-old Marques were alone on deck.

trived to take many lives of warning, for the sea was on the tribute to a good Seafarer lost in

taking any sea aft, a heavy freak-None so quick, however, as the ish sea came over the port quarter, ings.

Anderson, his arms and legs paralyzed by the force of the blow. was swept to the after end of the

Ma, Pa Pen Poem Honoring Birth Of Future Seafarer



Seafarers In Action

A large number of rank and file | overboard during a storm aboard Seafarers were kept quite busy last the Bluestar (Traders SS Co.) his month in the various SIU ports shipmates decided to do something toting up the Union election re-turns. In each port, six-man com- Keeley, ship's delegate got the ball turns. In each port, six-man com-mittees were elected by the membership for the all important tallying job, the official election count, Here in New York one of the committee members is living proof that not all young men go west. He's Stanley Schuyler, who hails originally from Oregon but came all the way east to New York to join the Union. Stanley was born out west in 1916 and hitched up Tujunga, Calif., his home town. with the SIU in April 1950 sailing in the stewards department. He hasn't entirely given up his western connections though, because gate is one without beefs. Some-he still has family out in Tacoma, times the dele-Washington.

Galveston's tally committee featured a Seafarer who had a long way to go to see

the sea. He's W. A. Keane, a Hoosier from Indiana where there's nothing but fresh water. Keane made connections with the SIU in the port of Philadelphia in 1946. He's 55

gang.

man who came east to the SIU. He was born in California in November 1927, but joined the Union in New York in 1948. Frank sails in the engine department and calls 1 1 1

ing.

The ideal ship for a ship's dele-

rolling by offering a motion for the

crew to donate \$10 a man, which

was approved at a shipboard meet-

Keeley is another West Coast

gate has a lot to do with this if he's on the alert to take care of everything that comes up. Such seems to be the situation aboard the Seatrain New York (Seatrain) where Monroe C.



Gaddy is handling the delegate's job. Gaddy reports that everything is running smoothly on the ship, and further that there's no beefs in sight.

Gaddy is a native of Mississippi, having been born there in 1906. He Helping out the family of a fel- joined the Union nine years ago in low Seafarer has always been a the port of Tampa and now makes standard practice in the SIU. When his home in that city. He sails as Seafarer J. Marques was washed steward on SIU ships.

Cousins Meet Abroad

Near or far away from home, even nephews are cousins. This is hardly a remarkable fact when your name is Clarence L. Cousins and you are on a shuttle run from Japan to Korea and back again.

Clarence presented Nephew Eugene | cated. Cousins with a carte blanche tour

While unloading operations | of the ship after securing permiswere underway on a recent sion from the captain of the vessel. run of the General Patton, Uncle Nephew Cousins later recipro-

Base Nearby

Tying up in Tokuyama over the New Year's holiday, the elder Cousins contacted the younger, who was stationed at the US Air Force Base in Iwakuhi, Japan, no more than a jet's takeoff from the ship's berth. Cousins, the airman second class, that is, was delighted with the invitation and spent two full days and nights aboard the General Patton as a guest of his Seafarer uncle.

After touring the engine, deck, and steward departments of the vessel, walking from the bowsprit to the stern, above and below decks, and generally cavorting like a child with a new-found toy, space cadet Cousins declared himself well-satisfied. In payment thereof. he invited his uncle to tour the installations at the Air Force base, clearing it first with the proper authorities, of course.

Keane years old and sails in the black ±.

Fight Wind

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p.

They fought their way against the wind back aft on the fantail to secure the stump covers. Back aft the men spotted an empty garbage drum which was in poor condition and they decided to toss it

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.

Ship Alerted

Other crewmembers and the ship itself went into action then, but to no avail. Anderson told his story to Tex Ringo in the midship house. Ringo, in turn, relayed the news to a wiper who alerted the bridge for action, while Anderson fought his way back aft in search of Marques.

The captain, L. Berger, called all hands on the flying bridge and turned the ship around to look for the missing AB. Life jackets and life rings were thrown over the side into the turbulent sea, and the ship took a zig-zag course for two hours in the area without success. Finally, giving up the search, the vessel had to heave to as the cement in the spill pipes was taking water in the forward section.

The Coast Guard, which was radioed at the time of the incident, later reported finding no trace of his wife had cause to rejoice last Marques in the area.

ship following the tragic loss of eight pounds 14 ounces, came upon Marques, the men voted to donate the New York scene. So great was

Mr. & Mrs. David Blonstein and son, Charles Howard.

Poets of days gone by have written lyric songs of great events. From Homer's Iliad and Odyssey, through the balladeers of the Middle Ages, down to the present time, word manipulators, with rhyme and †

reason, have chronicled the son's birth. Casting meter aside events of the day. The SIU has not been outdone in this matfor rhyme and rumination, it came out thus:

ter, though the poet laureate chose a more restricted occurrence to

sing and crow about. Seafarer David Blonstein and

August 5 when Charles Howard

At the Union meeting aboard Blonstein, weighing in at a lusty

\$10 per man to Marques' next of their joy that they collaborated on kin, Maria T. Marques, of Aldiea a poem honoring the event of their To our great new "Blessed Event." in the city in the first place.

In this letter we wish to state, That the SIU is really great, Maternity benefits we did enjoy, It helped to "pay the freight" On our fine bouncing boy.

So we sincerely wish to thank VOU

For the "maternity gift" you sent, It really added much pleasure

New Year's Dinner

Clarence himself was more than repaid for his hospitality when he visited the base for New Year's Day dinner and for friendly conversation with the men on the post. In the interim between the exchange visits, uncle and nephew celebrated the New Year and their far away meeting with a holiday train trip to Hiroshima. The nephew of the Cousins duo acted as official interpreter during their period of travel, making use of a language he had mastered somewhat after a year's residence in Japan. Hiroshima, they observed, had been considerably reconstructed since it was biasted into oblivion by the first A-bomb in history, which had a great deal, they felt, in their being together



By SEAFARERS LOG Photo Editor

We have seen many magazine articles and books written about lenses, yet we know of no single source which would give you in short, simple form the facts which an amateur photographer should know about lenses without burdening his mind with a lot of theoretical explanations and technicalities which are not essential to know in practical work. Let's try and compile in simple form some of the facts which you need to know about lenses in order to be able to shoot a sharp picture of the AB in the next bunk.

When mounted in a camera in proper adjustment the lens is expected to project a sharp image of the subject onto the negative material. The expression "sharp picture" needs explaining. When we look at a subject, the image formed by our eyes appears to be sharp. When we take a photograph of the same subject the image on the final print should appear to be just as sharp. If the photograph appears to be sharp when looked at from natural viewing distance, it is considered to be a sharp picture. It examined closely with a magnifier the same image may appear to be unsharp; it may "fall apart," but this does not matter; as long as the photograph of the subject appears to be as sharp as the original subject appeared to the naked eye the picture is considered sharp.

Sharpness Is Relative

You photograph a building on which a sign appears. From where the picture is taken (from camera position) a person with normal eyesight is able to read the large letters on the sign but not the small ones. If in the photograph only the large letters are legible the picture is still considered to be sharp. A lens is considered to be a sharp lens, a lens of good quality, if the image produced by it appears to be sharp. Several factors influence sharpness, and the quality of the lens is just one of them. Camera and/or subject motion often cause unsharpness which is later blamed on the lens. The very best lens cannot produce a sharp image if the camera or subject moved during the exposure.

To produce a sharp image of the subject the lens must be placed a certain distance from the film in the camera. Subjects at a great distance from the camera will all be sharp when the lens is set at a given distance from the film, but when a subject close to the camera is to be photographed the lens must be adjusted by increasing the lens-to-film distance. This adjustment of the lens-to-film distance in relation to lens-to-subject distance is called focusing. To get a sharp image you must focus your lens; you must adjust the lens-to-film distance. Most cameras have some sort of focusing mechanism; some rangefinders, others with scales, still others have a ground glass. Any one of these is satisfactory if it is in good working order.

Another important factor is the correct alignment of lens and film. If the lens and film are at an angle to each other, even at a very slight angle, the image will not be sharp over-all.

To summarize-a picture is sharp if it appears to be as sharp as the subject matter appeared to the eye. To judge its sharpness hold the print at a normal viewing distance. An 8 x 10 print should be held at arm's length, an 11 x 14 at a distance of about 5 feet, larger pictures farther away, smaller ones closer. Remember that any one or more of the following can cause unsharpness in photos even if the lens is perfect:

- Camera Motion
- Subject Motion
- Defective Focusing Mechanism
- Lens and film not aligned
- Careless focusing

In a future column we'll take up some simple tests for checking the sharpness of a lens.

Sailor Turns Tourist Of

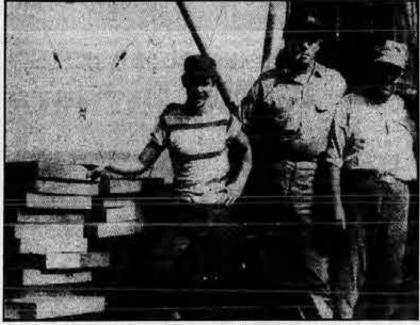
Seafarers develop an unquenchable taste for traveling born from their wanderings on the sea, with their appetites for foreign lands whetted by natural curiosity and prior association with the countries as they touch strange ports in the course of their work. Floren Weintraub, long a Seafarer,+-

SEAFARERS LOG

hespis Rules Ship's Galley

Borrowing a leaf from William Shakespeare's book, William Calefato, aboard the Royal Oak (Cities Service), seems to believe that all the ship's galley's a stage and the cooks are but players who fret and strut. Calefato's experiences have taught him to think along those





Phil Reyes, Jr., bottom left, son of the steward, top picture, is shown with another father-son team aboard the De Soto, J. C. Duncan, left and Grover Duncan.

Pops, Sons Sail SIU

It is not unusual for the men of the SIU to look upon one another as close friends and brothers, but it is rarer indeed when one SIU man can look upon another as his father, or

son, in reality. Rarer still when they ship together, and run down to sunny Miami. coincidence is pushed to the limit when two such father-son combinations are found on the same vessel.

So it was on the Waterman line's De Soto when it made a recent

bright-colored washing was hung

passed through the streets with

their 60-pound baskets of fruit,

cariously on their heads. More

France Follows

Cherbourg, Le Havre, and Fecamp

visits to Southampton and London.

England, and the latter's Bucking-

ham Palace, Westminster Abbey,

The French cities of Rouen,

Barefoot women

One of the youngest, and, paradoxically, the oldest member of the SIU among the foursome, was J. C. Duncan, who joined the Union in 1944 as a deckman. The 6'4", 27year-old stalwart ships out of Tampa, Fla., where he lives with his parents. When Pop is home, that is. When he isn't, Grover Duncan can be found on any SIU ship as an able hand in the engine department.

partnership are Phillip Reves, Sr., id Jr. The elder member of the

lines, although with not quite the poetic license belonging to the other William.

Page Nineteen

The history of the steward department of the Royal Oak is perhaps the most interesting of all of the Cities Service fleet. A paychiatrist, Calefato writes with pen in cheek, probably would refuse to come aboard to examine any of the specimens loping around the galley admixing recipes with the words of the immortal bard.

Shortage of Cooks

After diligent research which he undertook, Calefato reports that several years back there seemed to be a shortage of cooks, or even circus barkers who posed as cooks, or just anyone who knew on end of a rolling pin from the other. There was a character aboard at the time who had all the admirable mannerisms of the onstage Maurice Evans, could talk an English professor under the round table, but whose cooking left something to be desired. Undaunted, this galley master of the guip and guatrain bought himself a Fanny Farmer's cook book when next he tried the gangplank. It was to no evail, however, as he tinkered unsuccessfully with the recipes which were meant for garden parties.

His succession was brought about through concerted action by the crew, Calefato's script notes. One day 20 men gathered around this cook, looked him squarely between the hof-cross buns, and advised him to learn to cook-but not on ships. He mumbled something about rejoining the circus as a barker and announced that he would resign formally at the next port. His final flourish was in the truest tradition of the theatre.

Rumors Fly

Soon after he retired from the scene of the crime, a small man came aboard with a battered sultcase. It was rumored that he kept his lemon meringue ples in there, but this thought never was substantiated by fact.

There followed then a succession of gentlemen of the galley who could hardly be accused of being acquainted with the workings therein.

True To Theater

The next cook and baker was the kind who stayed awake nights practicing long words, pearshaped vowels (left over, no doubt, from a recipe which failed to materialize), and that stage presence required of In another such family-Seafarer all true men of the theater. The more he talked and quoted, the less he cooked and baked. He

22.

visited western Europe some and tunnels line the countryside boats carrying freight to the river duo joined the Union in 1946 and talked himself down the gangway, months ago on vacation, takcomposed of many little nearby towns. The buildings favored pastel sails as a steward, while Junior is rehearsing, perhaps, for his next ing in the points of interest he had towns leading to Tarragona. The colors, while along the main streets a wiper. city has monuments which bear there were parks with fountains, long desired to see from a tourist's eye-view. witness to its ancient heritage dat- swans, goldfish, and varied flowers During the latter part of Noveming back 2,500 years. In the Metand plants. Slant-roofed houses

ber, Weintraub sailed aboard the ropolitan Cathedral, Weintraub lined the cobbled streets where Excambion to Barcelona, Spain. walked over the tombs of the Infant Don Juan de Aragon, and out to dry from tiny balconies. Lit-He spent a few days there, stopping at the city's newest hotel, the

Weintraub

an easier town to converse with. It has two million people, great avenues, many theaters, beautiful streets, bull rings, museums, art galleries, and magnificent parks.

Ancient City

to Tarragona, a city on the ocean to see there and in the towns across ciding, after his tour, that America 90 kilometers south of Barcelona. the Tagus River. Along the river, Orange groves elivs trees, bridges there, were many small sailing all.

King James I, the conquerer of the donkeys laden with fruit trot-Avenida Palace. Valencia. It is located in From there the traveler's agenda streets, their owners calling out the heart of the led to Valencia, touring the city their wares.

city on Avenue with a guide. From Valencia it Jose Antonio, was a 200-mile drive by auto to but its swanky Madrid, the capital of Spain. Enaccommodaroute, peasants were seen astride tions belie the donkeys and burros, a common sights than could be reported met reasonable rates. mode of travel. Yoked oxen drew the eye.

Knowing the two-wheeled carts loaded with bar-Catalan dialect rels of wine. Kingly castles and makes Barcelona peasants' caves lay almost side by

side on the mountains. A few days followed Lisbon and preceded the in Madrid led to a plane ride to Lisbon, Portugal.

River Freight A room at the Victoria Hotel, St. Paul's Cathedral, and Big Ben. one of the finest, cost only \$2.50 a

Next our wanderer took a train day, with meals. There was much French liner Liberte for home, de-

Weintraub sailed aboard the

was the best country for him after

vehicle.



(1) Because the stars occupy a field of blue, the US flag contains both ted up and down the crooked long and short red and white stripes. Does the flag contain six or seven short stripes?

> (2) The numbers 98.6, 360, 186,000 and 7-11 are each identified with a particular subject. With what is each one usually associated?

> (3) In Japan he is called Miki Kuchi, in Sweden Musse Pig, In France Michel Souris: what do Americans call him?

vegetables and fish balanced pre-(4) What measurement of time is reckoned by the length of time it takes the earth to circle the sun?

(5) Does a knot in a pine log decay more or less quickly than the log itself?

(6) How many feet of fencing would be required to enclose a field 10 yards long and 13 yards wide?

(7) Which can fly faster, lighter-than-air or heavier-than-air ships? (8) Of the following foods, which takes the least time to digest: beef, pork, bread?

(9) What American author, who served as a sailor, deserted, was captured by cannibals and rescued by whalers, wrote one of the bestknown sea stories based on his own experiences? Was it (Inndon), (Melville), (Conrad), (Defoe)?

(10) About how much of the weight of the human body is made up of muscle?

(Answers On Page 25)

Page Twenty

SEAFARERS LOG

February 8, 1953

Steel Scientist Stories And Smiles In South India



The crew of the Steel Scientist (Isthmian) relaxes at the Merchant Navy Club on Willingdon Island, Cochin, South India, with reading matter and liquid refreshments. Pic by club manager,

No Willies For 'Willie' In S

"Wee Willie" McKeon of the Trafalgar's Republic believes in the tradition of the US Post Office Department's slogan that nothing "... shall stay these couriers from their appointed rounds," nor curtail any of his extra-curricular services, according to Estil Rob-

ertson, a recent shipmate of+ this good samaritan and Sea- clarion call to duty and he was along with bruised shins and farer.

On a recent trip to England, Robertson relates, he was injured during a storm when the ship was being tossed hither and yon like a cork. His injuries were not of a serious nature, but since he was instructed to remain in bed for a few days of recuperation, "Wee Willie" took him under his wing like a mother hen does a wounded chick. No sailor would starve with Willie on board-storm or not.

Braves Storm

With Willie on board the Republic, it was an established fact proved many times over that the sick and injured would be fed re-Violent storms and their accompanying buffeting of the ship held care and feeding of Robertson dur-

never one to shirk.

Rolling expertly with the ship over the peaks and through the troughs, Willie fixed up a tray of burst of enthusiasm and speed aidfood for his patient. After secur- ed somewhat by the persuasive ing the items on the tray in good and following storm. seaman style, he started out for his objective. It was probably no heart which held that tray together. Intrepid Willie, however, was making little headway against the ravages of the storm until, inhand was offered.

Steward Helps

Seeing that Willie could not make it alone in spite of his determination, Steward John W. Pigardless of the climatic conditions. cou got a half-nelson on Willie to prevent his being blown or washed off the catwalk. Willie held dogno fear for BR McKeon. Despite gedly to the tray. Locked in that being asked not to worry about the pretzel grip, with Picou grabbing Willie and Willie getting a haming the height of the storm by the mer-hold on the tray, the pair patient himself. Willie would have worked their way along the catnone of it. He heard a clear-cut, walk. Through dint of hard work,

shoulders, Willie and Picou emerged from the night and entered Robertson's room with a

Robertson just about broke up from the unholy sight. When he more than scotch tape and a stout stopped laughing, he got down to runs batted in, in a single season. the business at hand, with Willie He hit 58 home runs another year, ways a Bridesmaid, Never a Bride,"

By Spike Marlin

Once upon a time, about 100.000, magic figure of 60, and couldn't bankrupt horseplayers ago, there make it.

was a very successful handicap horse named Discovery. He raced at all distances at weights up to 130 pounds and usually took the honors-that is, unless he raced alcade. Everytime Cavalcade looked. crossed bats with New York. Discovery in the eye down the homestretch, Discovery couldn'tor wouldn't-pass him.

Discovery has since gone to the happy haying grounds but Hank Greenberg, general manager of the Cleveland Indians, seems intent on playing "Discovery" to the New York Yankees "Cavalcade." Greenberg has been second fiddle to the Yankees so long it's practically become an obsession to him.

Grew Up Nearby

Hank grew up so close to the Yankee Stadium that he could hear the fans roar when Ruth belted one. When he got to be a mere stripling of better than 200 pounds the Yankees showed a mild interest in him. But they were not too enthusiastic (nor was he) since the club already had a seemingly healthy fellow named Lou Gehrig holding down the first base job. he got into the line-up and there didn't seem to be much future for Greenberg in the Yankee organization.

He took his talents to Detroit where he wowed 'em for many He came within a measly two runs beaming down upon him as he ate. had a week left to reach Ruth's come next October.

Wilted In NY

Subsequently he became boss of. the Cleveland Indians and squirmed in anguish as his heroes beat the brains out of the rest of the league against another horse named Cav- but wilted away every time they

Now the Yankees are making a bid to accomplish something that's never been done before-take five straight pennants. It's readily agreed that Cleveland is the biggest obstacle to that ambition. As in previous years, the Indians have solid pitching down the line and plenty of punch. But Cleveland's long-recognized weakness has been a defensive one, particularly at shortstop. The difference between Cleveland and New York could be summed up on one word-Rizzuto. Man With A Glove

If Greenberg wants to get his club under the wire first, he has to come up with a competent shortstop. Yet in all the trades the Indians have made in the past. they've gone after pitchers and outfielders, never the good glove man they needed. In the dying weeks of the 1952 season they clutched at straws by picking up Gehrig hadn't missed a game since George Strickland from the Pirates. Strickland couldn't even hold the job on the -woebegone Pittsburgh club, let alone the Indians.

It appears then that if the Yankees are to be beaten, they will years. But like Discovery, he just have to beat themselves. That couldn't seem to pass the Yankees, might happen because Rizzuto showed signs of fading fast at the of tying Gehrig's league record for end of last season. Otherwise Greenberg will be singing, "Al-

the ravages of the storm until, in-spired by his example, a helping Flash Neurs Can't Wait, Tommy Phones LOG From Texas To Praise Crew Members

Some things just won't wait. There are some occurrences in this world of ours, believes Tommy Davis, who was until recently deck maintenance on the Carroll Victory, which should not be held back one second from publication and pronouncement. Socoo-Tommy

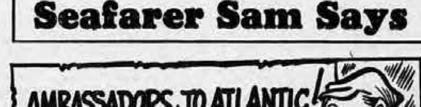
wasted no time when he ran* across what he believed to be who signed on with the rest in just such a mark of distinction. No sooner had he stepped ashore off the South Atlantic ship than Tommy dashed to the nearest phone to get the startling news off his chest and onto the presses. For four months and 12 days, Tommy breathed breathlessly to the editor lines, of the LOG on a long-distance phone call from Houston, Texas, there was nothing but harmony on the Carroll's run to Inchon, Korea. To top it off, there wasn't one beef

Norfolk, Va. Jack Horton, oiler Red" the mate; W. O. Hudson, AB; and bosun Eddie Burton received accolades from Davis over the 1,500-mile long-distance phone

All in all, Davis said, it was a good crew on a good ship. He had and ship's delegate; Jimmy Bar- other fine phrases for the good rett, AB and deck delegate; "Big food and excellent seamanship on the voyage, and he hung up the telephone with the air of a man who saw his duty and did it. Too soon wasn't soon enough.



The LOG opens this column as an exchange for stewards, cooks, at the payoff at the end of that pe-AMBASSADORS TO ATLANTIC! bakers and others who'd like to share favored food recipes, little-known riod. That's worth calling home cooking and baking hints, dishes with a 1 about, Tommy said into the mouthsuitable for shipboard and/or home use. Here's second cook Frank piece of the phone as the editor Adkins' recipe for potato pancakes.+ hurriedly scribbled some notes on FYOU HAPPEN TO MEET Adkins has been married seven Despite the international flavor (the occasion. of his travels over the past nine years and, according to him, "will Not only that, but the ship's delsail any kind of run." However, he A CREWMEMBER OF AN years as a Seafarer with the SIU, egate, deck delegate, mate, steward prefers the foreign trips because second cook Frank Adkins prefers and others came in for some choice praise from this crewman it means a longer run on the sea ATLANTIC REFINING CO. native American dishes to the and makes for more work, fun and exotic foods of other nations. adventure. . TANKER DURING A STOP-Hailing from **Gazes At Gauges** 'The ingredients for his potate Chicago, Illinois, pancakes are simple, like the dish OVER IN PORT, GIVE, the 26-year-old itself, which accounts for its popmember of the ularity with the men. For 35 perstewards depart-HIM THE FACTS sons, says Adkins, use a potato to ment has been every man, or about seven pounds around the world ABOUT THE SIU of spuds. Run the potatoes through more than once. a grinder until they have reached He has been in or AND THE BENthat tell-tale, loose quality. Add passed through one dozen raw onions, salt and many of the EFITS WE ALL Adkins pepper the onions, and mix all major ports of the globe, but, although impressed ingredients thoroughly. ENJOY. EVERY Then, mix flour with the concocby native lore and food habits. he tion to tighten up its consistency, prefers dishes indigenous to the SEAFARER IS AN United States. in pan or bowl. Next, fry in skillet "Most of the fellows on the ships or pan over a medium flame. Add AMBASSADOR OF I have sailed went for the potato just a little touch of grease to the pancakes," says Adkins, "in fine fashion. There never was a panpan to keep the pancakes in tip-top ORGANIZING GOODWIL shape for frying. Turn the pan-No space cadet, Jose Suarez, cake left over. Topping it off with cakes as they are done and serve FWT, watches the steam pot roast of beef just hits the right. while hot, right from the frying spot with many of the men." pan, if possible. gauges on the Rosario.



Thanks Doctors For Healing Him To the Editors:

I just-was discharged from the USPHS hospital in Norfolk, Va., and I would like to express my thanks to the staff of this fine outfit.

Dr. Elliot, the head surgeon, is the best there is. If it were not for



be here writing this. The staff of doctors, nurses, orderlies and adept in their jobs. Food Tops

The food in the

him I would not

Hansen

is well-prepared, and there is plenty of it for everyone. I spent ticular trip, the crew of the Steel 12 weeks in the hospital from Nov. 5 to Jan. 28 and am glad to be out and ready to ship once again.

Once again I want to thank the good doctor and his wonderful staff for the care I received. I never would have made it without their skill.

Marinus Hansen t 1 1 Victorious Team **Feted By Crew**

To the Editor:

During a recent stay in Buenos Aires, the baseball team of the Del Alba played a game with the Jimnasa Stars.

We didn't do too well in the early innings and were trailing by four runs going into the first half of the last inning. Then we succeeded in making five runs and holding the Jimnasa Stars in their last frame to win the game in a thrilling finish. Duke Duet, our manager, played a great part in the victory.

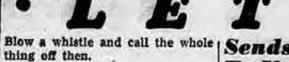
A superb dinner with all the trimmings, including champagne, was given for both teams, at which time the Del Alba's captain was presented with a trophy.

Joseph Bruno * * \$

Captain Helps Sick Man Ashore To the Editor:

At our last meeting, the crew of the Alcoa Cavalier gave a vote of thanks to Captain Jump for going out of his way and off our course to put a brother ashore in Curacao. This was Brother Charles Nelson, who was suffering from a kidney ailment and was not expected to live through the night without hospital care.

Captain Jump kept in touch with the hospital and notified the Thanks Seafarers crew when he received telegrams on Brother Nelson's condition. The



Take it easy, brothers, and keep them sailing.

Pvt. Bob Breitweg \$ * * Sad Sam's Gives **Men Square Deal** To the Editor:

So many waterfront bistros thrive on taking seamen for all they have, working under that when we find a place that him are equally really gives us a square shake I think we ought to let you and the membership know about it.

I've been on the Steel Flyer for everyone. quite some time and Sad Sam's in hospital is tops, it Honolulu has always been a favorite haunt of SIU men. On one par-Flyer got there shortly after the recent dock strike; as a result we were tied up for 28 days. By the end of that time most of the crew, including topside, was well overdrawn,

Barienders Help Seafarers The management realized the you.

situation and the day bartender of Sad Sam's, named Oscar, and the night bartender, Slim, started handing out \$5 and \$10 bills to many of the boys, some of whom they had never seen before. They have a very high regard

for SIU men at this place and they are a very decent bunch.

By the way, although we receive our quota of the LOG regularly at Honolulu, they disappear too fast and we don't get a chance to read them. I was wondering if your office could arrange to have some copies sent to Sad Sam's also, like you do for the Singapore Bar and Grill, etc. The men on this run would sure appreciate it.

William W. Royes

(Ed. note: Copies of the LOG will be sent to Sad Sam's every two weeks, as you requested, from now on).

Cities Service Ships Are Fine To the Editor:

I have spent five months on the Lone Jack and will have spent another five months on the Fort Hoskins by the time we get back. I have yet to see anything wrong with a Cities Service vessel.

I would like to express my thanks to the editor and the staff of the LOG. It is one of the most compact papers you can find today. You cannot turn a page without reading something of interest not only to Seafarers but to people working shore, G. L. Tucker

1 1 1 Who Gave Blood

Sends Apologies

SEAFARERS

LOG

To Naha USS Club To the Editor:

Some months ago, after visiting the Naha USS Club, I wrote a letter to the LOG stating that I had been overcharged. However, when ficers enjoy. I recently returned to Naha, I struck up a conversation with Americans who manage the club, and brought up the subject. They agreed that this could have happened, since they have a large staff (about 65 people), and find it impossible to constantly keep tabs on

Ask for Manager

Hank and Jane went on to say that whenever any seaman comes to the Naha USS Club and feels that something is out of line, he should speak to them, so that the trouble can be ironed out then and there. This holds true for any USS club-always speak to the manager when something seems wrong to

John Hailman \$ \$ \$ Wants Friends **To See Daughter** To the Editor:

I am enclosing a picture of my daughter, Catherine Inez Diaz, whom we all call "Kitty," along with her grandfather. Her grandfather is Morris Alpert, a business agent of the Teamsters Local 991, Mobile, Ala.



Picture portrait of "Kitty" Diaz and her Grandpa sent in by Seafarer A. E. Diaz.

I have been a member of the SIU since December 1943. Now I am sailing on the De Soto as FWT. I would like all my friends who read the LOG to see my little girl helping her grandfather with the local's business. They had a very good time together before I snapped the picture.

A. E. Diaz * * *

posed upon, under the much discussed subject, smoking in the wheelhouse. We cannot stand by in these modern times and let the unwritten law of a master on a vessel keep us from enjoying the same privilege that he and his of-

Smoking For All

The master and mates, when on Hank and Jane, two of the three the open sea, and when they themselves are smoking in the wheelhouse or chart room, should allow any helmsman to smoke while standing a wheel watch in the wheelhouse unless (a) the pilot is aboard; (b) the ship is in port, channel or harbor; (c) unless foul weather conditions or a change of course and cargo, or other special occasions when it is considered unsafe.

> This would not limit in any way the authority of the master or other officers or lessen the obedience of

any helmsman to any lawful order. The international rules of the road, which are used as an excuse, can it be mistaken for lights, since our history. a lighted cigarette cannot be mistaken by size or shape for anything else.

David M. "Red" King * * * **Has High Praise**

For SIU Members To the Editor:

These are just a few lines to say that I believe the SIU is the tops in the entire maritime industry. Never before in the history of the labor movement, to my knowledge, has a union given so much to so many.

In addition to the many advantages of vacation pay, maternity benefits, college scholarships, and top freight and tanker agreements which are now an integral part of the Union, the SIU offers even more. The personal relationship between the officers and members of the SIU is not often found elsewhere. It is just tops.

Just had to get this off my chest in high praise for a job well done by all the brothers and brother officers of the best Union in the world.

Fred Ames \$ 3

Seafarer Sends **Regards From SA** To the Editor:

\$

Just a little note of regards from the boys on the Robin Trent to all Seafarers in and around the New To the Editor: York hall.

South Africa, in about four weeks Helmsman Should After that we'll be ready to ship out again for any port in the world including this African counterpart to Miami Beach, Florida. Lots of Harry Kronmel

\$40 Benefit Came In Nick Of Time To the Editor:

Page Twenty-one

I was admitted to the Marine Hospital here on Staten Island on December 24th. On the 31st John Cole dropped in and gave me \$25 Christmas money and the \$15 weekly benefit. Believe you me, it came in just right, as I was fresh out of cigarettes and down to my last 17 cents.

I read an article in the Daily News on January 14th which stated that the AFL unions in N. Y. were



Miller

adopting a plan authored by the Secretary - Treasurer of our Union. It made me feel good.

In my opinion that in itself should have shown the members of our Union that Paul Hall is

just about the best in the business. I think each and every one of us owe him a vote of thanks for all have no foundation. The light of the benefits and good breaks that a cigarette can not be seen, if the the Seafarers have received in the vessel keeps its safe distance, nor past year, one of the best years in

I further wish to say that I consider it an honor and a privilege to be part of such a Union as the SIU, with its able leadership and the good record it has made for itself.

Best regards and wishes to all my Union brothers.

Mike Miller \$ \$

Sick Brothers **Glad To Get Bonus** To the Editor:

We, the patients at the USPHS Hospital, Fort Stanton, NM, extend our heart-felt thanks to the officials and trustees of the SIU Welfare Plan for the \$25 Christmas bonus.

We are very proud of the gains the Union has made.

- J. H. Gleason
- R. A. Villeta J. F. Thornburg
- Adron Cox
- Francis I. Gibbons
- Donald McDonald
- Virgil E. Wilmoth
- Thomas Isaksen
- A. J. Ernest
- Frederick J. Frinnette A. McGeegan
- John Dooley * * *

Urges Building **Of Jet Vessels**

I think it can be made practical We'll be home from Durban, to run ships up to 100 miles per hour, in calm waters. You put twin jet engines in a ship, one on each side, and run the exhaust pipes out the stern-one on each side of the rudder. To keep the engines cool and insure their long life you would have to build water jackets around the engines and pump water through the engines from a fresh water tank located in the bottom of the ship so the water would stay cool. The air intake pipe to the engines would have to have filters at the bottom to filter out the spray and rain water in bad weather. The intake pipe would be located where the stack is on steamships.



last information received was that Brother Nelson is improving but cannot be moved at present. **Crew of Alcoa Cavalier**

* * *

Union Brother **Fights In Korea** To the Editor:

Well, brothers, I'm over here in Korea, where I am receiving the LOG. Today I read the new agreement, and let me tell you, you can be proud of the SIU, as you and I have the best union on the sea.

I'm a proud, retired, full bookmember, who sailed carpenter and very interesting paper. deck maintenance on Bull, Robin, Waterman and Calmar ships from 1947 to 1951,

We had a good union and agreement then, but now we can be proud and boast the world over about the. Union we belong to. This Army needs something like that, as it's hell in this Army. As we used to say in the Army during the last war, "War Is Hell." (Ed. note: Your chang There is one hitch-we ain't at war. dress have been noted).

1.14

To the Editor:

I have received the check that represents the death benefit for my son, William O. White, and would like to thank you for same;

I would also like to express my appreciation to the men who were kind enough to donate their blood when it was needed most. Mrs. Julia White

t \$ \$ **Entire Family** Enjoys Paper To the Editor:

I would like to ask for two changes of address, please. Would also like to thank you for your

My husband and I enjoy the LOG very much. We are constantly amazed at the number of benefits you offer your members. My brother had the LOG sent to

both my mother and myself, but now we are moving. Will you please note our changes of address. We would hate to mile even one copy of the LOG.

Mrs. W. E. Kyle (Ed. note: Your changes of ad-

Be Able To Smoke To the Editor:

I believe that the constitutional sun and fun down here. rights of Seafarers are being im-

Time and Locale Change For Seafarer



Floren Weinfraub is shown 24 years apart pursuing his seaman's career. At left he is a wireless operator on Salina Cruz, Mexico, docks in 1921. At right: Inchon, Kores, in 1945. Single Engine Preferable

It would probably be better to have one big single jet engine in a ship, rather than have twin engines. In my own mind I'm positive that jet ships are a coming thing. Of course, this plan would have to be tested first, on a small craft of some kind.

 I think that the SIU should urge the Maritime Commission to start building ships with jet engines in them.

N. Williama

-12 U

Page Twenty-two

Welfare Services **Gain High Praise**

To The Editor:

I would like to say a few words in praise of the Department of Welfare Services of the SIU, and I am speaking from experience. It is really tops, and is a wonderful help to Seafarers in need.

I was taken off the Calmar (Calmar) after I was injured aboard. and I was put



into a private hospital. While I was unable to take care of myself and was scriously sick in the hospital, the representatives from the SIU Department

of Welfare Serv-

Smith

10

ices came to visit me.

They made sure that I had enough money to take care of my wants, and then they arranged to have my gear, books and papers, that I had left on the ship when I was injured, sent back to New York. They straightened everything out for me.

Arranged Transfer

Then, when I was able to be moved, they arranged to get me transferred to the Marine Hospital at Staten Island so that I could be with some other seamen and have some friends to talk to while I was getting better. By that time, my gear was back and everything was squared away so that I had again after an absence of two years. no problems bothering me.

I would just like to express my thanks to Walter Siekmann, Tom Could and the other fellows in the Welfare Services Department for the wonderful way they took care of me and helped me out when I really needed some help.

Vote Of Thanks

And I also think that Paul Hall deserves a vote of thanks for making this sort of set-up possible for us. We have maternity benefits, hospital benefits, scholarships, disability benefits and a lot of other things that seamen never had before, like this Department of Welfare Services which really comes through for us when it counts. It was Paul Hall and the rest of the SIU officials who won these things for us, and let's not forget it.

We've got the best outfit in the world here in the SIU. Warren Smith

* * *

Christmas without having any mail We are on the homeward-bound Chief Cook J. Jordan for the won-**SIU Living Tops** ting out the hash. from our folks. This situation has stretch on the Steel Navigator now derful food served at all meals When they put and everyone is glad of it after been going on for two months. It Life In The Army throughout the trip. We also saflesh on Blanco such a long and arduous trip. For seems to me that some of these. luted the baker, R. L. Alford for William's bones, To the Editor: some reason which has never been companies always wait for Union his fine baking. He baked a 60they are good. This type of living is about rock action, otherwise they do not do ained to us, the crew has In my twenty-five bottom to one who has sailed on Christi anything on their own for the good Williams which was considered by all of the getting nothing but a bad time years on these SIU ships. I sailed as an AB, and from the mate and the old man. and welfare of the seamen who crew as the best ever tasted aboard rust pots, I can say that this is the just can't get into the Army mood keep their ships moving. They have had us working bell to ship. Our Christmas and New because of seatime memories. best stewards department I have If it is possible, I wish you would Year's dinners were among the bell all trip, even in the hottest ever seen. This whole crew is I'll bet a year's Union wages of climates, when the thermomeput pressure on these people. I best. number one, from the captain to that I'll be right back within the Crew of the Jeff Davis ter was well over 100 degrees. suggest that the Union set up a SIU when I am discharged. the wiper. mail department to follow the The chief mate (Gumshoe Gib-* * * I would appreciate receiving At present, we are in Korea and ships in every port. In this manbon) stands outside the messroom Army Now, But the LOG while I do my hitch here, are not granted shore leave. The ner, Seafarers wishing to have at coffee time and checks his watch deck department overtime averto keep up with all the news. mail sent to them overseas can **Union** Forever to make certain that we do not **Private Edwin B. Pounds** ages about 200 hours per man, and use the headquarters address, with take a second more than 15 minutes the trip is only one month and six (Ed. note: Our mailing depart-To the Editor: the Union seeing to it that the for coffee, and he seems to have ment has noted your address, and days old. men get their mail at each port. How is the Union doing by this nothing more to do than observe Blanco T. Williams will send you the LOG regularly time? As for me, I am not doing I am not trying to put a load on the activities of the crew while every two weeks.) the Union, but in my opinion pay-* * * so good. I am in training now; they are working on deck. No orhaving been drafted. I retired my * * * dinaries are allowed to steer, and off complaints and beefs that arise Wants To Show because of this situation 'may be book in December. stand-by is on the bridge. This **Mobilians** Give LOG To Buddies eliminated. If this set-up can be action is unjustified, as the crew Last night I met a guy I sailed Books To Seamen accomplished, all the expenses for with in 1947. He is also an SIU has never missed a day's work and To the Editor: it can be included in the Welfare is always sober. -A very Happy New Year, espe-To the Editor: member who was drafted. Sick Crewmember Works Fund, Please say hello to all the felcially to those at sea on these par-We would like to bring a very Let's hear from the other broth-While in Surabaya, the ordinary ticular holidays. I sympathize, beworthy organization to the attenlows I know at the Union and ask on the 4-8 watch was ordered to ers. cause I spent Christmas and New tion of our brothers: The Catholic them to write to me, as I would stand by on the after deck to keep John L. Rivera like to know how the SIU is do-Year's at sea, and there is no place Maritime Club of Mobile, which (Ed. note: The Union has cona lookout for naval vessels so that stands ready to donate books and ing all the time. like home. tacted the company on the mail I am a soldier now but I will he could dip the flag if any should magazines to seamen in Mobile. Having been drafted a couple of situation. Company officials claim that they have a fool-proof system chance to appear. The mate con-On Christmas, this organization always be an SIU sailor. months ago, it looks as if I've stantly accuses men who are genu-Pvi. Lewis Ware US 55332768 for getting the mail to the men. However, the company has promalso provided a complete holiday missed something. I don't think it's inely ill of malingering. At Co-lombo, Ceylon, the 8-12 fireman, the sea but the friendship that I dinner for seamen on the beach. miss the most. To distract my bud-Btry C 62nd AFA Bn, 4th Plt. ised to investigate the matter and 6th Armd, Div. Ship's Delegate feeling ill, came to the chief mate's 'rectify any faults.) Leonard Wood, Mo. SS Petrolite dies we talk about the sea and ALC: NUMPERSON

SEAFARERS LOG

cover to cover with the greatest

interest for the past number of

years, and every so often I come

across a letter from an unhappy

wife complaining that mail-doesn't

reach her husband. It is a sorry

mess and I know that the Union is

doing all it can to see that the sea-

man receives mail from his wife

For all it is worth, may I tell

what I do to have mail reach my

husband? When mailing addresses

haven't been posted aboard ship

before sailing, I write to the steam-

ship company, addressing my let-

ter to the marine department. I

tell them that my husband has

shipped out, giving them the name

of the vessel, his name and rating.

and asking them for their agents'

names and addresses in the ports at

which the ships will call on its

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room at 9:30 AM and asked to see Offers Helpful a doctor. The chief mate told him Hints On Mail to go below and finish his watch,

and family.

which he did. Later this man went To the Editor: to the doctor, who discovered that I've been reading the LOG from

he had a temperature of 105 degrees. He was sent back to the ship with orders not to turn to for five days. We are glad to state that all the

news is not of such a distressing nature, as we have one of the finest stewards departments on here that most of us have ever had the pleasure of sailing with. The food has always been most appetizing and we have yet to hear a beef about the stewards department. Ed Janowski, the steward, is one of the best. The menus are always well prepared and we can boast some of the best cooks and bakers afloat-chief cook, A. Goncalves; second cook and baker, Gil Ebon; third cook, Joe Doletin. If any of you are ever fortunate enough to be shipmates of these

brothers you will know what we mean by good cooks, Fred T. Miller

1 1 1 Former Seafarer **Goes Back To Sea** To the Editor:

This is just a few words to let all my friends know that I am ready to go back sailing the seas

I have missed the sea very much and I must answer its call once more. This is just a little note to say hello to all my fellow Seafarers and former buddles of days gone by. I hope we will sall together again and soon.

Louis Kellar * * *

Men Beef About Mail Situation

To the Editor: At present I am sailing on the Camas Meadows, a US Petroleum Carriers ship.

I would like to inform you that since we left the United States on Oct. 27. we haven't received one letter. We know some of us have mail coming, but we have not received it. If the company would do its part and forward the mail to us, it would make for a happier crew.

fore. The steward is a number-Since we left New York we have taking up the March of Dimes one SIU man. The Members of the steward degone to Hamburg, Bremerhaven, **Topside's Tough** collection, is named Ben Martin, chief cook has partment of the Jeff Davis Swansea, Ceuta, and Naples, and not Ben Johnson, as I wrote. proved himself and the .60-pound Christmas **But Food Is Not** now we are at Dakar-with no W. F. Walker above average, cake. mail in sight. We have spent To the Editor: \$ \$ and is sure put-

seamen, especially the SIU, since

most of the men we've got in the infantry still think the "two years before the mast" situation exists, which is false, because the best times I've had were at sea.

To help me explain to these guys about our Union, will you please send me a copy of the LOG and tell me the price for one year, because I want to keep in touch with my old shipmates. My last ship was the Seadream (Orion); our Union delegate was William from Galveston, Tex., who did a great job on board.

Please print my address, in case any of my former shipmates want to write to me.

Pvt. Robert J. Ratz US 51219623 Co K 39th Inf. Reg. 9th Inf. Div. Fort Dix, NJ

(Ed. note: We have added your name and address to our mailing list to receive the LOG regularly every two weeks as issued).

* * * Steel Traveler **Races** The Stork

Our next ports are Karachi, Pakistan; Bombay, India; Madras, India; Calcutta, India and then back to the States.

Two bookmembers aboard this ship will be racing the stork back to the States in the second week of February. They are Wild Bill Gannon of Boston and Tommy (The Donkey) Maher of Yorkville, NY. Both are keeping their fingers crossed for a future Seafarer.

Crew of the Steel Traveler

* * * Alawai Has \$360 For Polio Drive To the Editor:

I would also like to report that donations to the March of Dimes by the Alawai crewmembers for this trip now total \$360 and will undoubtedly pass the \$400 mark before we reach the States.

Incidentally, I just received a copy of the December 12 issue of the LOG, which was a little delayed, and would like to make a correction in the letter I wrote which was published in that issue. The captain of the Alawai, who is

Sends Thanks To **Letter Writers**

To the Editor:

I've been in St. Vincent's Hospital here in New York for about 10 weeks now, and have gotten a large number of cards and letters from my SIU brothers and other friends.

February 6, 1953

Since I've had two operations now, I spend all my time in a wheelchair with my legs raised, or else in bed, so it is not possible for me to write letters to all the people who have remembered me here in the hospital.

So, I would like to take this opportunity, through the LOG, to thank everybody who sent me a letter or a "get well" card. When you're in the hospital, you appreclate hearing from your old friends. And when I'm up and around again, I'll thank them personally.

Joseph Pilutis

* * * **Jeff Davis Crew Thanks Ist Mate**

To the Editor:

Crewmembers of all departments aboard the Jeff Davis wish to extend their greatest appreciation and thanks to Chief Mate Leonard for the service and interest he extended to the sick crewmembers aboard ship to and from the European trip. He gave his own time and rest to doctor the sick, thinking not of himself, but of the CICW.

Praises Stewards

At our last meeting aboard ship the crewmembers extended their thanks to the stewards department, Chief Steward Fred Havard, and



livery when the ship is on a coastwise trip may help if the seaman can go ashore when the post office is open. I always use air mail when writing to my husband. That is the system I use. I hope it will be of some use to other wives and families.

other recourse.

Mrs. Theodore M. Larsen

Writing in care of General De-

* * * Grade 'A' Crew Sails Otis Bland To the Editor:

We have a bosun on the Schuyler Otis Bland who does things SIU style. He has a watch a day to the gangway. He was put in a room to himself. One of the day men and the carpenter have a room, and two day men are in a room where there were three men be-

dressed in care of the US Consulate in the port in which the ship will call will always be delivered to the ship. My letters reach my husband that way when I have no

trip. Also, I enclose a self-addressed stamped envelope. **Polite** Answers I have always received a very To the Editor: polite answer and a list of all the ports and addresses. A letter ad-

SEAFARERS LOG

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February 6, 1953 SEA	AFARERS LOG	Page Twenty-three
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SEAFARERS LOG

BIENVILLE (Waterman), January 10-Chairman, Curt Borman; Secretary, J. E. Scribner. Bert Schuler was elected ship's delegate by acclamation. There is a \$31.85 balance in the ship's fund. Cap-tain and purceman shalld has notified a \$31.85 balance in the ship's fund. Cap-tain and patrolman should be notified about the men short at the first port of call. Chief engineer will be contacted about the crew using both washing ma-chines. Electrician will buy an iron for the crew out of the ship's fund.

REPUBLIC (Trafelgar), January 16-Chairman, Allison Mebert; Secretary, Je-seph Fusilier. Chief engineer will be contacted about painting engine room foc'sles. Everyone should keep gum off the silver and help the sanitary keep washroom clean. Dishes should be placed in the sink after use. Stewards depart-ment is a good one, with everyone on the ball.

CITRUS PACKER (Waterman), January 21-Chairman, John Cabet: Secretary, J. J. Beye, Jr. Crew was asked to help keep messroom and pantry clean at night. Steward will put out more soap in the pantry for the messboy. All but a few minor repairs were completed. Agreed under Good and Welfare to send latter to backwarters about representa-A rew minor Good and Welfare to send letter to headquarters about representa-tion given us. Delegate reported hs went to hall in Galveston for a patrolman on Saturday morning. Told one would be down but no one showed up to take care of repairs not being done. On Monday went to hall again. Was told they had a lot of territory to cover. Told official we were going to call SIU headquarters in New York. Patrolman then came down and all repairs were taken care of.

ANN MARIE (Bull), January 21-Chair-man, J. Kelley: Secretary, C. Murphy. Frying pan is not being cleaned at night. Cups should not be left in the messhall. There should be less noise in the mess-hall at night. Suggestion was made that all members donate \$1 to the March of Dimes at the payoff, and contact all the officers. Men are to wear shirts in the messhall. Patroiman will be contacted about securing the ship before leaving port. Repair list was made up.



SEANAN (Orion), December 21-Chair-man, Louis E. Meyers; Secretary, Henry G. Stump, Discussion was held on clean-ing the laundry and recreation room. A list will be posted by the ship's delegate, effective next week. Most of the rooms need sougeeing; department delegates will look into this and also try to get keys for the rooms. keys for the rooms.

January 18-Chairman, Louis E. May-arsi Secretary, Henry G. Stump, There are a lot of grievances with topside con-cerning the captain, chief mate and chief engineer, and fraternization between men and officers. Chief departs with ear the engineer, and traternization between men and officers. Ship's delegate will see Un-ion representative about foreign dock workers taking the place of crewmem-bers. Washing machine is dirty and in need of repair. Engine rooms need sou-

DEL NORTE (Mississippi), no date-Chairman, Bob High; Secretary, Tax Jacks. Three copies of the LOG will be requested; department delegates will post them so they can be read by all. All brothers were asked to cooperate in keeping their respective lounges clean and tidy. There is a balance of \$34.79 in the shirk fund. the ship's fund.

CUBORE (Ore), January 25-Chairman, Van Everar Secretary, D. R. Reynolds. Frank Clavsen was elected ship's dele-gate. Motion was passed to have stores checked by the patrolman, as to quantity and quality. Cups should be put in the sink. Laundry should be kept clean. Re-pair list will be checked by the patrol-There should be steak twice week-gallons of milk, plenty of fruit and man. 1y, 40 fruit juices, ice cream twice a week.

ALCOA CAVALIER (Alcos) January 8 -Chairman, Brother Saxon; Secretary, 28-Chairman, Murree; Secretary, Henry Sister Cervantes. Not all repairs were completed. Captain Jump sent ashore for repaired. Beef about noise in the messa doctor as a brother was very ill. This illness was diagnosed as chicken pox; the brother and his roommate were both put in quarantine, although the roommate brother and his roommate were both put in quarantine, although the roommate was not ill. Brother Hans was elected ship's delegate. Galleymen and utilities will empty all trash topside, and not leave it in the alleyway, as sideport cannot be opened after leaving Trinidad. Carbon tetrochloride will be removed from the gloryhole area where the steward has to work, as there is no ventila-

clothes, the other for work gear. Menus should be more varied. Trash cans will be put in the heads. January 19—Chairman, J. Gallagher: Secretary, J. Anderson. Steward should supervise the chief cook more closely. Delegates should be consulted when a beed evices. Men are not to enter party beef arises. Men are not to enter pantry and messrooms in shorts. Ship's delegate will see the chief engineer about hot water.

SEATRAIN NEW YORK (Seatrain), Jan-SEATRAIN NEW YORK (Seatrain), Jan-vary 25-Chairman, Ray Sweeney; Secre-jary, E. W. Auer. Alarm bell will be placed in the midship section, as men working there cannot tell whether the alarm goes off aft or forward, as it can-not be heard. There is \$29.78 in the ship's fund. Three new fans will be ordered in New York as the old ones cannot be repaired. Laundry should be left clean.

CHRISTINE (Carras), January 3-Chairman, F. Baron; Secretary, G. Schmid Harold B. Thomas was elected ship's de egate. Chief engineer will be asked about rusty wash water. Vote of thanks went for the wonderful New Year's dinner prepared by the stewards department dur-ing bad weather. Sanitary workers will clean the laundry and recreation room. Washing machine will be shut off when out in use not in use.

LAKE GEORGE (US Petroleum Carriers), December 28-Chairman, D. Garrigues; Secretary, Edward V. Sm H. Garrigues; Secretary, Edward V. Smirn, Captain wants to know who is getting off in Naples, so that he can wire ahead for replacements. Ship's delegate will buy an iron out of the ship's fund. Every-one is to keep out of the messroom in the Suer Canal and in Naples. Captain will not let anyone aboard who has no husiness there. business there.

STEEL APPRENTICE (Isthmian), Janu-STEEL APPRENTICE (isthmian), Janu-ary, 4—Chairman, V. Sorrenson; Secre-tary, R. Krug. Stewards department beef was straightened out; there are short one galleyman. Ben Rees straightened out the chief mate when the ship was in Norfolk. Member was warned not to tamper with the heating system, since this equipment should be operated only by the anginger. by the engineers.

PURPLESTAR (Trillon), December 21-Chairman, Joe Carrolly Secretary, John-nie Hodges. All stores, repairs and other conditions should be checked before the conditions should be checked before the next sign-on. This matter should be taken up with the Union at San Pedro, as promised repairs were not made. Frank Holland was elected ship's delegate. Mess-roams and galleys will be sougeed and painted. Complete slopchest will be got-ten at San Pedro; men will list the ar-ticles they want aboard. Deck depart-ment will clean the laundry; steward and ansine denariments will take care of the engine departments will take care of the recreation room. All hands were asked to clean the washing machine after use.

BULL RUN (Mathlasen), December 14 -Chairman, Anthony Debelich; Secretary, not listed. Charges sgainst a mem-ber were dropped. Chief steward sug-gested that the laundry not be done by men who did it one trip and did a bad job. Otherwise, the steward will not send out the laundry.

JEFFERSON CITY VICTORY (Victory JEFFERSON CITY VICTORY (Victory Carriers), December 30—Chairman, E. J. Hagan; Secretary, Francis R. Napoll. Port captain promised to have crew's rooms painted after we left Leonardo, NJ. Ship's delegate will see the captain about the chief mate, who has the wrong attitude toward medical attention for the crew. Washing machine should be turned off after use. Decks and passageways should be kept clean, and refuse should be thrown over the side back aft. Vote of thanks went to the steward and the whole stewards department for the Christ-max dinner and decoration of the mess-room.



DEL MUNDO (Mississippi), December repaired. Beef about noise in the meas-room after supper; all hands will use the recreation room. Cups and dishes are to be returned to the pantry after use. Steward and the stewards department got a vote of thanks and appreciation for a good Christmas dinner. Officers are leaving the washing machine dirty; ship's delegate will contact the master on this. Crew will remove clothes from the line Crew will remove clothes from the line when dry and cover mattresses. All hands will help keep the reconstion room clean. There is \$47 in the ship's fund. IRENESTAR (Triton), December 29-Chairman, R. Goodwin; Secretary, John Fischer. Motion was passed to see the captain about cleaning up living quarters now, so that the crew can enjoy a clean home at sea. Captain will be contacted about electric fans and parts for the an-tiquated ones aboard. If the manufactur-er is still in business after all these refer is still in business after all these years. Pat. G. Fox was elected ship's delegate. All hands should refrain from singing, whistling and making noise while shipmates are sleeping. Library will be obtained in Long Beach, if there is enough time. Laundry bag will be placed at the head of ladder for dirty linen. MASSILLON VICTORY (Eastern Steamship), December 28-Chairman, Edward R. Lessor: Secretary, Charles H. Ellaey, Ship's delegate reminded men who are paying off to leave their rooms clean and put the keys on the hunk or in lockers. Soiled linen should be removed and clean linen turned over to the steward. Ship's delegate put in for a new washing ma-

Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

was agreed that the ship's delegate will collect all games bought from the ship's fund, pack them and take them to the tund, pack them and take them to the hall to be available for the next crew that comes aboard when the ship comes out of lay-up. Repair lists have been made out. Foc'sle keys should be turned

ALICE BROWN (Bloomfield), December 14—Chairman, Pat Cleary; Secretary, Bob Johnson. Three men who missed ship in various ports will be reported to the pa-trolman. OT will be taken up with the patrolman, including that for cleaning up the radio shack. Cold water has been be on the way over Fact it below the the radio shack. Cold water has been hot on the way over. Food is below the quality of last trip's. There is not enough. Captain doesn't take the steward's re-quisition in foreign ports, but does the shopping himself.

BENTS FORT (Cilles Service), January 4 Chairman, Ciyde Cerison; Secretary, 8. F. Grice. All hands should bring up beefs at meetings, so they can be entered in the minutes. There is soo in the ship's fund. Department delegate will collect March of Dimes donations and turn them over to the ship's dele-gate. Each department will take turns cleaning the laundry. There were several minor beefs, such as narrow sheets, bionad dimer plates ato chipped dinner plates, etc.

STEEL VENDOR (isthmian), November 30—Chairman, V. G. Orencio) Secretary, Samuel N. Doyls. Al Sacco was elected ship's delegate. Discussion was held on getting a new washing machine. No one should be in the passageways who has no business on the ship. Suggestion was made to give a vote of thanks to the chief steward and his department for their proficient manner of serving the ship's personnel. ship's personnel.

STEEL TRAVELER (Isthmian), November 30-Chairman, Arthur Thomson: Sec-relary, Michael Maseh. Washing machine beef was squared away. Chief engineer beef was squared away. Chief engineer repaired pump: all crewmembers are happy. Tommy Maher was elected ship's delegate. Motion was passed to square away beefs on linen issue. Each man should get his own linen, since the stew-ard is inconvenienced if all crewmembers do not follow the linen change schedule. it was decided to have wipers and ordi-nary seamen get the linen during sani-tary working period. The nine new mattary working period. The nine new mat-tresses in the ship's stores will be given to the men who need them the most.

COMPASS (Compass), no date Chair-man, John Mahonyy Secretary, J. E. Cas-tronover. Complete inventory of linen will be made and handed to the patrolman to get replacements. Captain has been complaining about the deck depart-ment work, saying that this is the worst crew he has ever sailed with, both on US and foreign flag ships, in his entire sea-going career. It is the crew's opinion that the deck department men are all competent and have done their work at all times to the satisfaction of the bosun, who has 25 years' seatime in the deck department. Third cook got a vote of thanks for getting and decorating a Christmas tree. Stewards department got a vote of thanks for full cooperation, good service and food for the voyage. BETHORE (Ore), January 16 Chair-man, E. A. Boyd: Secretary, W. E. Gor-don. Ship's delegate reported much improvement in quarters and baths, due to good work on the part of the bosun and good work on the part of the bosun and deck gang. Letter was written to head-quarters on the food shortages on this vessel, since the ship is out of such earsily matches, staple items as year, cereals, matches, cups, glasses. Bosun and deck gang were given a vote of thanks for diligent work done in heads, showers and passageways and the cleaning of wooden decks.

Union about men who missed the ship in Curacao. Unjust log will be taken up

ALCOA CLIPPER (Alcos), January 4-Chairman, E. J. Riviers: Secretary, Bob White. Delegates reported everything running smooth. New mattresses are needed. Stores will be checked more needed. Stores will be checked more closely: if not satisfactory, this will be reported to the patrolman. Ship's dele-gate will see if anything can be done about the noise caused by the clapper valves when the ship is loaded. Meshall should be kept cleaner by all hands. More milk should be put aboard.

More milk should be put aboard. CHIWAWA (Cities Service), December 25—Chairman, Harry Nelson, Secretary, Thomas Fleming, Ship's delegate said he was going to make one more trip to see what the elbwns on the bridge are going to do next. Bosun will be given a letter of recommendation in opposition to false charges made by the captain. Repair list was made up and handed out to the head of each department. Ship should be fu-migated before leaving the next port. Crew's mess should be sougeed. Captain has refused action on this. Discussion with the port patrolman will be held at the payoff regarding the captain's atti-tude towards the crew. Brand of coffee should be changed. should be changed.

STEEL APPRENTICS (Isthmian), De-cember 14 Chairman, Swiderski, Secre-fary, Barnes, Repair list was turned in last trip but no repairs were made. Beef on topside having chew that is not in the crew's pantry. Engine watch beefed about loud noises in passageways during the early morning. Patrolman will be told about the rats aboard and the need for fundigation. Chief electrician got a vote of thanks for fixing the washing ma-chine. Steward was asked to put out Steward was asked to put out more fruit.

WANDA (Epipheny), December 13-Chairman, Jesse Maloney, Secretary, Steward, Jesse Maloney, Secretary, Steward, Jesse Maloney was elected ship's delegate by acclamation. There is 327.97 in the ship's fund. About \$10 will be spent on magazines and books. One man missed ship in Lake Charles. There is loss noise in the recreation at night. Dirty cups should be rinsed and put back on shelves. Vote of thanks went to the stewards department for work well done stewards department for work well done and for the Christmas dinner.

FAIRPORT (Waterman), December 27 —Chairman, W. E. Morser Secretery, M. Deo-Tiska, Names of the men who quit the ship in Miami and Jacksonville were given to the Philadelphia patrolman. Quarters should be sougeed and painted and all repairs taken care of before sail-ing from Baltimore. All men using cots must turn them in in port, otherwise no more will be issued. Vote of thanks went to the stewards department for the fine Christmas dinner served. Steward, cooks, baker and measman were really on the ball. Thanks, boys, for a job well done. One man left the ship in Wilmington. There is \$12.24 in the ship's fund.

STEEL ADMIRAL (Isthmian), October STEEL ADMIRAL (Isramian), October 30-Chairman, Sieve Derl; Secretary, Charles Hariman. Steward turned \$91 over to the ship's delegate for the new voyage. Sieve Derl was elected ship's delegate; Barney Speezle was made en-gine delegate and Charles Hartman stew-end delegate and Charles Hartman steward delegate. Messhalls and passageways abould be kept clean. Stewards department got a vote of thanks for serving good meals. December 19-Chairman, Charles Hart-

December 19—Chairman, Charles Hart-man; Secretary, Matthew Bruno. Offshore passageway should be'closed off in port, so the crew will have someplace private to stay. Motion was passed to accept donations in Singapore to be turned over to the mother of a member (Raymond Long), who died aboard ship in San Fran-cisco. Anyone caught spitting on the deck will be made to clean it up. All outsiders should be kept out of the crew's living quarters; any crewmember who brings anyone aboard ship will be responsible for their actions. One of the delegates for their actions. One of the delegates will contact the hospital and see if there is an SIU seaman on the beach for whom the crew can do snything. \$25 was do-nated to Steve Deri in the hospital.



Rooms and bunks should be kept clean. Clothes should be taken off the line after they have dried. List of sanitary men who are to clean the recreation rom will be posted. Cups and glasses should be returned to the pantry.

February 6, 1853

STEEL VOYAGER (isthmian), Decem-ber 27-Chairman, Stanley Gotowickiy Secretary, R. Di Sarne. Mail will be picked up by the mate in Port Said. Captain will issue two cans of beer per day per man and find out about shore leave in the Persian Guif. Motion was passed to collect \$1 from each man for the ship's fund. Automatie washing ma-chine should be used only for white clothes. Last standby of each watch should clean the messhall and pantry. Steward agreed to put out ham for breakfast twice a week.

SANTORE (Ore), December 19—Chair-man, D. Stoney Secretary, M. Manchester, Company promised rollers for the wash-ing machine wringer this trip, W. W. Evans was elected ship's treasurer by acclamation: Brother Wall was elected ship's delegate by acclamation. Night pantry should be kept cleaner. Repairs for all departments were listed. Pocket books were purchased from the ship's for all departments were listed. Pocket books were purchased from the ship's fund, leaving a balance of \$12.45 on hand. A collection of \$43 was taken up by the crew and officers for Brother Robert Denzek, who was killed aboard this ves-sel last trip. This was turned over to the Baltimore patrolman, who was to take care of sending the flowers.

PENMAR (Calmar), November 2-Chair-man, Lawrence Tryon; Secretary, F. Or-fales, J. (Blacky) Connors was elected ship's delegate by acclamation. Motion was passed to start a ship's fund with a Bi donation from each man at the Long Beach draw. F. Orjales was elected ship's treasurer by scclamation. Motion was passed to buy a control handle for the washing machine from the ship's fund at Long Beach. Matter of the captain chang-ing an assignment will be taken up with the patrolman at the first port of call.



BARBARA FRIETCHIE (Liberty Navi-gation), December 20—Cheirman, J. J. Jel-lette; Secretary, J. M. Lundy. Repair list was read, and additions made. Steward expressed his appreciation for the coop-eration of the crew in making the voy-age a pleasant one and wished one and all a very Merry Christmas and a Happy New Year with a pleasing trip.

DEL MAR (Mississippi), November 30-Chairman, Thomas Liles, Jr.; Secretary, Robert Caliahan. Ship's treasurer re-ported on hand leaving New Orleans: \$60 from the raffle of the typewriter that belonged to the Mar Log; \$20 from the raffle conducted by the electrician and \$6 from the crew is a total of \$186. Com-mittee wil buy \$25-worth of magazines. Money will be taken from the fund to Money will be taken from the fund to

SEATRAIN NEW JERSEY (Seatrain), December 30—Chairman, Sir Charlesy Secretary, not listed. Motion was passed to include in the next negotiating pro-gram celebration of the birthday of the SIU, with Easter Sunday as a Union SIU. w

BENTS FORT (Cities Service), January 16-Chairman, Edward P. Scheizar, Sec-retary, B. F. Grice. Crew made a \$35 donation to the March of Dimes. There is \$36.80 in the ship's fund. Radio should be turned off when no one is listening to it. Beef between two members was referred to the patrolman.

JEAN (Bull), January 5-Chairman, Wieromiej: Secretary, M. J. Ruane. Chief cook missed ship in San Juan. Third cook is in the hospital in San Juan. Messroom should be kept shipshape be-tween meals. Thanks went to the stew-ards department for good chow, good service during the trip.

ELIZABETH (Bull), December 21-Chairman, De Jesus: Secretary, R. Rivere. Laundry and messroom are to be kept Laundry and messroom are to be kept clean. Repairs will be taken care of. A. B. Ally was elected ship's delegate. Crew is to be served first at all times in all parts. Persons not belonging on the ship are to be kept out of the messhall. January 10-Chairman, Pablo E. Perery Secretary, Robert Rivers. Report was sent to New York on men missing ship. M. Saliva was elected ship's delegate. Men are to cooperate in keeping rooms cleaned. Delegates wil make up repair cleaned. Delegates will make up repair lists.

COE VICTORY (Victory Carriers), January 25-Chairman, Rogers; Secretary, Ricciardella. Perez was elected ship's delegate by acclamation. Chief electrician spoke on how to keep the washing machine in good running order. Crew requested a cleaner hospital and a check on its supplies.

ARCHERS HOPE (Cities Service), uary 23-Chairman, F. Parsons: Secre-tary, Thomas Daiy. One man missed ship in Lake Charles. There is 334.80 in the ship's fund. Chief cook asked that the fan be fixed and the deck painted in his foc'sle. Daymen's fan needs fixing, too. Ship's delegate will collect money for the March of Dimes at the payoff, when money will also be collected for the ship's fund,

BLUESTAR (Traders), December 23-Chairman, J. Anderson: Secretary, A. Ferrars. Master keys are to be on hand at all times, as foc'sie keys are not avail-able. Refrigerator is on the bum, bosun will fix it. Steward and baker will get together on bread and desserts; one washing machine will be kept for white

rent: a beratte bilta erin mintentante ather atterieter. B t thet

ALCOA RUNNER (Alcos), January 17-Chairman, J. A. Macintoshi Secretary, Charles F. Garriz. One man was left in New York and not replaced all trip. Cap-tain fold the abip's delegate to report to the crew that next trip he will not tolthe crew that next trip he will not tol-crate any alcoholic beverages and unde-clared articles. Cleanliness of the mess-hall was discussed. Crew was asked to leave the messhall cleaner in the morn-ing. Suggestion was made to get a box to keep the percolator in, to keep it from falling during rough weather. Re-pair list was read and discussed and sug-gestions were made for additions.



FAIRISLE (Waterman), December 14 Chairman, D. Casey Jones: Secretary, E. C. Brundege. Brother A. W. Perkins was elected ship's delegate. Ship's delegate and department delegates will see the captain and chief mate about allowing no captain and chief mate about allowing no native workers to do the ablp's crew's work while in Japan. Repairs that can-not be done aboard during the trip will be taken care of before the ship makes another trip. Stewards department got a vote of thanks for good food and service.

FORT BRIDGER (US Petroleum), Octo-ber 22-Chairman, J. Buzelewski, Secre-fary, Walter Marais. Discussion was held on keeping the washing machine clean and turning it off after use. Steward was asked to see that Jam, jelly and pickles were put out.

December 2-Chairman, J. Buzelewski Secretary, not listed. Captain should have the water tested. List of fans that need repairing should be made up and turned in to the chief engineer.

DE SOTO (Waterman), no date-Chainman, C. E. Martin; Secretary, A. L. Danne, Delegates reported no heefs. One brother brought up a beef about some brothers leaving their clothes in the washing ma-chine too long.

NORTH PLATTE VICTORY (Missis-sippi), December 28 Chairman, J. W. Marris Secretary, F. A. Lesoard, Sar-ging bunks should get new springs. Siew-ard informed the crew that four months-stores will-be ordered in San Francisco.

GREECE VICTORY (South Atlantic), no date Chairman, William F. Janisch; Sec-retary, Amos Baum. Ship should be fu-migated for bedbugs. Linen should be migated for becougs. Linen anomic be turned in, as the steward reports quite a shortage in his inventory. Repair of the old washing machine should be added to the repair list. Baker who broke his leg was hospitalized in Yugoslavis. This will be reported to the patrolman.

DOROTHY (Buil), December 2-Chairman. W. W. Lawton; Secretary, James J. McLinden. One man missed ship. Per-manent hose should be attached to the

manent hose should be attached to the faucet of the laundry sink. January 4--Chairman, R. C. Kianasky Secretary, J. Lanahan, Repair list will be made up. Discussion was held on getting new lockers, as the old ones are rusty and unfit to hang good clothes in. Stewards department got a vote of thanks.

ROBIN GRAY (Seas Shipping), December 28-Chairman, R. T. Whitisy; Secre-tary, John M. Thempson. Minor beets were settled. Captain disputed all de-layed sallings, and these will be taken up with the patrolman. Motion was passed to move the water cooler into the

(Continued on page 25) 146160 + 211 1400 452 3 TOL - . . .

. DIGEST of SHIPS' MEETINGS

(Continued from page 24) crew messhall. Crew refrigerator should be replaced; now one should go in the meashall. Scupper should be installed to the laundry. Delegates will check mat-treases and report those that need re-placing to the steward. Crew's toaster needs repairing. Vote of thanks went to the stewards department for a job well done on the vorage. done on the voyage.

INES (Buil), January 5-Chairman, L. Karsiunas: Socretary, Frank Built, Pele Moreni was elected ship's delegate. Dis-cuesion was held on changing the time of launch service while at anchor. Wash-ing machine should be put on the repair list.

MICHAEL (Carras), December 16-Chairman, Stanley Greeridge; Secretary, Weller J. Edwards, Leonard Rams was elected ship's delegate; R. L. Booker, en-sing delegate; Leonard Rams, deck delegale.

egain. Jehnary &-Chairman, Morgan Harrisy Secretary, George W. Thayer. Bill Pad-gett was elected ship's delegate. Majority voted to start a ship's fund, contributing change at the payoff. Washing machine needs repairing.

COE VICTORY (Victory Carriers), Wil-liam Carroll, Secretary, J. Sweeney, Chow is alightly improved but the crew is still 0

PERSONALS

SS Mobilian

Will the seamen on the SS Mobilian who gave Captain Meissner, the North Sea Pilot, money for the navigating instrument, please contact him by mail through the General Steam Navigation Co., Bremen, Germany.

* * *

William A. Brown Contact Stark and Goldstein, Suite 508, 1201 Chestnut St., Philadelphia, Pa.

> * * \$

Harold H. Runyon Please contact A. D. Nash aboard the SS Royal Oak about the suit you borrowed.

\$ 1 ±.

H. A. Parks Contact your mother, urgent.

* * * Victor Perez

Contact your wife at 62 Walton St., Brooklyn, NY.

\$ 1 \$

Hank Gregorski

Get in touch with Jack and Trudy Synnott at 545 Second St., Beaumont, Texas, or call them at 2-1470.

\$ \$ \$ **Charles** Sweet

Please contact Sir Charles and let him know your present address.

* * \$

Frederick Albert Chapman. Contact immediately Mrs. Sally Keller, 388 11th St., Brooklyn, NY, or call her at HY 9-0748. It concerns your son's departure for Korea and your wife's severe illness.

> \$:2 Fred Miller

dissatisfied. Some repairs have been made. Delegates will make up port re-pair lists. Beef on food will be taken up with the pairolman.

LOGANS FORT (Cilies Service), Janu-ary 11-Chairman, A. Movaky Secretary, T. Kautsch. Chief engineer does not want clothes hung in th fidley. Crew wants a better grade of coffee and canned milk in the night lunch. There was a beef about lougy mattresses and bunks: there are keys missing for some for siles. Wash-ing machine and laundry tube should be cleaned after use. Crew agreed to do-nate \$1 per man at the payoff to pur-chase an iron for the ship.

AROUNDRIA (Waterman), January 12-Chairman, Anderson Johns, Secretary Bob Sheppard, Washing machine need repairing; some new mattresses are need-ed. Hospital shower and head should be used only by sick men. Too many men are coming aboard after drinking and making teo much noise

POTRERO HILLS (Mar Trade), January 11-Chairman, Kuther C. Smith; Secre-tary, Frank Flansgen. Repairs should be turned over to the delegates. Patrolman will be notified of beers against a for-mer member of topside. Steward delegates reports that the department has done well during this 40-day foreign trip, considering the sicknesses, accidents and shortage of men.

EUGENIE (Ore), January 1-Chairman, Vernon L. Porter: Secretary, Garland H. Maga. Part of the repairs have been done. Chief engineer promised to take care of the rest. Washing machine will be moved below to the laundry room. Agitator and handle on the washing ma-chine will the repaired. Three depart-ments will take turns keeping the laun-dry and recreation hall clean. Each in-dividual, of course, is responsible for eleaning up after himself. Ship's dele-gate will try to get information on filling gate will fry to set information on filling vacancies in the stewards department from the SIU agent in San Juan.



OLYMPIC GAMES (Western Tankers), January 2.—Chairman, William McKennar Secretary, S. Clestak. Wind scoops and mattresses are expected. Two men were left in Trinidad. Dominick Di Malo was elected ship's delegate. Bunks should be stripped before leaving ship.

IBERVILLE (Waterman), December 26 -Chairman, Jeff Gillett; Secretary, Gus Taylor. There is \$30.03 in the ship's fund. Repair list was made up and turned over to department heads. Each member will donate \$1 for the Christmas member will donate \$1 for the Christmas fund; money will be used for whiskey ifor eggnog), cigars, cendy and decora-lions. Any money left over will be add-ed to the ship's fund. Vote of thanks went to the stewards department for an excellent Christmas dinner. Vote of thanks went to the men who helped decorate the messhall, purchase trim-mings and refreshments. mings and refreshments.

CHRISTOS M. (Triten), December 2-Chairman, D. G. Modge: Secretary, Teny Wasiluk. One man paid off in Sasebo. Japan due to illness. Logs and charges held by the captain were dropped. There cas been too much fouling up in the black gang. Chief engineer will log the next man who fouls up. All unauthor-ized persons are to be kept out of the messhalls and recreation rooms; no one is to feed any unauthorized persons, with-out speaking to the captain. Only crew-

Quiz Answers

(1) Seven. There are six long ones.

(2) 93.6 is normal body temperature, 360 is the number of degrees Please contact Lee Newman, c/o in a circle, 186,000 is the approxi-

'Can-Shakers' Have No OK

a di takat.

SEAFARERS LOG

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

tors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off.

members are to use the washing machine: officers will be notified of this. There should be less noise in the passageways and recreation rooms. Night lunch should be returned to the refrigerator. Chief en-gineer will be contacted about steam re-turn in the radiator of the chief cook's room.

VENORE (Ore), December "10-Chair man, H. R. Turny Secretary, F. A. Savola, H. B. Vincent was elected ship's delegate by acclamation. Ship's delegate will see by accumulate about purchasing a Christ-mas tree in the Canal Zone. Cups should be returned to the pantry; steward should put out gear to clean them, Washing ma-chine rollers need repairing. Last trip's repair list has not been acted on. Foc'sies deaths need relation decks need painting.

December 13-Chairman, H. R. Zurn; Secretary, C. Moore. Steward will be asked to leave the toaster out at night. E. Morin was elected ship's delegate. San-itary work is not being done satisfactor-ily. Beef on the bread will be taken up with the control of the satisfactor will be with the patrolman. Repairs will be re-ported to department delegates. Matter of frozen meat will be taken up with the patrolman. Any man who refuses to co-operate with the delegates will be brought up on charges.

BIENVILLE (Waterman), October 26-Chairman, Albert Mitchie; Socretary, Marry D. French. Albert Mitchie was elected ship's delegate unanimously. Ship's delegate will bring to the attention of the captain the question of who is to clean up grease near the ice boxes. Men should not get their own food but wait to be served by the messman. Pantryman will help him. Food will not be slopped on plates anymore; side dishes will be used. Watch will be served first. Cups should be returned to the pantry. December 18-Chairman, A. Clouse; Secretary, M. Kleiber. Overtime beefs will be turned over to the patrolman. Poor food was discussed, and lack of vegetables and fresh fruits. Steward claimed he did his best to get stuff in **BIENVILLE** (Waterman), October 26-

claimed he did his best to get stuff in Puerto Rico, but there was none avail-able. This will be straightened out by the patrolman.



BENTS FORT (Cities Service), January BENTS FORT (Cities Service), January 4-Chairman, Civde Carison; Secretary, 5. F. Grice. All hands are to bring up beefs at meetings, so they can be en-tered in the minutes. There is \$36 in the ship's fund. All hands were urged to contribute to the March of Dimes. Sani-tary work was not done over the week-end, Delegates will collect contributions to the March of Dimes. Each department will take turns keeping the laundry viewant beefs were brought

sweep roms for the next gang. Ship needs fumigation. Stewards department got a vote of thanks for a job well done. Washing machine should be fixed. Stew-ard will take charge of starting a ship's fund. Slopchest stock will be checked with the contain with the captain.

FELTORE (Ore), December 24 Chair man, Ell Hanover; Secretary, Turkey Thomson, Wayne Hartman was elected ship's delegate. Discussion was held on keeping the pantry clean and maintain-ing quiet in the passageways.

WESTERN RANCHER (Western Naviga WESTERN RANCHER (Western Navige-tion), October 19—Chairman, Taylor; Sec-retary, R. Ewing. Wallace was elected ship's delegate. Deck and engine depart-ment sanitary men will take care of the laundry; stewards department will take care of the recreation rom. November 16—Chairman, Wallace; Sec-retary, Ewing. Discussion of stewards department menus was referred to the steward. Recreation room should be kept a little cleaner.

a little cleaner.

a little cleaner. November 27—Chairman, not listed; Secretary, Ewing. Special meeting was called to discuss the reason why towels have to be washed aboard ship and why pillow covers are used instead of cases. Each department will put in for linen allowance and the ship's delegate will hand this over to the boarding patrol-man, whose decision will be accepted by all members. all members.

all inembers. January 1—Chairman, C. Saunders; Sec-retary, Ewing. Captain was contacted about supplies in Greece, with the usual exceptions. New crew will be warned of the captain's way of gatting stores in all parts; patrolman will also be informed. January 17—Chairman, Philips: Secre-tary, Ewing. Incompetent member will be reported to the patrolman. Patrolman will be informed if the cautain continues will be informed if the captain continue. to cut the steward's stores list. Patrol man, steward and ship's delegate meet with the captain about this,



COEUR D'ALENE VICTORY (Victory Carriers), December 15-Chairman, Van Whitney; Secretary, R. Barnes. Ship's delegate reported on the men logged. Repair list will be made up and turned in. Discussion was held on coffee being carried to the bridge and on the quality of canned food. Stewards department was thanked for the good food served and the good work by the men. One man from each department will clean the from each department will clean the laundry. New tableclothes are needed for the messroom.

LONE JACK (Cities Service), December 23—Chairman, M. Downey; Secretary, not listed. There is \$77.66 in the ship's fund. \$12 was donated by the deck department. \$12 was donated by the deck department, \$5 from the stewards department and \$1 from the black gang. Radio and phono-graph attachments will be purchased as soon as there is enough money. Sugges-tion was made to get buttermilk and more milk on board at sea. Steward will be spoken to about better food. (Steward said the food beef was already taken up with the patrolman, and he taken up with the patrolman, and he will go to the company). December 23-Chairman, N. P. Gilligan;

Secretary, William S. Claymore, Ship's fund is bankrupt, and a special meeting was called to collect voluntary donations to return it to solvency. No one is to fine on the open deck. Crew's mess, en-tire stewards department should be painted and fumigated, deck department quarters should be painted as well as

BENTS FORT (Cities Service), January 16—Chairman, Edward P. Scheizer; Sec-retary, B. F. Grice. Crew donated \$35 to the March of Dimes. There is a balance of \$36 in the ship's fund. Pumpman beef will be taken up with the patrolman. Radio should be turned off when no one is listening to it. is listening to it.

ANDREW JACKSON (Waterman), Octo-

retary, Robert R. White. Slopchest price list will be turned over to the patrolman upon arrival in the States by the ship's delegate. Clothes should be secured when put in fidley to dry. Watch should have a reserved table in the messhall during the evening meal. All dishes should be returned to the paniry. Messroom should be cleaned up at night by the cardplay-ers. This has been a good trip so far. We are going to Baltimore, from New York, then Norfolk, Philadelphia, Charles-ton, New Orleans, Mobile, Wilmington, ton, New Orleans, Mobile, Wilmington Yokohama and Kobe, from there t Manila.

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January 4-Chairman, R. R. White: Sec-retary, J. W. Pulliam, Jr. Ship's delegate reported on the repairs taken care of to date. Donation should be taken up by the crew for flowers for the second mate's mother who is very ill. Rooms and lockers should be clean and beds stripped for the payoff. Keys should be left aboard by men leaving. Steward is to get rid of grits that have weavels.

JEFFERSON DAVIS (Weterman) Janu-ary 15-Chairman, E. C. Craddocky Secre-tary, Cliffon Caron. Washing machine is being left running. Every brother should help clean up the messihall. Sick brothers received wonderful treatment from the chief mate on the trip.

SEATRAIN TEXAS (Seatrain), January 3-Chairman, J. Prezalar: Secretary, Charles Goldstein. Captain okayed the fixing of a spare room for the third cook (who now sleeps in the same room as the 8-12 watch) without overtime. Eddle Lanier was elected ship's delegate by acclamation. It was suggested that the steward be around the messhall at meal-times to see what goes on. Requisition will be put in for a new coffee urn in the crew meashall,

KATHRYN (Bull), January 17-Chair-man, George Burke; Secretary, Jose Bon-ilia. Delegates reported no beefs.

IBERVILLE (Waterman), January S-Chairman, D. Mitchell; Secretary, H. Menz. There has been performing and gassing up aboard ship. Not many re-pairs have been made; present list was read for approval, corrections and addi-tions. Motion was passed to buy books and magazines out of the ship's fund. Cups should be returned to the pantry and ashtrays in the messhall should be emptied. All standbys should tidy up the messhall. There is a balance of \$32.64 in the ship's fund. the ship's fund.

GOVERNMENT CAMP (Cities Service), December 31-Chairman, J. H. Parker; Secretary, A. H. Schwartz, Washing ma-chine has been repaired. A. H. Schwartz was elected ship's delegate by acclama-tion. Care should be taken of the wash-ing machine. Coffee can lid should be re-placed. Brothers voted to keep the radio turned off during meal hours. Steward will be contacted about rationing milk so will be contacted about rationing milk so that it will last until the ship reaches port. Letter was written to the New York hall about a brother who left the ship with \$43 of the ship's fund.

ANTINOUS (Waterman), January 16-Chairman, Leo Allen: Secretary, B. Varn. Christmas fund of \$10.43 was turned over to the New Orleans patrolman for the Christmas dinner at the hall. Wringer and switch on the washing machine need repairing. There should be less noise back aft at night while in port. Treas-urer reported \$16.50 in the ship's fund.

NORTHWESTERN VICTORY (Victory Carriers), January 4-Chairman, L. Wel-berg: Secretary, Edwin Rushton, Fans and porthole scoops should be fixed. Stew-ards department lockers need shelves repaired. Vote of thanks went to the stewdepartment for the splendid Christards mas dinner served.

ANGELINA (Bull), January 4 man. E. Magbooi Secretary, R. Powell. Motion was passed to have each brother contribute \$1 to the ship's fund at the payoff. Lack of sanitary supplies will be taken up with the patrolman at the pay-off. The stewards department was com-plimented for the fine service during the plimented for the fine service during the entire trip, especially for the tremen-

No "can-shakers" or solici-Receipts are issued on the spot.

	Long Beach, Calif. Long Beach, Calif. Long Beach, Calif. Robert Polkow Please contact your mother at 2000 Buckingham Road, Birming, ham, Mich. Lames M. Lennon It is urgent that you contact Gloria and Camilo Taboas, c/o Var- varo, 122 East 27th St., New York 1, NY. Lames M. Lennon It is urgent that you contact Gloria and Camilo Taboas, c/o Var- varo, 122 East 27th St., New York 1, NY. La L Audhy C. Foster Bosun, Steel Designer Your wife, Rose, has moved from the apartment. La L L Edward Earl Smith Contact your wife at 811 East St St, Syracuse, NY. La L Hudolph Cefaratie Please contact your mother at 52 North Burritt, New Britain, cons. La L Samuel Wilson Keith "Everything has been taken care of so den't worry." Contact your mother, she is very sick, your sis- ter, Mrs. C. L. Edwards, 124 Ohio Ave., Jeffersonville, Ind.	mate speed of light in miles per second and 7-11 means a natural, an important item in a dice game. (3) Mickey Mouse. (4) The year. (5) Less quickly; it is almost im- perishable. (6) 138 feet. (7) Heavier-than-air ships. (8) Beef. It takes beef 234 hours; pork 514 hours and bread 31/2-4 hours. (9) Melville. The book was the classic Moby Dick. (10) One-half.	up by the ship's fund. OMECA (Omeso), January 6-Chairman, Solid, Secretary, Dugan, Captain informed the ship's delegate that the ship will be cleaned up and painted enroute to Pan- man. All delegates will make up repair lists. Smoke stick needs repairing, due to falling sections and dangerous fumes. Stewards department got a vote of thanks from the crew for work well done during the trip. Patrolman will be con- tacted about painting the ship before the next voyage. Foe'deles should be left clean. New agitator will be purchased for the washing machine. Clothes should be removed from the line as soon as they are dry. TROJAN TRADER (Trolan). December 14-Chairman, C. Chandler: Secretary, J. Obes. Patrolman will be contacted bout the draw, which was a day line. This happened last trip also. Men get- ting off are to strip their bunks and Dick up your mail or send for it at SIU headquarters mail room. 3 3 4 William Turpin Fireman, Z-Suci: Please last the steward on the SS Edith inow your present ad- dress so that be can send you your	Berrander, Rabert Wilke, James Pulliam, Jr., Berrander, Rabert Wilke, James Pulliam, Description of being used are to be turned over to be stevard, Washings machine in the stevard. Washings machine in the stevard, Washings machine in the stevard washing machine in the stevard. Washings machine in the stevard washing machine in the st
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SEAFARERS LOG

February 6, 1953



All of the following SIU families | Mrs. Thomas J. Donaldson, 1819 | Rolland La Frenier, 3 Nellon Park will collect the \$200 maternity Pauger Street, New Orleans, La. Malden, Mass. \$ \$ \$ benefit plus a \$25 bond from the

Union in the baby's name.

Jean Cachola, born October 15, 1952. Parents, Mr. and Mrs. William V. Cachola, 3306 North Toone Street, Baltimore, Md.

* * *

Theresa Anne Diaz, born June 16, 1952. Parents, Mr. and Mrs. Domingo Diaz, 889 Rogers Place, Bronx 59, NY.

t Charles Douglas Reiser, born April 29, 1952. Parents, Mr. and Mrs. Charles C. Reiser, 262 Stocking Street, Mobile, Ala. -

* * * David Alwin Deese, born November 11, 1952. Parents, Mr. and Mrs. Louis Edward Deese, 1562 Magazine Street, New Orleans, La.

* * * Jean Ann Nuss, born November 26, 1952. Parents, Mr. and Mrs. George A. Nuss, 2337 Urquhart Street, New Orleans, La.

\$ Deborah Marle Folse, born December 10, 1952. Parents, Mr. and Mrs. Feilden J. Folse, 401 La Fourche, Donaldsville, La. t.

* * Robert Leroy Armstrong, born September 29, 1952. Parents, Mr. and Mrs. James R. Armstrong, Jarvisburg, NC.

t \$

Margaret Mary O'Connell, born December 26, 1952. Parents, Mr. and Mrs. Charles O'Connell, 12 Brandon Road, Dudley Road, Mass.

: **t**

\$ \$ \$ Laura Sue Gomes, born December 21, 1952. Parents, Mr. and Mrs. Edward E. Gomes, 810 Senora Street, Daytona Beach, Fla.

* * *

David Rudolf Hendricks, born December 12, 1952. Parents, Mr. and Mrs. Coy R. Hendricks, 2304 Reynolds Street, Savannah, Ga.

\$ 1 Lucinda Geriann Tirelli, born December 25, 1952. Parents, Mr. and Mrs. Enrico Tirelli, 782 East 51st Street, Brooklyn, NY.

\$ 1 Roberto Lisier, born November 21, 1952. Parents, Mr. and Mrs. Calixto Lisier Gonzalez, 10 Concepcion Street, Santurce, Puerto, Rico.

1 Olena Lenora Starling, born November 27, 1952. Parents, Mr. and Mrs. Charles H. Starling, 10709 Annette Street, Tampa, Fla.

* * * Stacy Wayne Weddle, born De-

1.1

Eva Falcon Guzman, born December 12, 1952. Parents, Mr. and Mrs. Raymond G. Guzman, 1109 A Rear, Galveston, Tex.

t t t Clifford Allen Turner, born January 6, 1953. Parents, Mr. and Mrs. Paul R. Turner, 1234 Leonidas Street, New Orleans, La. * * *

Vanessa Theresa Forchia, born January 4, 1953. Parents, Mr. and Mrs. Joseph Forchia, 2718 Annette Street, New Orleans, La. * * *

Waldo Reibus, born November 30, 1952. Parents, Mr. and Mrs. Arnold Reibus, 243 East 34th Street, New York, NY.

3 Roderick Mark Thompson, born December 31, 1952. Parents, Mr. and Mrs. Boyd E. Thompson, Route 5, Bellingham, Wash.

Vallerie Keno, born December 21, 1952. Parents, Mr. and Mrs. James Keno, 112 West 198th Street, New York, NY.

Carlos Gomez, born January 1, 1953. Parents, Mr. and Mrs. Carlos Gomez, 448 West 125th Street, New York, NY.

Linda Marie Benolt, born January 6, 1953. Parents, Mr. and Mrs. Leo Benoit, Box 272, Plainfield, Conn.

Thomas Collins, born July 17, 1952. Parents, Mr. and Mrs. Thomas Francis Collins, 91 Poplar Avenue, Bronx, NY.

Deborah Ann Conner, born December 25, 1952. Parents, Mr. and Mrs. Tommie L. Conner, 3209 Thorp Court, Norfolk, Va.

Myra Carolyn Brown, born December 12, 1952. Parents, Mr. and Mrs. Leonard B. Brown, 221 Bourbon Street, New Orleans, La.

Frederick Reyes, born January 8, 1953. Parents, Mr. and Mrs. Federico Reyes, 615 East 138th Street, Bronx, NY.

Jeremlah McKnew, born November 30, 1952. Parents, Mr. and Mrs. George W. McKnew, 5143 Chancellor Street, Philadelphia, Pa.

Joseph Prudhomme, born December 29, 1952. Parents, Mr. and Mrs. Joseph H. Prudhomme, 1016 23rd Avenue, Covington, La. t, \$ 3

Pamela Burke, born January 13,

3L Bonnie Kenny, born December

24, 1952. Parents, Mr. and Mrs. Terrence Kenny, 661 Annadale Road, Staten Island, NY. \$

Trina Louise Stone, born January 16, 1953. Parents, Mr. and Mrs. William R. Stone, 2110 A South Woodlawn Drive, Mobile, Ala.

\$ \$ Maria Mercedes Cruz, born December 28, 1952. Parents, Mr. and Mrs. Antonio Cruz, Acosta Street, 63 Bajos, Caguas, Puerto Rico.

t \$ Sandra Cecell Feliciano, born December 9, 1952. Parents, Mr. and Mrs. Julio Feliciano, 56 Old Broadway, New York, NY.

\$ \$ Cedric Leigh Kelley, born November 26, 1952. Parents, Mr. and Mrs. Robert N. Kelley, 205 Charleston Street, Mobile, Ala.

* * *

Ellen Marie Plunkett, born January 10, 1953. Parents, Mr. and Mrs. Thomas G. Plunkett 704 Congress Street, New Orleans, La.

* * Janice Karen Balley, born December 19, 1952. Parents, Mr. and Mrs. Leonard O. Bailey, Route 1, Pachuta, Miss.

Oran O'Neal Anding, born December 7, 1952. Parents, Mr. and Mrs. Bennie J. B. Anding, Box 579, Kirbyville, Tex.

\$ \$ Louise Marie Hubbard, born December 18, 1952. Parents, Mr. and Mrs. John L. Hubbard, 28 Church Street, Linwood, Mass.

t t :2 Thomas Rizzo, born January 12, 1953. Parents, Mr. and Mrs. Charles E. Rizzo, 230 Anderson Avenue, Fairview, NJ.

1 1 1 Madeline Thersia Case, born December 14, 1952. Parents, Mr. and Mrs. Samuel Case, 1317 14th Street, Galveston, Tex.

* * * Diana Marie Westlake, born January 10, 1953. Parents, Mr. and Mrs. Edward J. Westlake, 185 West 152nd Street, New York, NY. * * *

Louis Anthony Serpe, born January 21, 1953. Parents, Mr. and Mrs. Anthony Serpe, 644 East New York Avenue, Brooklyn, NY. 1 1 1

Edward Hamlin, born January



Something To Smile About

Pleasant aftermath of birth of his son, Thomas Jr., comes to Seafarer Tom Collins in the form of \$200 maternity benefit check from SIU Welfare Services representative Tom Gould (right) at Union headquarters.

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 BALTIMORE, MD. Earl A. Bink D. B. Brownlee Henry K. Callan R. W. Castellow Carl E. Chandler Rosario Copani Coley F. Crockett Dusan DeDulsin Kirby Digman William Mellon Faustino Orjales W. H. Puchinisky Blas Ramirez Allan Reese Robert Rogers A. B. Seeberger Joseph O. Snyder David F. Sykes John F. Thommen H. VanBystervela Dusan DeDulsin Kirby Digman Donald Duyall Domenick Esposito John Ferreira John Hill Benedict Klakowitz Anthony Klavins Karl Kristensen Marvin W. Lee H. E. McConnaughy John Zohll Terence A. McNee Paul O. Goossen **Domenick** Esposito

USPHS HOSPITAL BRIGHTON, MASS. Anthony Colella A. Pacuinos John A. Duñy John M. Pinku John J. Flaherty J. Preshong Edward K. Harding Frank Simione A. Pacuinos John M. Pinkus J. Preshong

Donald S. White Tim McCarthy USPHS HOSPITAL

Adion Cox	D. P. McDonald
John G. Dooley	A. McGuigan
Otto J. Ernst	Jack F. Thornburg
F. J. Frennette	Renato A. Villata
Francis I. Gibbons	
Jack H. Gleason	Charles Burton
	charles burton
Thomas Isaksen	
USPHS 1	HOSPITAL
	PUERTO RICO
W. C. Versloot	CONTRACTOR OF CONTRACTOR
and der annunder	
USPHS 1	HOSPITAL
STATEN I	SLAND, NY
	Alfred Mueller
	John R. Murdock
	Leonard G. Murphy
Joseph T. Bennett	Kurt A. Nagel
Ardell Burkett	Francis J. O'Neill
	William E. Pepper
Joseph A. Callahan	
Yanas Dallal	C. R. Robertson
G, Galliano	Virgil Sandberg
John Galvin	Stanley A. Sargeant
Jose M. Gisbert	Michael Sinkevich
Nathan Goldfinger	Paul J. Wilkinson
William Herman	Henri Hillion
L. Kristiansen	Marcie Boyles
	Obert J. Morgan
William McCulstion	L. A. Ziembka
Inman Y Molinden	Bosson Alland

USPHS HOSPITAL

FORT STANTON, NM

cember 23, 1952. Parents, Mr. and Mrs. James W. Weddle, 4206 7th Avenue North East, Seattle, Wash. John Leo Joseph Donaldson, born November 30, 1952. Parent, Mr. and Burke, 811 East Henry Street, Sa- vannah, Ga. Elaine La Frenier, born Decem- ber 1, 1952. Parents, Mr. and Mrs.	Edward M. Hamlin, 185 Green- point Avenue, Brooklyn, NY.	CALVESTON, TEX. William Bargone Jose Luna Bogan Caldwell Ellis S. Samia A. R. Clary Darwin E. Jeasup Warren W. Currier Harry E. Brophy Floyd H. Dodds W. W. Fassett C. E. Dudley CITY HOSPITAL MOBILE, ALA.	Harry Morton USPHS HOSPITAL SAN FRANCISCO, CAL. George W. Crosby D. K. T. Sorensen James Mitchell Norville Sikes Peter Smith Thomas Jones GREENPOINT HOSPITAL BROOKLYN, NY August Valentine
<section-header></section-header>	view Homes, Savannah, Ga. How to Apply Description Applications for the mater- nity benefit must be supported by the following documents: • Your marriage certificate. • Baby's birth certificate dat- ing birth after April 1, 1952. • The discharge from the last ship you sailed on before the baby was born. Processing of all applica- tions can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Wel- fare Trustees, c/o SIU head- guarters, 675 Fourth Avenue, B'tlyn 32, NY.	G. R. Robinson VA HOSPITAL NEW ORLEANS, LA. Carl E. Comeaux USPHS HOSPITAL SEATTLE, WASH. Andrew B. Cecil Alonzo Milefaki Marcel J. Jette Joseph Neubauer Alexander Ker John Petusky William J. Meehan Henry J. Tucker FIRLAND SANITORIUM SEATTLE, WASH Emif Austad USPHS HOSPITAL DETROIT, MICH. Tim Burke Peter Gvondick USPHS HOSPITAL NEW ORLEANS, LA. C. D. Anderson Theodore E. Lee Sidney J. Anderson Bewin G. Mitchel P. Blackwell Robert Brown T. W. Nicholson N. R. Cartwright Robert M. Feel Herman H. Casas Rogolio Crux E. B. Rhodes Ray L. Ellison Wilbur H. Scott Ray L. Fauber Luther C. Seidle B. D. Foster T. R. Stanley M. W. Gardiner T. R. Terrington Afred Throne Carl E. Hicks Curt F. Fried Leonard Kay Charles Lowe Leo H. Lang Edward Z. Johnson	USPHS HOSPITAL MANHATTAN BEACH, BROCHLYN, NY Robert Atmore Bupert A. Blake Claude F. Blanks Edmund C. Biosser Walter Chalk Martin Liaky Charles M. Davison Emilio Delgado Antonio M. Diak John J. Driscoll Jose G. Expinoza Enrique Ferrer Bart E. Guibert Bart E. Guranick MURFOLK, VA. James J. Bentley Martin Liaky Control M. Diak John J. Driscoll Jose G. Expinoza Enrique Ferrer Bart E. Guranick MURFOLK, VA. James J. Bentley Martin Liaky Charles M. Davison Enrique Ferrer Bart E. Guranick



(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.)

It looks as if Hugh Hallman, better known as Cherokee, is having himself a little trouble over in Bremerhaven, Germany. He had to get off a Waterman ship over there to go into the hospital with a broken jaw and a bad leg. It seems as if he'll be there for a little while, and then will be brought back to a hospital here in the States as soon as he's able to move his jaw so that he can eat on the way.

Speaking of guys in foreign hospitals, we'd like to remind you that the Union's Welfare Services Department can help you out with a



number of problems if you find yourself sick or injured and have to leave your ship in a foreign port. As soon as you get off, you should write a letter to the Union, and let them know what is happening to you. If you've got any problems, chances are that we'll be able to help you out.

Most of the Seafarers who get hospitalized in foreign ports have questions about money, draws, wages due, maintenance and cure, subsistence, travel money and the like. Some of the other fellows also have some problems of a personal nature that

they would like us to take care of over here. In just about every case where the Seafarer has written to us and let us know what the trouble is, we've been able to take care of everything and get him straightened out in short order.

Bill Meehan is out in Seattle Hospital right now, and figures that he'll be there for a little while yet. He'd like to have any of his old

friends who might be out there on the Coast stop up and see him when they get a chance. He's sure enthusiastic about the way the Welfare Plan benefits come in handy when you're sick.

Bernard Perry, who was on the Steel Navigator, has been around the New York hall a couple of times. He's at his home in Connecticut with a bad foot, and is taking out-patient treatment. He says that the foot is kind of stubborn about getting better, but figures that he'll be shipping out before too long now .-

Mal Collins has been seeing some of his friends around the New York hall lately. Mal just became a proud papa. He collected his \$200 Maternity Benefit, and the \$25 bond from the Union, and is spending some-time at home with his family now before he ships out again.

Marcy Boyles, who was chief cook on a Bull Lines

ship is in Staten Island hospital, and is doing pretty

well. He collapsed in his home in New York a short

hospital. Apparently the quick action in getting him



away paid off, because he is doing fine. Isaac (Joe) Miller, who was steward on the Cornhusker Mariner; created some excitement on his last trip. While the ship was out in the Pacific, Joe

Meehan

brought back to the West Coast on a troop transport. He stayed out on the West Coast for a liftle while, and now he's back in New York. He says that he expects to be stopping up to the Union hall before very long so that he can see some of his old friends and take it easy for a while:



Report To Union Wins Cure \$

A Seafarer who had been aboard a ship just one day when he injured himself, succeeded in collecting maintenance and cure from the company, thanks to the assistance of the Union Welfare Services office. Furthermore his claim for maintenance was upheld even though he hadn't reported the *

the accident.

The only reason that Scafarer Walter McNally was able to get maintenance was that he had notified Welfare Services when he went for treatment. Otherwise there would have been no record of his injury and no way of collecting the money that would normally have been due him.

Company Had No Record

McNally, who has been sailing with the SIU for a little less than one year, shipped aboard the Julesberg (Terminal Tankers). The first day he was on her he injured his hand and left to go to the hospital for treatment. Although he should have notified the company, or at the least one of his shipmates or the ship's officers, he failed to do \$0.

As a result the company had no record that he had hurt himself on board the vessel and contested the man's claim for maintenance.

What saved McNally's case was that he had called the Union and said he was going to the hospital. He asked Welfare Services to take care of his gear aboard the ship. Welfare Services in turn, got in

touch with the mate notifying him of what had happened and asking for McNally's gear. In this way, Welfare Service put his injury on the record.

Union Record Accepted

Consequently when McNally made his claim for maintenance he was able to show a record that he did have to go for treatment. He was also able to prove that he was in shape when he signed on the vessel. Consequently the only place he could have hurt himself was aboard the ship.

While McNally was able to collect, thanks to the fact that he notified Welfare Services, his case points up the need for getting while ago, and they rushed him right over to the shipboard injuries into the record. Men who fall ill, or are injuredover to the hospital and getting him treated right on board an SIU-contracted ship should notify one of the ship's officers immediately, preferably in the presence of one of their shipmates so that there will be no queswas injured. He was taken off the Cornhusker and tion but that the injury has been reported. Similarly, they should see to it that the company's office is notified.

injury to the company or the protection, they should get in the maintenance and cure that is ship's officers at the time of touch with Welfare Services. That due them under US law and the way they will be certain of getting | Union contract.

Page Twenty-seven

Union Carries Out Last Wish For Burial At Sea



Wilth heads bowed, Seafarers aboard the Puerto Rico listen intently as Captain E. B. Hudgins reads the burial service for Ogul Harris, whose ashes were scattered on the sea.

A Seafarer's last wishes to be cremated and buried at sea were carried out by Union Welfare Services last month, when the remains of Ogul Harris were committed to the deep from the cruise ship Puerto Rico.+

arrangements.

shipboard delegates and other the Union could take over all the members of the crew.

The 42-year old Seafarer, who ously ill. In the long months of his mation. As a seaman he felt it would be fitting that he should be buried at sea.

Father Contacted SIU

Further he told his father that he should get in touch with the Union immediately when and if anything happened. As a result, And to assure themselves fullest soon as Harris passed away, his

Captain E. B. Hudgins of the father called Welfare Services. He Bull Line vessel conducted told the Union representative about the services that were attended by Harris' last wishes and asked if

It would be detrimental to his sailed in the engine room as FWT; wife's health, he said, to have to had been with the SIU for less go through a regular funeral cerethan a year when he became seri- mony, and the whole family was too shaken up and upset to take last illness he spoke several times care of all the details that had to to his father of his desire for cre- be handled. Consequently, Welfare Services made the necessary arrangements and saw to it that the ashes were put aboard the Puerto Rico.

Flag at Half Mast,

At 10:19 on the morning of January 12, the vessel was stopped and funeral services were held. Harris' remains were committed to the waters of the Brownson Deep in latitude 19 degrees 25 minutes north and longitude 69 degrees, 29 minutes west. Captain Hudgins read the service and the ship's flag



Perry

FINAL DISPATCH

The deaths of the following | caused the death of Brother Mora Seafarers have been reported to on March 27, 1952, in the Hospital the Seafarers Welfare Plan and of Puerto De Herro, Puerto De \$2,500 death benefits are being Hierro, Venezuela. Born in Spain, paid to beneficiaries. he joined the SIU in Baltimore on August 9, 1951, and sailed as a

Ogul C. Harris, 43: On January 1, 1953, Brother Harris died at the USPHS Hospital, Richmond, NY. He joined the SIU in New York on June 30, 1951, sailing as a FWT in the engine department. Brother Harris is survived by his father, New York, NY.

> \$ \$

Erling Melle, 66: Originally from Norway, Brother Melle died in the **USPHS Hospital at Richmond, NY,** on December 29, 1952. An AB in the deck department, he had been a member of the Union since November 25, 1944. Burial took place at Calvary Cemetery. Brother Melle leaves his sister-in-law, Catherine Melle, *237 Emerson Place, Brooklyn, NY.

\$ \$

土

The estate is administered by Leonard Hillman. \$ \$ 土 William A. Gordon, 60: On January 10 Brother Gordon succumbed

member of the engine department.

Charles Harris, 308 West 94 Street, to bronchial pneumonla in New York, NY. He had joined the SIU from New York on June 29, 1951, and held all ratings in the engine department. Burial took place at Woodlawn Cemetery, Bronx, NY. Brother Gordon leaves a daughter, Ellan Gordon, of 473 Harmon Street, Brooklyn, NY.

William O. Johnson, 42: Brother Johnson had an internal hemmorrhage, and was dead on arrival at Physicians and Surgeons Hospital, Multnomah, Portland, Ore., on December 8, 1952, Burial was at Juan Mora, 63: A heart attack | Mobile, Ala.

1 1 5



Ready To Ship Out

Equipped with his Scafarer's white, cap, Ferdinand Greef, Jr., needs only a sea bag full of gear to catch his first ship. Now eight months old, Ferdinand was one of the early SIU "maternity benefit" babies.

was placed at half-mast out of respect for a brother Seafarer. When services ended, the men returned to their posts and the vessel resumed her voyage.

Those who attended included Michael M. Amato, ship's delegate; Steve Carr, deck delegate; Steve Di Girolomo, engine delegate and Allan Lake, steward's delegate. Subsequently, Harris' father, received the death benefit provided by the Welfare Plan for the beneficiaries of Seafarers.

How To Get Disabled Pau

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$20 weekly disability benefit for as long as he is unable to work. Applications and queries on un usual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, 1



THE ART EDITOR

SEAFARERS LOG

APRIL 30, 1953

675 FOURTH AVE. BROOKLYN 32, N.Y.

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A panel of professional artists will judge the entries ... No limit on the number of entries that may be submitted ... Entries should be sent by registered mail where possible ... Include return address on back of all entries ... Note price if entry is for sale ... All entries will be returned.

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