

READY BIDS FOR BALTO BLDG WORK

Story on Page 3

SIU Atlantic Pledges Top 80%

Story on Page 5



Last Look. A Seafarer shipped out of the NY hall as a last-minute replacement pauses on the dock for a look at the Puerto Rico before she sailed again yesterday. The cruise ship had been in drydock the past two months getting a thorough re-decorating and overhaul job. (Story on Page 2.)

SIU Election Time. Making sure they'll get their choices for 1953-54 Union headquarters file past the balloting committee and present their books to show their eligibility to vote before they enter the booth to select the candidates of their choice on the secret ballot. At the head of the line receiving his ballot is Steve Wartelsky, chief steward. (Story on Page 3.)

Owners Join SUP Appeal To WSB; Stoppage Ends

As the result of an agreement reached with West Coast shipowners SUP members are again sailing their contracted ships after a week-long refusal to sign-on. For their part, shipowners have now agreed to support fully the SUP demands for speedy action by the Wage Stabilization Board on the Union's new contract.

The SUP membership, in stop-work meetings in all ports two weeks ago, had voted to refuse to sign on ships as of November 5 if the WSB did not act on the long-pending Union contract by then. The contract was signed originally on July 26th but thus far the WSB has not issued any decision on it. Other labor contracts signed later on were acted on by the Government agency. Consequently, after the stop-work meetings were held, telegrams were dispatched to the WSB in Washington urging early action on the contract. With no answer forthcoming, the Sailors stopped signing on ships as of the November 5 date.

Joint Petition

Under terms of the new agreement, the Pacific Maritime Association, as representatives of the shipowners, will petition the WSB jointly with the Union asking that it approve the five percent wage increase and other contract terms negotiated in July.

In addition, the shipowners agreed that should the WSB hold back any part of the wage increase, they would put it into effect as soon as the wage stabilization law expires, early next year.

In other words, whatever increase is allowed by the WSB will be retroactive to last April 27 as provided in the contract. If the WSB rules out any part of the contract gains, these gains will be automatically effective on April 1, 1953. That's the date that existing wage stabilization laws run out.

Other Unions Affected

With several other maritime cases pending before the board and other Unions in negotiation now, the final outcome of the SUP case is expected to have significant bearing on other maritime contracts. Whatever the WSB decides in this case is likely to go far toward setting a pattern which it will try to impose on the rest of the maritime industry.

The agreement between the PMA and SUP was reached in San Fran-

cisco with the assistance of Federal Conciliator Omar Hoskins. It was ratified by SUP membership meetings in all major ports.

63-Day Strike

The SUP contract which is now before the WSB was signed after a 63-day-long strike by the Union against the Pacific Maritime Association. Its major settlement terms call for a five-percent increase in base pay, overtime and penalty rates; a 40-hour week and a ten-cent increase in welfare fund contributions, making them 60 cents a day. The contract will run until September, 1953.

One reason for the long strike was the attempt by the shipowners to eliminate the "scope of work" clause in the SUP contract, which

calls for the Sailors to load ship's stores. Elimination of this clause would have meant that the work would have been given to Harry Bridges' longshore Union. However the SUP held firm on this issue in the face of attacks by both Bridges and the shipowners, finally winning retention of the clause in the agreement.

Tanker Co's All Agree To Pact Rules

Tanker operators contracted to the SIU have reported unanimous agreement on the general and working rules of the proposed new tanker contract which was submitted to them last week by the operators' committee. The agreement by the tanker operators follows that of the SIU's contracted freight operators who earlier signified agreement on a uniform freight agreement.

Talks between the Union's negotiating committee and the operators are now revolving around the settlement of monetary matters. The SIU committee, it was reported, was withholding final talks on this issue until the Wage Stabilization Board has rendered a decision in the case of the Sailors Union of the Pacific.

Board Differs

The Wage Stabilization Board for three months has had before it the SUP's proposed agreement, and unofficial reports out of Washington indicate a wide range of opinions among the Board members as to a specific wage policy.

In view of this situation, the SIU committee stated that "it did not wish to take any premature action which would in any way affect our West Coast affiliate's application." Action by the WSB is expected at any time and, the committee added, the Board's decision will not be binding on the SIU. Following final wage talks, the complete freight and tanker agreements will immediately be submitted to the membership for action.

Once final contracts have been adopted by the membership, copies of the new agreements will be printed in the SEAFARERS LOG and be made up in booklet form for shipboard use.

During the entire negotiating period with the two shipowner committees, the Union's negotiating committees have worked constantly toward not only improving the working and general rules, but also to make clear and precise all clauses which in the past have sometimes led to problems between crewmembers and department heads and delayed the smooth payoff of vessels.

PR 'All Dressed Up' For New Island Run



Taking advantage of the new crew's recreation room, which further extends the recreational facilities on the Puerto Rico (Bull), are, left to right: C. Loades, W. Gillis, N. H. Lundquist and H. B. Sarcky.

Gleaming from a fresh coat of paint and a thorough "top to bottom redecorating job," the Bull Line cruise ship Puerto Rico pulled out of her Brooklyn berth yesterday en route to San Juan. Her sailing was the first since she retired temporarily to the shipyards for a two-month overhaul, both to her working parts and her passenger facilities.

Most of the original crewmembers of the ship, who had stood by since the vessel went into drydock, were back on board. They had the advantage of a new recreation room that was created out of one of the old crew messrooms.

While no other structural changes were made on the ship, all the public rooms as well as the passenger dining room were redecorated, which involved new paint, draperies, carpeting and reupholstering of furniture. All state-rooms, too, received a fresh paint job, with most of them getting new upholstery and draperies as well.

Power Plant Overhauled

In addition, the ship's power plant received its regular annual overhaul. The final part of the job involved putting her into drydock to scrape and paint her bottom as well as painting the rest of the ship above the waterline.

The popular cruise ship is going back into service with a slightly different itinerary. Instead of stopping at Ciudad Trujillo, as in the past, the ship will go from San Juan to St. Thomas, Virgin Islands, which is just 80 miles away. This will permit a longer stay in San Juan, with the vessel sailing for St. Thomas on midnight Tuesday.

The stop at St. Thomas is part of the increased service being

SIU Scholarship Hailed In Press

A number of applications and requests for information have been received from various sections of the country for the \$1,500 annual college scholarship awards now being offered under the Seafarers' scholarship plan. Four awards will be made each year for a full four-year college course or more, if the candidate will continue on to professional school.

Announcement of the new SIU benefit has drawn much favorable comment. Both the press and leading educators have praised the plan as a worthwhile undertaking that will enable deserving Seafar-

ers or their children to get the kind of education they might otherwise not be able to afford. As the New York Herald Tribune put it in a recent editorial:

'Positive Program'

"The establishment by the Seafarers International Union... of four annual college or university scholarships for members of the union and their families is an encouraging sign in the social and economic life of the country. It suggests that the gains made by labor in recent years will be devoted, at least in part, to a positive program of self-reliance and self-improvement.

"This recognition of the value of education by those who are in the best position to profit from it is worth much more than the lip service commonly devoted to this worthy cause."

So far, the Seafarers Welfare Plan reports, many of the early applicants have not yet submitted the required documents, which include an official transcript of their high school grades, plus three letters of reference, one of which must be from the high school principal, and proof of sea time requirements.

This last requirement calls for the Seafarer-applicant to have three years' seetime on ships under contract to the SIU, or in the case of children of Seafarers, their father has to meet that requirement. Children of Seafarers who have passed away are also eligible, provided their fathers had enough seetime.

Two Deadlines

Applicants who want to take the college entrance tests scheduled for January 10 must have their applications completed by December 20. A second set of college entrance tests will be given on March 14, and anybody getting their requirements in by February 21 will be eligible for the second exam.

The winners will be chosen on the basis of their grades on these country-wide college entrance tests, and on their high school records. A board of professors from five different universities will make the selections.

For further information, applicants should write the Administrator of the Seafarers Welfare Plan, at 11 Broadway, NYC.

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Everybody Gets Into Act—

A new name has been added to the growing list of "maritime" nations that have sprung up in recent years. The appearance of the French-owned tanker Meanara, flying the Moroccan flag, caused a mild sensation in the port of Norfolk, where Coast Guard

vessels and others investigated the suspicious-looking red flag with a black star on it.

While ships have been registered under all sorts of flags recently—Panamanian, Liberian, Honduran, Costa Rican and others—this was a case of a ship being registered under the flag of a country that isn't an independent nation. The equivalent would be for a US shipowner to fly the flag of Okinawa on his vessels.

As far as is known, the Meanara is the first ocean-going vessel to carry the Moroccan standard. The 10,627-ton tanker is now under charter to Esso. It is manned by French officers, but contains 12 Moroccans in its unlicensed crew. Nationalities of other crewmembers were not revealed.

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.



A Seafarer in Boston (left), and three Seafarers in Galveston (above right) join their Union brothers in all major US ports as they prepare to vote for the men they want to operate their Union.



Balto Plans Set, Await Work Bids

Moving forward under a full head of steam, architects have completed all specifications for the interior of the new Baltimore hall. A little over a month after purchase of the building, bids are now open from contractors to begin the actual reconstruction work on the new property and convert it into a first-class Union hall, equaling or even surpassing the Brooklyn headquarters.

As soon as all bids have been received, they will be studied by the Union, and a report submitted to the membership for selection of a contractor to do the work. The report will take into consideration the amount of the bid, the contractor's experience with this type of work, his record of reliability and other factors that would enter into his selection. Once the membership in all ports acts on the report, and a contractor has been selected, work can begin on the building.

Faster Job

While it is difficult to give an exact estimate of the time needed to complete the job, it is expected it will take far less time than the Brooklyn headquarters.

In laying out the facilities of the new building, the architects have been able to utilize the experience of operating headquarters to good advantage. The Baltimore hall will contain several improvements over New York in more efficient use of available space, more storage and maintenance facilities, a pre-installed air-conditioning system for the entire building and more space for the Sea Chest and cafe.

Rooftop Features

One of the novel features of the hall will be the rooftop recreation area. The enclosed recreation room will be surrounded on three sides by Solex glass, which is heat and glare resistant. It will offer a fine view of the city. The room will contain pool tables, shuffleboard and ping pong tables as well as lounges and easy chairs. The out-

door terrace will have a promenade tile deck and new railings.

On the third floor a library, TV room and workshop will be installed. The library will have writing tables, lounge chairs and bookcases, while the TV room will be equipped with a giant-sized set and lounge chairs. The workshop will contain all equipment needed to maintain the building in tip-top shape.

The shipping hall will be much the same as New York's with the same counter and shipping board, microphone jacks and lounge chairs.

The first floor will have a two

chair barber shop with mirrored walls, and the most modern equipment as well as bootblack facilities. A laundry drop adjoins it. The upper level of the two-story Sea Chest will be here, with sales space on both floors. A large cafe and night club completes the floor, with bandstand, dance floor and ample seating space.

Occupying the ground floor directly below the cafe will be the cafeteria. It will be serviced by an open-type kitchen, fully exposed to view, since one wall will consist of plate glass. The kitchen and cafeteria will be equipped with the most modern stainless steel fixtures and equipment. The lower level of the Sea Chest will occupy the remainder of the floor.

Early Port Balloting For A&G Posts Runs Heavy

With a record number of 49 posts to be filled, interest is running high in the election of A&G district officers for 1953-54. In the port of New York alone, 700 votes were registered in the first week, with seven weeks to go before the balloting comes to a close. Heavy turnouts were also reported from many of the outports.

The big early vote was attributed to the fact that there are 75 candidates on the ballot. With many Union posts being contested, mem-

treasurers; 15 patrolmen in New York, divided into three patrolmen for each ship's department and six joint patrolmen; a port agent and four patrolmen for of the following ports—Boston, Philadelphia, Norfolk, Tampa, Savannah and Galveston; and a port agent and four patrolmen from Baltimore, Mobile and New Orleans.

The placing of 20 additional posts on this year's ballot reflects the need for additional manpower to run the Union's vastly increased services to the membership. With so many posts at stake and a two-year term in the offing under the terms of the Union's new constitution, all members are urged to get their vote in at the earliest possible opportunity.

As is the usual practice, the official ballot provides space for write-ins.



Seafarer Chester M. Shivery studies his SIU ballot as he enters a voting booth in the New York hall.

bers are turning out in large numbers to vote for their favorites.

The 60-day secret ballot referendum, which began on November 1 in all ports, will continue through December 31, 1952. Results will be announced early in January after an official tally has been taken.

At stake in the election are the posts of secretary-treasurer for the District; six assistant-secretary-

No Lawyer Needed For SIU Benefits

Widows or other beneficiaries of Seafarers who pass away do not need the services of a lawyer to collect the \$2,500 death benefit. On the contrary, cases have arisen where people hiring a lawyer have had their benefits delayed while the lawyer tried to cash the check and collect a fee.

The SIU Welfare Plan office explained that there's no red tape whatsoever involved in collecting the death benefit. All that is needed is a copy of the death certificate, plus something to show the identity of the beneficiary, such as a marriage certificate. Once the office gets these items, the benefit check goes out within seven days or less. Checks are made out and mailed every Friday. If the beneficiary can't get the death

certificate, the Welfare Plan office will arrange to get hold of a copy.

Wife in Spain

In one recent case, a Seafarer whose home was in Spain died, leaving his wife and daughter as beneficiaries. The Union Welfare Plan office was contacted by an American lawyer who notified the office of the death and stated he had authorization to represent the wife and daughter.

The Welfare Plan mailed out the

check on August 22. Over two months later, it got another letter from the lawyer, asking if he could cash the check here with the indorsement of the Spanish consulate, so that he could deduct his "costs" and "fees."

Lawyer Still Has Check

The Welfare Plan refused to permit him to cash the check, since the rules of the Plan state specifically that the check must be endorsed by the person who is the beneficiary. As far as is known, the widow and her daughter have still not received their benefit, two and a half months later. Meanwhile they probably have no income since the death of the Seafarer. When they finally do get the check they will have to pay this lawyer an unnecessary fee.

In all instances, before doing anything else in case of death, the Plan representative said, the family of the Seafarer should contact the Welfare Plan office at 11 Broadway, New York City. Or if they prefer, they can get in touch with any SIU port agent in any branch, or the headquarters office of the Union. The Union will see to it that they get their money speedily, without having to pay a nickel in fees to any lawyer.

Year-Old SIU Hq Opened New Era

Just one year ago this coming Monday, the SIU moved its operations from 51 Beaver Street, New York, to the new headquarters hall in Brooklyn. The change to the finest Union headquarters on the East Coast marked the beginning of a new era in the SIU.

In the one year that the Union has been housed in the new building, it has been able to expand services for the membership tremendously, and provide for efficient operation of many new membership benefits, thanks to the space and facilities provided in the new building.

Many New Services

Looking back at it now, the natural reaction is, "How did we ever

get along on Beaver Street?" Here in the new headquarters the Union has set up its Vacation Plan office; welfare services; facilities for publication of an enlarged and redesigned SEAFARERS LOG; a Union-operated cafeteria, haberdashery, bar and night club; recreation rooms including a billiard room, TV room and library; parking facilities for members' cars; and of course, the modern comfortable shipping hall which doubles as a meeting room large enough to accommodate all men on the beach at a given time.



The big move, one year ago into the new headquarters was handled by Seafarers themselves.

US Ships Found World's Safest

The safest ship to sail on is an American-flag vessel. Figures on ship losses over the past 18 years of peacetime issued by Lloyds of London show that the loss of American tonnage is lower than under British or other foreign flags. The figures take into account the total amount of tonnage in the fleet.

This information was released by Rear Admiral Halert C. Shephard, chief of the Office of Merchant Marine Safety, US Coast Guard, at a convention of the National Safety Council.

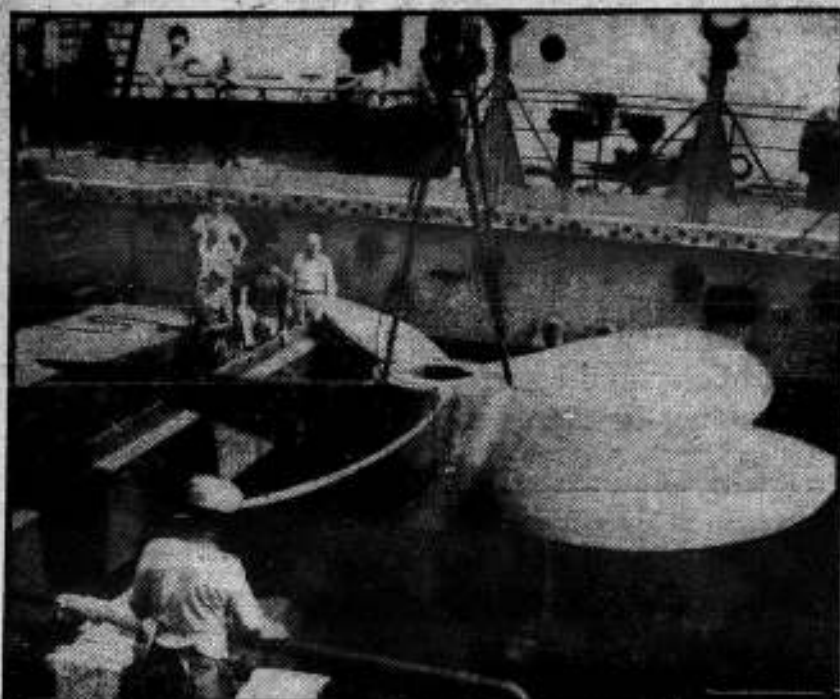
Figures on which the information was based are the years 1927 through 1939, and 1946 through 1951. They compare the American losses with British losses and the

world average. What makes the American safety record even more impressive is the fact that the British have a greater proportion of small vessels in the coastwise and North Sea trade, so that in the four years that the British safety record was better, they actually lost a far greater number of ships. The difference was that US ships lost added up to more tonnage.

Among recent steps taken to pro-

mote maritime safety was the formation of the National Cargo Bureau to distribute information as to proper stowage of dangerous cargo. Other measures taken include drafting of cargo gear regulations, the recent requirements for strengthening T-2 tankers with bellybands, and revision of Coast Guard rules on the construction, operation and manning of merchant ships.

Hatchway Superintendents



Seafarers on the Chickasaw give the onceover to a five-bladed propeller coming on in Philadelphia for one of the new Mariner-type ships being constructed in Pasagoula, Miss. Among those looking on are J. A. Elliot, baker; M. A. Scott, bosun, and "Larry," AB. A crewmember nicknamed "Doc" took the photo.

GOP Rules Congress; M'time Changes Seen

The sweeping personal election victory of General Dwight D. Eisenhower on the Republican ticket has carried enough Republican Congressional candidates with it to give that party control of both houses of Congress.

As a result, there will be important changes in Congressional committees with the Republicans taking the chairmanships of all House and Senate committees including those affecting the shipping industry. Committee chairmen are considered the most important figures in Congress and have great power to control and shape legislation.

Maritime Changes

Looking at the results from the maritime angle, these changes can have both good and bad effects. Taking over as chairman of the House Merchant Marine Committee will be Representative Alvin F. Welch of Ohio. He is a supporter of a long range program for American flag ships and voted for last year's long range shipping bill.

On the other hand, the House Appropriations Committee will be chaired by Representative John Taber of New York, who has long been a foe of foreign aid programs. If foreign aid funds are cut sharply under Rep. Taber's leadership, it

would mean a sizeable reduction of cargoes available to American ships under the 50-50 law.

On the Senate side, merchant marine problems were handled by a subcommittee of the Committee on Interstate and Foreign Commerce. This subcommittee was headed by Senator Warren G. Magnuson of Washington, who was the original sponsor of the long-range bill. It is expected that the full committee will now be headed by Senator Charles W. Tobey of New Hampshire, who has not shown any special interest in merchant marine problems.

Small GOP Edge

While practically every local GOP candidate ran behind General Eisenhower, the Republicans picked up enough seats from the Democrats to give them a small edge in both Houses of Congress—48 to 47 in the Senate, and a three seat majority in the House at last reports.

This is a narrow margin on paper, but the Republicans expect to have firm control all the way with the help of Democrats who normally vote with them on domestic policy. In the Senate, for example, Byrd of Virginia, McCarran of Nevada and Daniel of Texas are expected to vote pretty consistently with the Republicans.

An interesting factor is that most of the committee chairmen in both Houses of Congress are people who supported Taft's fight for the presidential nomination and will follow his lead on legislation. That means that General Eisenhower will have to get Senator Taft's support on any piece of legislation he may want.

Tremendous Turnout

The election figures themselves show that the voters turned out in tremendous numbers. Partial and unofficial results show that Adlai Stevenson, the Democratic candidate, polled nearly 27 million votes. This was 3 million more than President Truman's winning total in 1948 and also more than Roosevelt's winning total in 1944.

But General Eisenhower pulled in a record high total of over 33 million votes, over 11 million more than Governor Dewey got in 1948.

Jr. Nazis Arrested In South

Louisiana police this week announced that they had smashed a juvenile "Nazi Storm Troopers Club" in and around New Orleans. The detectives said they believed the club was organized by adults.

Some nine boys, 14 and 15 years old, were arrested as police found over 4,000 rounds of .22 caliber and shotgun ammunition and a large number of knives hidden in an abandoned building in Metairie.

The club used the Nazi swastika as its emblem, and had membership cards with a picture of Adolph Hitler on one side and the words, "I am a member of the Nazi party," printed in German on the other side.

To join, a prospective storm trooper had to jump on and off a moving freight train, break some street lights, hit an adult on the head with a brick and agree to other rules of secrecy.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 10/26/52 To 11/8/52

No. Seafarers Receiving Benefits this Period	895
Average Benefits Paid Each Seafarer	76 09
Total Benefits Paid this Period	68,100 91

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5895 00
Death Benefits	13,500 00
Disability Benefits	360 00
Maternity Benefits	4,800 00
Vacation Benefits	43,545 91
Total	68,100 91

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	236,520 00
Death Benefits Paid Since July 1, 1950 *	416,628 68
Disability Benefits Paid Since May 1, 1952 *	2,790 00
Maternity Benefits Paid Since April 1, 1952 *	53,400 00
Vacation Benefits Paid Since Feb. 11, 1952 *	1,524,132 24
Total	2,233,470 92

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	345,401 43
	Welfare	459,181 12
Estimated Accounts Receivable	Vacation	210,000 00
	Welfare	210,000 00
US Government Bonds (Welfare)		1,490,960 94
Real Estate (Welfare)		105,000 00
Other Assets - Training Ship (Welfare)		8,500 00
TOTAL ASSETS		2,829,043 49

Comments: Assets of the Seafarers Welfare Plan have been changed during the period of the last report, by the acquisition of \$105,000 in real estate and the buying of a Training Ship for \$8,500.00.

Several applications have been received for the scholarships for the Fall term of 1953. During this two-week period, maternity benefits have increased over the previous periods, with a total of twenty (20) being paid out in two weeks. New York had (3), Mobile (2) and the ports of Savannah, New Orleans, and Galveston one each. Twelve (12) maternity benefits were paid to parents residing in cities that are not seaports.

Al Kerr

Submitted November 8, 1952.....

Al Kerr, Assistant Administrator

... and, remember this ...

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

SIU NEWSLETTER from WASHINGTON

The political future of A. W. Gatov, the new head of the Maritime Administration and Chairman of the Federal Maritime Board, is in doubt. His reign at the head of these top maritime agencies in the Capitol probably will prove to be a short one, not because of any incapability on his part, but rather as a result of the recent Presidential and Congressional elections.

Republicans will make the most of their victory in the national election, and will replace Gatov, who is a Democrat, as soon as possible. However, in view of the fact that the term of office of Mr. Gatov expires next June, it is likely that President-elect Eisenhower will allow him to continue in his office of sovereign maritime authority until that time. Come next June, a Republican majority, for the first time in over 20 years, will have full control of the top Government maritime agencies. Looking back over a period of many years, all of us close to the merchant marine recall only too well the many struggles encountered in the effort to finally convince the US Government of the need of a strong and healthy US merchant fleet. What will the Republicans do during the next few years that will affect the fleet? Your guess is as good as mine, but keep your fingers crossed.

As is known by now, the Republicans, as a result of the elections earlier this month, gained control of both Houses of Congress. The immediate importance of this, to the merchant marine industry, is that Republicans will control all Congressional committees, including the committees that will consider maritime affairs.

Although the appointments will not be firmed up until next January, your reporter has conducted a canvass to determine the probable committee heads under the new Republican regime.

On the Senate side of the Capitol, Senator Styles Bridges, Republican of New Hampshire, probably will become chairman of the Senate Appropriations Committee. Senator Robert A. Taft, Ohio, is in line to assume the chairmanship of the Senate Committee on Labor and Public Affairs. This committee, among other things, exercises jurisdiction over maritime labor matters. Although he is the top ranking man for the post, it is not clear at this time whether Taft will take over the job of heading the Senate Labor Committee.

Senator Joseph R. McCarthy, of Wisconsin, is scheduled to become chairman of the Senate Government Operations Committee, the group that conducts investigations into the operations of US agencies, including the maritime agencies.

Senator Charles W. Tobey, New Hampshire, will be the Republican to head the Senate Interstate and Foreign Commerce Committee. This particular committee considers most of the maritime legislation in the Senate affecting US shipowners and maritime labor.

On the House side of the Capitol, Representative Alvin F. Weichel, Ohio, will become chairman of the important House Committee on Merchant Marine and Fisheries. This committee, traditionally, has considered nine-tenths of all maritime legislation in the House. While he loves to rant and rave during public hearings and investigations, and at all times appears to be critical, Mr. Weichel usually can be counted on to vote in favor of legislation to help the US merchant marine.

The all-powerful House Appropriations Committee will be headed by Representative John Taber, New York, who will go all-out to prove that it can "be done cheaper." This means that Government aid to the US merchant fleet will be held to a minimum. In effect, Representative Taber believes that present federal agency budgets are a "swindle," and will demand that all agencies, including the maritime agencies, give Congress more details on how they are spending the taxpayers' money.

Another important Committee in the House, of interest to the maritime industry, is the House Education and Labor Committee, which will be headed by Representative Samuel K. McConnell, Jr., Pennsylvania.

At this point, a word of warning may be in order. We have assisted with US funds, the rehabilitation of foreign merchant marines decimated as a result of World War II. We have given them ships, we have sold them ships at low cost, we have furnished them with materials for ships, and indirectly we have given them financial assistance in the construction of vessels.

Now, how do these foreign maritime powers show appreciation? As revealed in this column in the last issue of the SEAFARERS LOG, foreign maritime powers have a move afoot to sabotage the 50-50 shipping provision in the Mutual Security Agency Law. This law assured US-flag lines a 50 percent participation in the movement of US-financed cargoes.

It's too early to name the individual foreign powers behind the move because they are progressing very slowly and with utmost secrecy. However, it is believed that the foreign maritime nations, in their efforts to do away with the important 50-50 shipping provision, are attempting to gain the support of such organizations as the International Chamber of Commerce and the National Association of Manufacturers, after which they will try to persuade the US State Department to recommend appropriate legislation in the next Congress to do away with this provision in existing law.

To indicate what this will mean to the US merchant marine, it must be remembered that the US foreign trade in the first six months of this year amounted to 7 billion 974 million dollars. Of this amount, Government-financed cargoes amounted to 1 billion, 765 million dollars, or about 22 1/2 percent of the total foreign trade. American merchant ships carried 50 percent of the 1 billion, 765 million dollar movement, and only 30 percent of the remainder. If the 50 percent shipping provision in existing law is knocked out, American-flag ships, during this first six-month period, would have carried less than 25 percent of the foreign trade.

Your S.W. Washington Reporter

SIU Pledges In Atlantic Campaign Top 80 Percent

Confidently forecasting that the working timetable set up for the Atlantic drive will be speeded up, the SIU Tanker Organizing Committee disclosed that the Union has amassed pledges from over 80 percent of the active working force in the fleet just two and a half months after the opening of the campaign.

The committee voiced assurances that every possible step would be taken to bring about an early end to the organizing drive, in response to the mounting demands for SIU representation from the tankermen.

In effect, the organizers revealed, they had already revised earlier estimates on when to take "definite steps, legal or otherwise," calculated to oust the AMEU from its "cushiony" position as bargaining agent for Atlantic seamen. They pointed out, however, that for obvious reasons, future plans in this regard could not be made public.

Beefs Go Unchecked

Meanwhile, pro-SIU sentiment in the fleet mounted as existing abuses on the ships go unchecked and the list of unsettled beefs apparently continues to gather dust in the AMEU files. For its part, the AMEU set out on a frantic

campaign directed at intimidating its erstwhile membership, in a series of incidents demonstrating its uneasy position in the fleet.

These efforts, mingled with isolated threats to SIU organizers

Don't Wait, Get Vacation Pay

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

ashore and on the ships, hinted at its growing concern over its future existence. Some of its top officials have already indicated privately that they are all but ready to throw in the sponge now since they realize that their attempts to sidetrack the SIU drive at this point would only serve to speed up the inevitable result.

Virtually every beef against the AMEU documented by the SIU Organizing Committee displays the "indifferent attitude" which has characterized the AMEU's brand of representation since it was set up in business, declared Keith Terpe, SIU Director of Organization.

Carry Own Food

He called attention to situations where the men on one ship, the Atlantic Navigator, found it easier to bring their own canned goods along on the voyage to the Persian Gulf in order to have adequate food and a decent night lunch, because every beef to the AMEU about insufficient, poor quality stores went unanswered over an extended period of time.

Another favorite trick in Atlantic, the organizers noted, were cases where licensed officers made a practice of doing unlicensed work which called for overtime, or where the unlicensed crew had to perform officer's work on a "work or be fired" basis. In both cases, repeated demands for the AMEU to step in and clear up the situation were shrugged off.

The announcement from the Organizing Committee of the better than 80-percent-figure in pledges also disclosed that the new SIU office in Port Arthur, Texas, was in full operation already, just two weeks after the site was obtained. The office, which will serve as a base for the organizers at the southern end of the line for Atlantic tankers running into Atlantic's giant Port Arthur refinery, will likewise service the hundreds of Seafarers on SIU vessels which hit the area. It is located in the Terminal Building, at 411 Austin Street, in the heart of the downtown business section of the city.

SEAFARERS SEA CHEST



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Popular for ship or shore wear. Sell everywhere for \$17. Top quality all-wool 14 oz. metacel serge in midnight blue. Neck sizes from 14 1/2 to 18. Sleeve sizes from 32 to 35.

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Tramp Owners Ask US Aid; Attack MSTs

American tramp ship operators, meeting in New York recently, are planning to renew their campaign for operating subsidies for their ships. The Committee for Promotion of Tramp Shipping announced also that it would continue vigorous protests against the use of Government-owned ships from the reserve fleet by the Military Sea Transportation Service.

The operators argue that there is sufficient privately-owned tonnage available in their ranks to meet all MSTs needs without that organization going into the Government reserve for shipping.

Spokesmen for the organization claimed that the only way it was possible for them to continue operating actively in the present shipping market was through Government subsidies.

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Neck..... sleeves.....

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SIU Club's Top Shows Win Favor

In response to a large number of requests from SIU men, the Seven Seas Room of the Seafarers Port O'Call next week will feature songstress Dolly Dawn in a return engagement. The only union-owned and union operated night club in the country, located in the SIU's New York Hall, continues to attract more and more Seafarers each week, with its no-cover, no-minimum, dress-as-you-please policy.

Doing two shows nightly with Miss Dawn will be comic-impressionist Will Jordan, whose way of incorporating his imitations of celebrities into running stories has clicked on television, musical comedies, and topnotch revues.



Dolly Dawn

Cover girl and singer Libby Dean as well as guitarist-singer Wayne Carroll and Hal Graham and his orchestra will complete the show. One of America's favorite singers, Miss Dawn was one of the headliners in the show which opened the Seven Seas Room.

Since then, the nightclub has become a favorite rendezvous of Seafarers on the beach in New York as well as a great favorite with New Yorkers. Miss Dawn's appearance in the room's first show proved so successful that many Seafarers asked to have her appear again.

Find Atlantic Drive Going Fine



Discussing progress of Atlantic drive during visit of SIU organizer Don Hilton (center), crewmembers (L-R) Alexis Ben-Kori, DM; Frank Demas, bosun; Joseph M. Thomas, AB, and A. Ramos, OS, are shown aboard the SIU-contracted tanker Republic while she was taking on cargo at the Atlantic docks in Port Arthur.

New Halls, Gains Big Surprise For Ex-GI

John W. Broad, night cook and baker, got more than his share of eye-opening surprises when he returned to the SIU last week after serving two years in the Army. "I can hardly believe the changes," he said.

Broad, who started sailing in 1941, joined the SIU in 1946. He got off the Seatrain New York (Seatrain) in 1950 and was promptly drafted into the Army.

He was promoted to corporal, and served almost all of his two years as a cook with the 546th Ordinance Company in Ilshheim, Germany. Last week, he was discharged, and promptly headed for the SIU headquarters.

"The thing I want to do now," he said, "is get on a ship and get back to sea just as soon as I can. The Army sure wasn't anything like sailing under an SIU contract."

The new headquarters and the Welfare and Vacation Plans were what gave Broad his big surprises. "The Welfare Plan," he said, "was

only started in August of 1950, and I went into the Army in November of 1950. At that time, the only benefits we had were \$7.50 a week for hospitalization and \$500 for a death benefit.

"Then I check into the Welfare Plan and see that we've got scholarships, maternity benefits, disability benefits and the hospital benefit has doubled while the death benefit is \$2,500."

The new headquarters building was a surprise too. "I had read in the LOG about the new headquarters," he said, "but it's even better than I had thought it would be. I never thought that seamen would have a building like this of their own when I went into the service. And now the Union's even building one in Baltimore."

"Things sure have changed since I left. And brother, even the contracts have changed. The wages and working conditions sure have improved since I left, and they were plenty good even then."



Broad



UNION TALK

By KEITH TERPE

You'd think that all the blasts against the SIU the Atlantic Maritime Employees Union is putting out would turn out to be their best weapon against us, providing they were all true, but the Tanker Organizing Committee is not finding this the case at all. The AMEU and its uneasy followers keep on making a lot of fuss about our record and accomplishments, but they can't dent our pledged strength one bit.

The fact is, more and more of the Atlantic tankermen are paying their own way to come up to SIU headquarters and see us for themselves, because they can't believe all the lies that the AMEU is circulating. Day and night you'll find a string of cars parked out front by the rank and file Atlantic men who want to find out the truth and rightly feel they can get it best by studying the set-up on the spot, not miles away in Philly. Others have gone out of their way and paid the rail fare themselves to come up here in person because they want to be able to go back into the fleet and nail down those lies with facts. You'd imagine the SIU membership was a collection of sinister, raving monsters from the way we've been pictured in some of the handouts issued by the AMEU command.

Obstruction Attempts

They've already resorted to several ineffectual attempts at obstructing our organizers from meeting the ships in different ports along the coast. There've been a couple of peculiar situations involving wild chases through the streets of Philadelphia with half the AMEU's Fleet Council in pursuit because one of our supporters who is handy with a camera snapped one photo in the Anchorage, the site of the company's hiring pool in Philly. If it didn't show how frantic these people are getting, the whole thing would seem like an oldtime movie of the Keystone cops who used to trip over their own shoelaces. That's the only way you can look at these puny efforts at obstructing our organizing drive in the fleet. Moreover, all these antics are making the AMEU look silly to its own people, and we'd like to enlighten them on that point right now.

We've said before that you can't hope to keep the outside world a secret to the average seaman because he gets inquisitive and right away wants to know what you're trying to hide from him. Groups of Atlantic tankermen come up to headquarters every day to find out how they can help put an end to these cloak-and-dagger, cops-and-robbers activities the AMEU favors. The pattern of lies they've been trying to use against the SIU is right out of the Cities Service book, and they must really have studied that script a long while to be so familiar with it.

Accomplished Nothing

Of course, the best test of the effectiveness of these smears is what they've been able to accomplish and the best we can say for their efforts is that they've netted themselves a big fat zero. Our pledged strength, over 80 percent of the active working force in Atlantic presents a solid core of support for the SIU. The funny part is the way the AMEU has even flubbed its meager attempts at harassment, which has cost it some of its own stalwarts. These men are constantly swinging over to our side because they're finally becoming aware that the SIU contract is the key to a better way of life for the entire seafaring profession.

And they, for their part, are more and more successful in winning recruits from the ranks of the staunch supporters the AMEU thought it could always count on. After all, if men with the company for five, ten or more years can see that they still stand to gain more in wages, benefits and representation by sailing SIU than by continuing under the existing set-up, the battle is well on its way to being won.

For these are the men who supposedly have gained the most over the years under the AMEU's stewardship in the fleet. Yet they now see the writing on the wall and admit they allowed themselves to be stung because they never before had the chance to obtain a square deal for themselves and their shipmates.

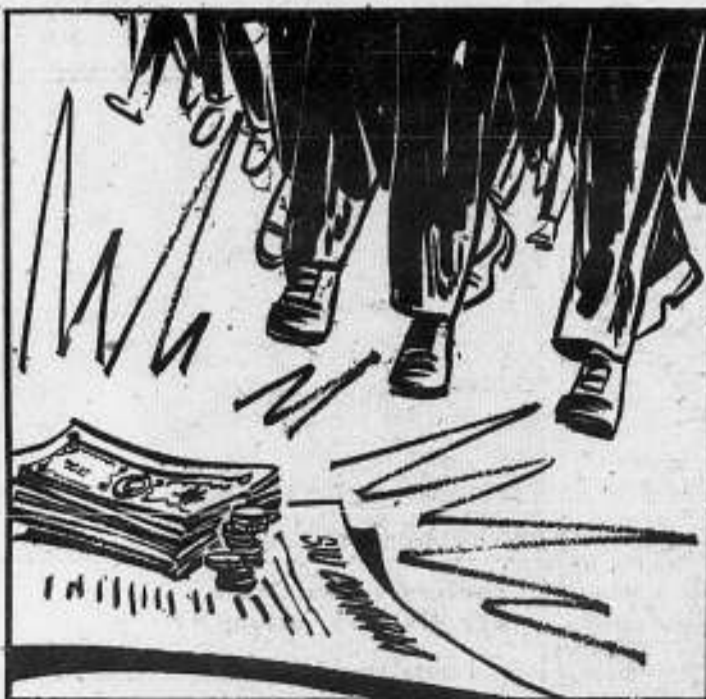
Cartoon History Of The SIU

Seafarers On The March

No. 24



The SIU won every organizing fight it entered. In the P&O bargaining election, the National Maritime Union, CIO, got 6 votes. The SIU won NLRB elections in Calmar, Ore, Robin, Baltimore-Insular and other fleets. In three of the elections, the NMU couldn't get enough pledges to be included on the ballot.



Seafarers enjoyed the best wages, working conditions and living conditions known to seamen up to that time. The new contracts meant full security for the members. The SIU books, closed for a year, were opened and new members found plenty of jobs, with hundreds of NMU men flocking to sail under the SIU banner.



The Maritime Commission, following the old Shipping Board, proposed that bonuses and insurance come under its control as full rate insurance, giving it the SB's 1917 ironclad control. The operators and NMU went along, but the SIU demanded "cash in hand" for sailing war zones as just compensation for seamen.

Top of the News

EARTHQUAKE, TIDAL WAVE HIT PACIFIC—A very severe earthquake which took place in the barren Kamchatka peninsula, Siberia, north of the Aleutian islands caused several tidal waves. The waves did considerable damage at Midway and in the Hawaiian Islands after racing across the Pacific at 400 miles an hour. Fortunately, local authorities had evacuated beach areas in the islands preventing loss of life.

↓ ↓ ↓

MOONSHINERS CAUGHT IN BROOKLYN—An elaborate bootleg liquor setup was discovered in downtown Brooklyn, NY, when Government agents and New York police raided a four story loft building just two blocks from Brooklyn police headquarters. There they found a huge still which produced 1,000 gallons of 180 proof alcohol, every day, convertible to 2,000 gallons of whisky. With the tax on 180 proof alcohol running at \$18 a gallon, operation of the still meant the Government was losing \$18,000 a day in liquor taxes.

↓ ↓ ↓

DRY WEATHER BRINGS FOREST FIRES—Serious fire conditions were reported in woodlands in five different states as a prolonged October draught headed into November. In some areas troops have been called out to fight blazes. Many states have closed off all forest areas to hunting and for several days a haze from forest fires blanketed all of the Eastern states. So far though, there were no fires raging out of control, and the start of winter rains in some areas relieved conditions in the last few days.

↓ ↓ ↓

BRITISH STEEL TO BE DENATIONALIZED—The first steps for return of the British steel industry to private ownership have been taken in the British parliament. The steel industry was nationalized by the British Labor Party in 1949. The Conservative Party, now in power, plans to sell it back to private owners. Similar steps will be taken with the trucking industry, which was taken over by the government in 1947.

↓ ↓ ↓

TREASON TRIAL ON IN NY—A former Army sergeant, John David Provo, is currently on trial in New York charged with aiding the Japanese while in a Philippine prison camp. Provo, who was captured with 10,000 other American troops on Corregidor, has been accused of shaving his head, posing as a Buddhist priest and assisting the Japanese in mistreatment of American prisoners of war.

↓ ↓ ↓

KOREAN DRAFT QUOTAS UP—The South Korean government has increased its daily draft quota from 700 to 1,100 a day as part of the intensive program to train Koreans to take over a larger part of the front lines in that country. All South Korean draftees are now receiving 16 weeks of basic training, with 90,000 draftees in training camps at present, and there are 362,000 South Korean troops in the field. Here in the US, draft quotas for the month of January call for 48,000 new men for the Army.

↓ ↓ ↓

CIO PRESIDENT DIES—Philip Murray, president of the CIO and head of the million-member United Steelworkers Union died of a heart attack in San Francisco last Sunday. Murray had been ill for several years but his sudden death came as a surprise. His passing is expected to spur efforts to reunite the AFL and CIO into one big labor federation about which there has been much talk on and off in the past few years. Murray, like many other US labor leaders, came out of the ranks of the United Mine Workers. He was John L. Lewis' chief assistant and one of the founders of the CIO. In 1940 he and Lewis split up over the presidential campaign of Franklin Roosevelt, with Murray taking over the leadership of the CIO after Lewis resigned that post.

Law Forbids Jobless Pay For NSA Ships' Crews; Rules Explained

Seafarers who manned Government-owned ships under GAA charter in the past year are now finding themselves ineligible to collect unemployment insurance on the basis of earnings aboard those ships. This has arisen because the law makes them "Government employees" for the purposes of unemployment insurance.

The Government-owned ships involved were those hundreds of Liberties and Victories that were broken out of the boneyard in the summer and fall of 1951 to meet the tonnage needs for huge coal and grain shipments to Europe and India, as well as supplies to Korea. Most of the ships have since been withdrawn from service.

NSA Established

To handle this movement, the National Shipping Authority was set up in Washington. The NSA Agreement, or GAA charter as it was known, was the method by which these ships were chartered to private shipping companies and operated by them.

The seamen that manned these ships were hired by the private companies, through the Union hiring hall. They were paid by these companies in the same manner as the men on the privately-owned ships. However, for purposes of unemployment insurance and social security they were considered Government employees. As such no Federal social security taxes should have been deducted from their pay, nor unemployment insurance taxes either, since Government employees are not eligible for these benefits. If these taxes were deducted on a Government-owned ship, the seaman is entitled to claim that money.

As a result, after these ships were laid up, seamen who manned them, and who may have applied for unemployment benefits, found they weren't eligible to collect for time spent on those ships. At the same time, their brother seamen who may have worked on privately-owned ships of the same company, could collect benefits.

Tougher for Seamen

Collecting unemployment benefits is normally a little harder for seamen than shoreside workers, because unemployment benefits are administered individually by the 48 states. Since the seaman is liable to work for several companies in several different states

during the course of a year, that makes for difficulties.

For example, a Seafarer who lives in New York could be sailing on Waterman ships out of the port of New York. The Waterman company has its main office in Mobile, Alabama. Since it is an Alabama concern, the unemployment taxes go to the state of Alabama, and the Seafarer would have to collect unemployment benefits from that state, even though he lives and works out of New York. The situation is made more complicated if

the Seafarer works for several companies like Eastern, Bloomfield, Mississippi, etc., who have offices in several different states.

Special Maritime Office

Here in New York, the Division of Employment, which administers the unemployment insurance system, has set up a special office for seamen located at 165 Joralemon Street in downtown Brooklyn. A seaman can file at this office not only for New York State benefits, but for benefits from all other

(Continued on page 25)

Upgrading Books Ready For ABs, Electricians

As the latest development in the SIU educational department's program of activities, the first two of a new series of booklets, containing valuable information in refresher style for SIU members who wish to qualify for AB and electrician ratings, have just come off the

presses and are being distributed to all Union halls throughout the A & G District.

The initial booklets, entitled "Specimen Questions and Answers" for both ratings have been prepared and published by the educational department to make it easier for SIU men to study for examinations. The material is presented in short question-answer style and includes all details covered by the exams.

Within the coming month, the department plans to publish four additional booklets on oiler, fireman, watertender and deck engineer ratings. All of the booklets will be pocket-size and easy to carry around.

Each pamphlet will be available at all SIU halls. The AB and electrician booklets can be obtained now either in person or by mail at no charge whatsoever, and the others will be available as soon as they come off the presses. When the entire series is completed, it will be sent to every SIU-contracted ship as a library.

Specimen

Questions And Answers

For

Able Bodied

Seaman



SEAFARERS INTERNATIONAL UNION
475 FOURTH AVENUE • BROOKLYN 33 • N. Y.

The cover of the new booklet with questions and answers for AB exams.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Savings In Cleansers

The average family uses a lot of home cleansing materials. Buying them wrapped up in pretty packages with fancy advertised names may mean spending a great deal more for them than is necessary.

Many home cleaning items are only ordinary chemicals that you can buy under their own names for pennies instead of dollars.

Here's the lowdown on what products are actually ordinary chemicals or mixtures you can buy or make up yourself for little money.

Cleansers: Oakite is a popular household product used for cleaning and as a water softener. It's really trisodium phosphate, sold by many hardware and paint stores for a few pennies a pound.

Most porcelain cleaners and scouring powders like Bon Ami have as their base whiting—a soft, non-scratching powder. You can buy a big bag of whiting at a paint store for a few pennies, add about three percent of a detergent or soap, and trisodium phosphate, and have a fine porcelain cleaner very similar to the branded ones selling for 12-15 cents for a small box.

Glass Cleaners: Many liquid glass cleaners are simply a little alcohol and a lot of water, colored with a blue dye so it doesn't look like water. Just buy a bottle of the cheapest brand of isopropyl at the drug store or from a mail-order catalog, and dilute one part alcohol with four parts water.

Glass waxes have become popular but note that these products sell anywhere from 29 to 59 cents for the same size bottle, depending on the brand name. If you want some of the virtues of glass wax without the expense, simply put a little glycerine into the water-and-ammonia, naphtha, or alcohol solution you usually use for cleaning windows. The glycerine makes it easier to rub the glass.

Floor Waxes: It's not necessary to pay a high price for liquid wax. Private brands sold by chain groceries and department stores are not only half or less the price of some widely advertised brands, but in some cases contain an even higher percentage of solids—the chief criterion of worth.

Bleaching Fluids: Most bleaches like Clorox, Rose-X and A&P's White Sail are the same product, consisting of 5.25 percent sodium hypochlorite and the rest water. You can see that simply by reading the labels on the bottles. But there's a vast difference in price. You can pay as much as 17 cents a quart bottle for a widely-advertised brand like Clorox, or as little as 25 cents a half gallon for some private brand that may be produced in your own area.

You yourself can make Javelle water, a widely-used bleach. Mix one-half pound of washing soda, one quart of cold water, and one-quart of chloride of lime. Strain through muslin and store in a tightly-corked bottle.

Water Softeners: Nowadays the problem of hard water is relieved to a large extent by the use of such synthetic detergents as Co-op Breakwater, Tide, Surf and Fab. These give good suds in hard water. If a water-softener is

needed in addition, an efficient, mild compound is Calgon. A chemical giving similar results is tetra sodium pyrophosphate, sometimes sold by electric appliance stores. Too, ordinary borax is a mild softener.

Trisodium phosphate, mentioned before, and ordinary sal soda, are harsher on clothes, and also tend to reduce sudsing efficiency of soap. So care must be taken to use no more than directed on the label.

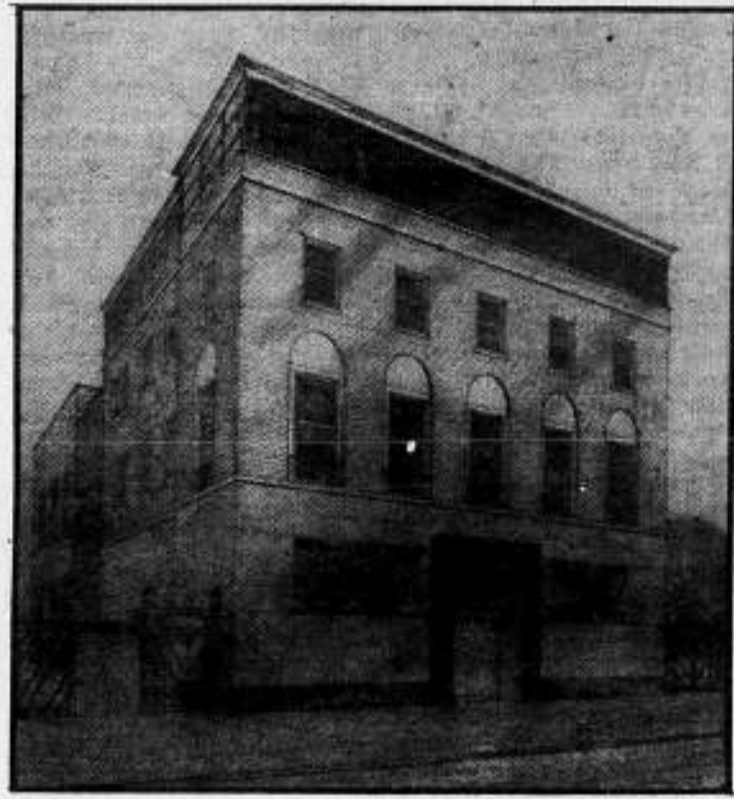
Some other brand-name "softeners" widely sold at high prices for what you get, include in their composition a proportion of synthetic detergent, on which they largely depend for their efficiency. So you might as well buy Breakwater or Tide for less money.

Mothproofing Materials: Most effective preparations for mothproofing are paradichlorobenzene, naphthalene and DDT. You can buy plain paradichlorobenzene crystals for as little as 35 cents a pound, or pay as much as \$1 a pound for the same product under a brand name. The widely-bought Dichloricide, for example, is only paradichlorobenzene but costs more than buying para under its own name.

In buying DDT for moth prevention, simply buy the least expensive brand that says "5 percent DDT" on the label.

Ammonia: Most household ammonias are largely water. All you need buy is ammonia liquid at a drug store and add three times as much water. Cloudy ammonia sold in stores looks that way because it has a little soap added.

Plans For New Baltimore Hall

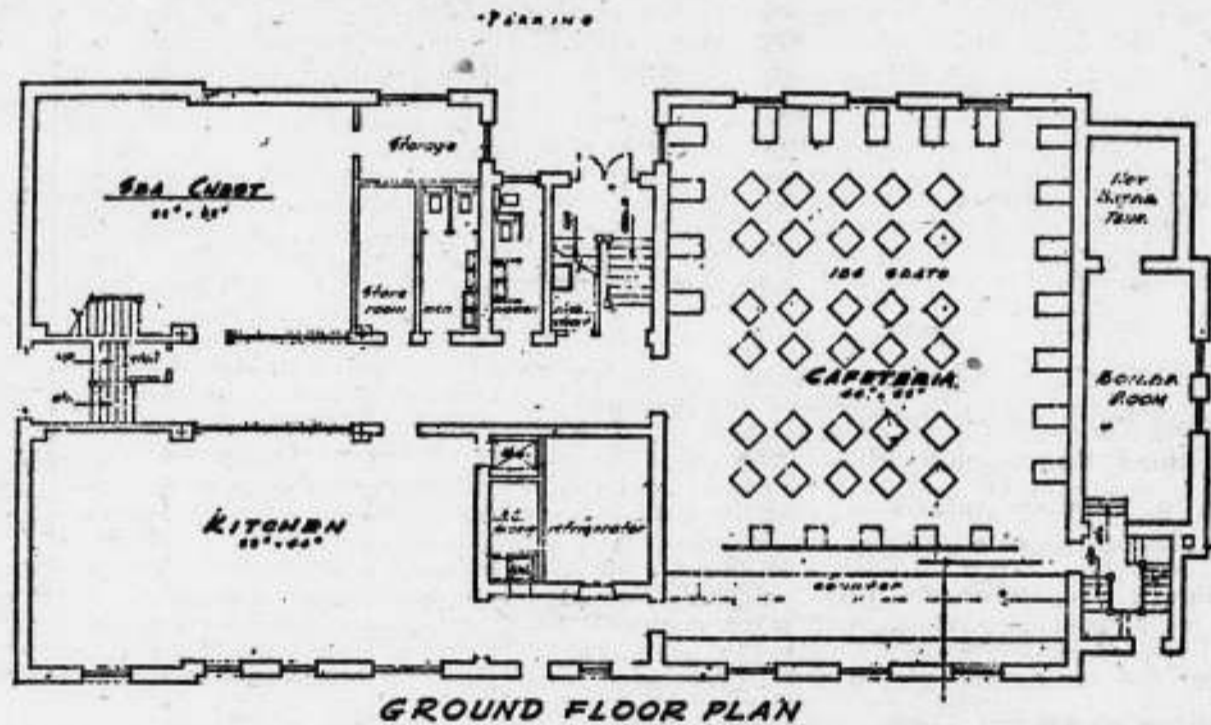


On these pages are the architect's plans for the interior of the new Baltimore branch hall. Bids are now being asked from contractors for this job, and as soon as they are in a report will be made and the membership will select a company to go head with the work.

These sketches show that the new Baltimore hall will have every facility available at headquarters and then some. Additional usable space on the roof makes it possible to concentrate additional recreation rooms there and leave a large area free for office and storage use on other floors. The Baltimore hall will also have a barber shop, shoe shine parlor and laundry, all desirable features for which space was not available in New York.

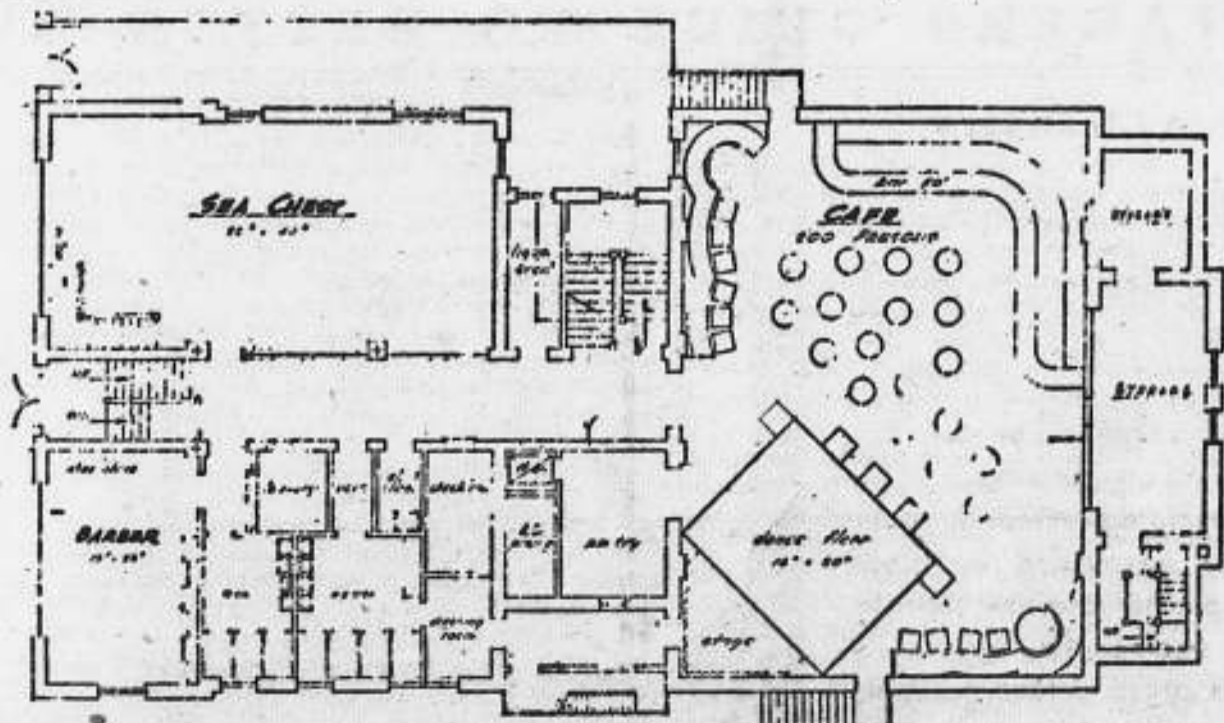
These plans for Baltimore are the result of the Union's experience in operating the New York hall. They represent the Union's desire to continually improve services to the members on the basis of need. We're sure then, that the Baltimore hall will represent an improvement on New York headquarters, already justly famous as the finest Union Hall anywhere on the Atlantic and Gulf coast.

Heart of the ground floor, which is a few steps below street level, will be a large cafeteria, seating 184 people, plus accompanying kitchen, of the "open" type. The Sea Chest will occupy this level as well as the one above.



GROUND FLOOR PLAN

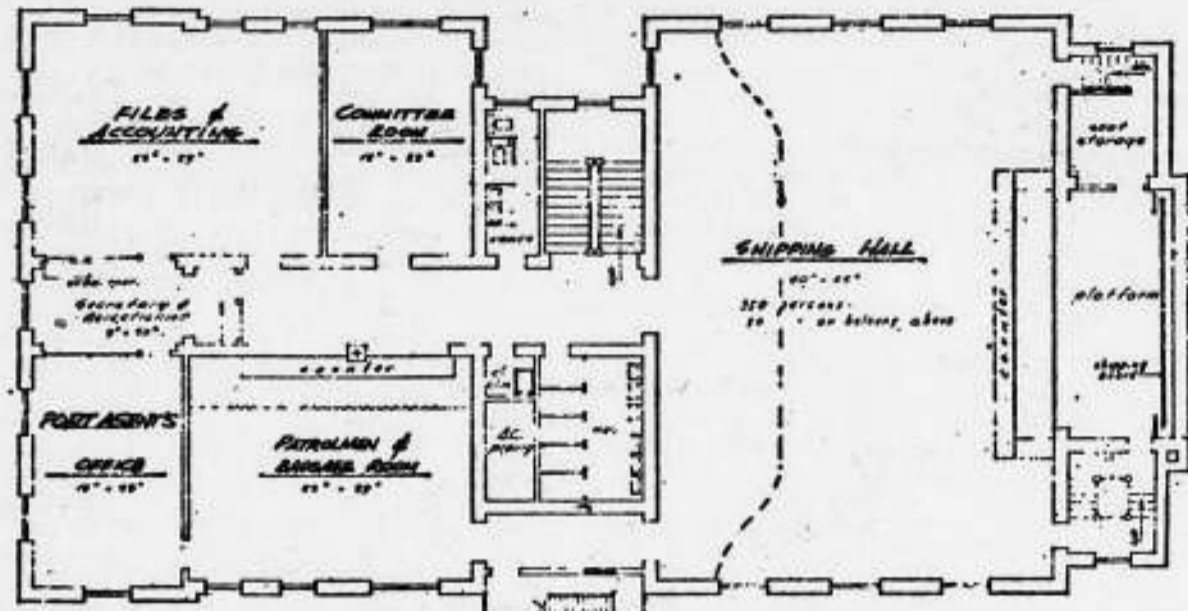
Above the cafeteria will be a large cafe and nightclub, seating 200 people. It will have entertainment and dancing like the Seven Seas Room in New York. Barber shop, laundry, shoe shine parlor, storage rooms and Sea Chest round out the floor.



FIRST FLOOR PLAN

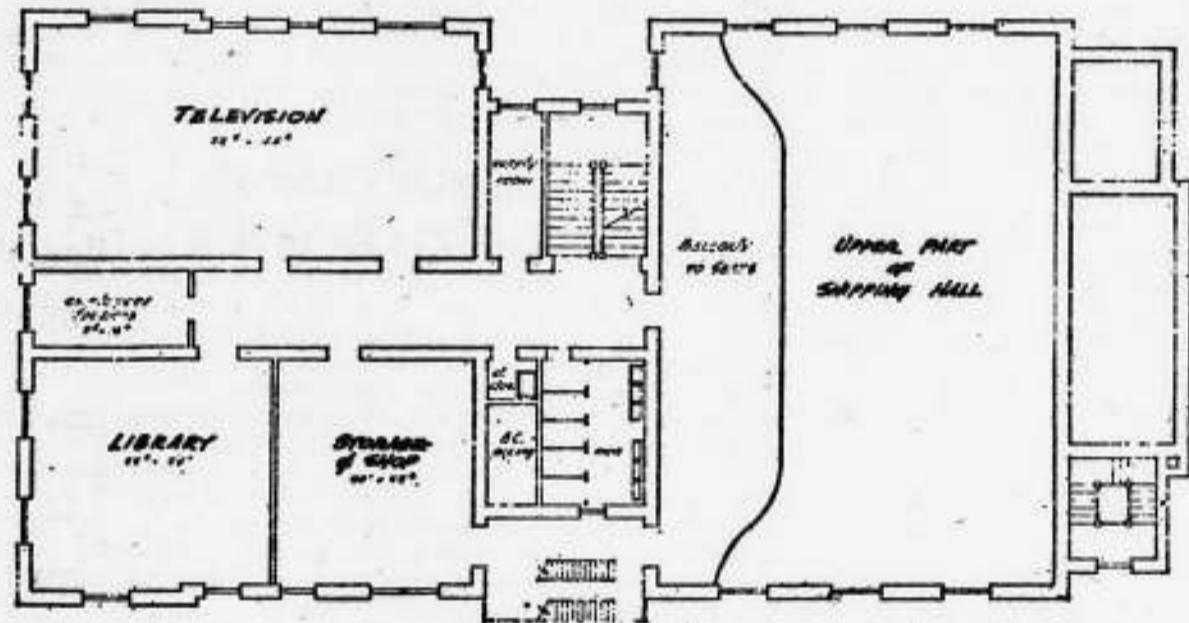
Stress 'On-The-Beach' Comforts

The Union shipping hall and meeting room will occupy the second floor along with other business offices, for port agent, patrolmen and office help. It will have a shipping board like New York's and seats for 420 members at Union meetings and other functions.



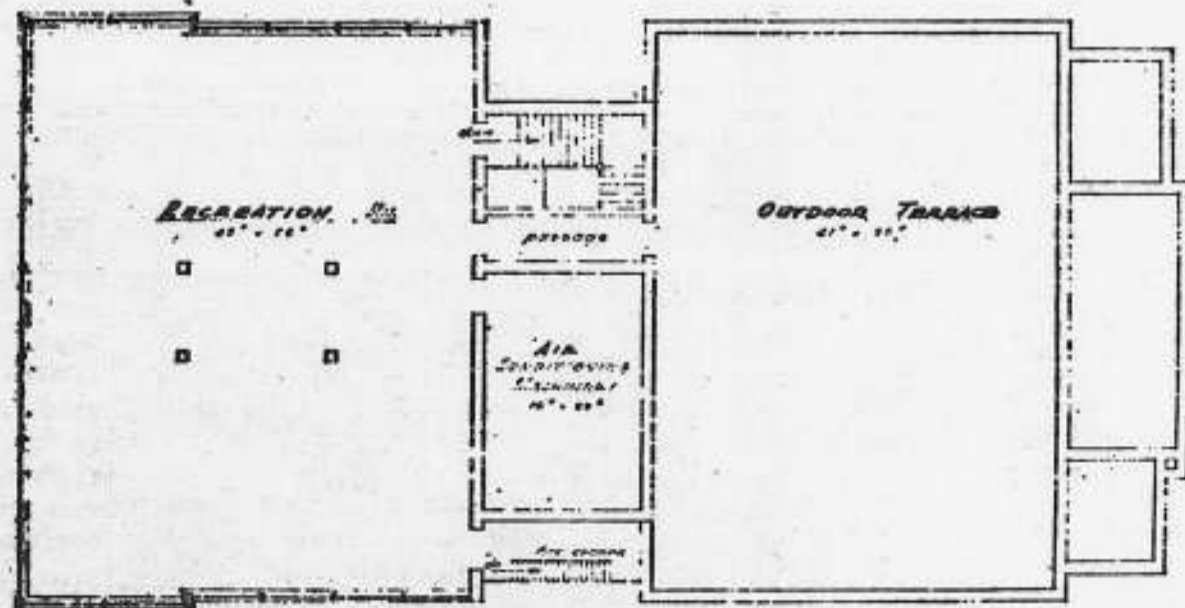
SECOND FLOOR PLAN

Recreation facilities will begin on the third floor which will contain a sizeable television room, library and workshop. The balcony and upper part of the two-story-high shipping hall occupies the remainder of the available area on this floor.



THIRD FLOOR PLAN

The entire roof will be devoted to recreation purposes. The large enclosed recreation room will be surrounded by glass walls, providing a fine view. In good weather the terrace is sure to prove a favorite spot. Air conditioning equipment will also be located here.



ROOF PLAN

PORT REPORTS

Wilmington:

Captain Gasses Men, Fails In Log Trick

Because of a great load of in-transits, shipping here was good in the last two weeks.

We had no payoffs, while the Seathunder (Colonial) was our only sign-on. The in-transits were: War Hawk, Andrew Jackson, Bienville, Hastings, Fairhope and Wacosta (Waterman); Petrolite (Mathiasen Tankers); Steel King, Steel Seafarer (Isthmian); Carroll Victory (South Atlantic); Massillon Victory (Eastern); Robin Hood (Robin Line); Massmar and Marymar (Calmar).



McCorvey

There were quite a few beefs on the Petrolite. The captain had been selling beer and whiskey to the crew at sea, and then he logged them when they became gassed and failed to stand

watches. On mutual consent, 22 men paid off and the logs were lifted. We collected 100 hours' overtime for a messman who made ice to chill the beer. We also won overtime for the carpenter and a pumpman in a beef over the painting of their quarters.

Backing SUP To Hit

We had to crack down on some performers who missed ships with the knowledge that the hall had no time to supply replacements. We also took action against four performers on the Warhawk who got gassed up in port and failed to turn to for work. The members themselves are aroused to the point where they want all performers hauled up, as we have too good an agreement to have relations endangered.

Our members here have watched with keen interest the SUP's fight for WSB approval of its wage increase. The SUP members have refused to sign any articles until the WSB considers the petition, and we're backing them up to the hilt. It seems very strange indeed that other union hikes are settled quickly. We understand that the operators aren't unhappy either.

Anytime the conversation can get away from women, the news is big. So it was in connection with the national elections. Many of our members took a keen interest in the outcome.

Big Vote Turnout Seen

In the general elections of our Union, we are happy to report that balloting is proceeding at a brisk pace. If it keeps up this way, it will result in the largest turnout ever for the port of Wilmington.

Our typical Seafarer this time, D. L. McCorvey, has been in the SIU for seven years. He has been on the West Indies and South American runs. He dotes on the city of Santos, but has decided to try all of the Far Eastern ports for a change. He seems to like the West Coast, and may decide to set-

Have Your Rating Listed In Book

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

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

tle down in this growing community of SIU men.

McCorvey hails from Florida. A father of one child, he has another on the way and is plenty happy about the maternity benefit plan that will go a long way towards defraying expenses. "Considering the fact that we have the highest welfare conditions, vacation pay, death benefits and basic rates in the maritime industry, I don't see how any seaman can afford not to belong to SIU," McCorvey says.

In the marine hospital, John Menville, who was reported previously to be in serious condition, has pulled through nicely and is looking forward to many more voyages in the SIU. On the beach are Johnny Doyle, Lester Kirkland, Paul Wilkins and Grady Brown. Among good omens for future shipping, the Brightstar and the Seathunder were taken out of idle status.

Sam Cohen
Wilmington Port Agent

Lake Charles:

More Excitement Due With City Elections

Rated men were still in short supply here as shipping continued to be fair. We had a lot of ships in transit which took on SIU men, thus leaving us with a shortage of rated men in all three departments. However, the guys without ratings still find it hard.

Our in-transits were these Cities Service ships: Archers Hope, Lone Jack, Chiwawa, Government Camp, Cantigny, Winter Hill, French Creek and Council Grove. We also had the W. E. Downing (State Fuel), Republic and Federal (Trafalgar), and the Amberstar (Traders).

On the labor front, all is quiet with everyone at work. After a long struggle, the garage mechanics have won their demands, chiefly recognition and contracts, from several shops, and more are coming up.

With all of the Presidential election excitement over, we are now getting set for the next municipal campaign in which a mayor, a district attorney and several other officials will be elected.

During the past week, one of our members, Roy Lee Hall, was found dead in his room here. Through the fast work of the SIU welfare department, his next of kin, a sister in Norfolk, was located and his body sent to her.

After 44 days of drought we are finally getting some rain here which should relieve the situation somewhat for the farmers.

Leroy Clarke
Lake Charles Port Agent

Baltimore:

Overtime Won For Bloomfield Messmen

Plans for the establishment of a new Union hall here were brought one step nearer to fruition on October 24 when the new building was taken over officially by the SIU.

With ownership of the building now vested in our Union, work can go ahead towards renovation and modernization of the property. As soon as the architects have completed plans for all of the facilities and layout, they will then be presented to the contractors, who will submit bids. We are anxious to get this work started soon so that we might possibly occupy the building by Spring.

Since the last report, we have had 18 payoffs, 17 sign-ons and 14 in-transits. The beefs for this period have been routine. But we did square away a major beef with the Bloomfield Steamship Company involving messboys' overtime for cleaning radio shacks. This work is now payable.

Lately, our problem of gashounds raising hell in the Hall has disappeared largely due to the vigilance of our membership and their determination not to let these fellows drag down the prestige and high standards of our Union. I hope the Hall will continue to be clear of the gashounds.

Earl Sheppard
Baltimore Port Agent

Philadelphia:

Shipping Prospects Good For Rated Men

Due to the number of tankers that have been hitting this port lately, shipping has been slightly better than even keel.

We expect an increase in the number of freighters operating out of here, as quite a few ships are slowly coming out of the lay-up fleet. On the whole, because of payoffs, sign-ons and in-transits, it is comparatively easy for rated men to get jobs in the port of Philadelphia.

During the last two weeks, we have had the following payoffs and sign-ons: Federal (Trafalgar); Logans Fort (Cities Service); Montebello Hills (Western Tankers); Trinity (Carras); Sweetwater (Mar-Trade); Yorkmar (Calmar); Edith (Bull). A goodly number of in-transits, including the Strathbay (Strathmore) have taken crew replacements. All beefs have been settled, and the business of the port is good.

Balloting in the Union's general

elections for 1953-54 officers is going on full speed ahead. At this rate, we expect a large vote during this 60-day poll. All members shipping out of this port are urged to come into the hall the next time they're here and cast their ballots.

A. S. Cardullo
Philadelphia Port Agent

Galveston:

Rated Men Scarce In Deck, Steward Gangs

There has been good shipping here since the last report. A shortage still exists of rated men in the deck and engine departments.

Paying off in the last two weeks were: Northwestern Victory (Victory Carriers); Amberstar (Triton); Margaret Brown and Genevieve Peterkin (Bloomfield). All of these ships later signed on again. In-transits included: Western Rancher (Western Nav.); Seatrains Louisiana, New Jersey and Georgia (Seatrain); Julesberg (Mathiasen); Federal (Trafalgar); Evelyn (Bull); Del Santos (Mississippi); Southern Counties (Southern Trading); Potrero Hills (Mar-Trade); and Lucile Bloomfield (Bloomfield).

Voting in the Union's general elections so far has been better than was expected. It sure seems as though the members are taking a lot more interest in using their balloting rights than ever before. Again, we urge all men who ship out of Galveston to vote the first opportunity they get.

Keith Alsop
Galveston Port Agent

Norfolk:

Vacation Pay Mail Plan Hailed By Members

With no ships signing on, this port has maintained its steadily slow pace in shipping in the last couple of weeks. We do look for some improvement from the coal shipments which will be coming our way this winter as usual, but for the next few weeks anyway, shipping will be dull here.

Ships which paid off here recently were the Couer d'Alene Victory (Victory Carriers); LaSalle (Waterman); and Archers Hope (Cities Service).

A great deal of interest has been expressed by our members here in the new provisions of the Vacation Plan which make it possible for Seafarers to mail in applications and discharges that are more than a year old in order to collect payments.

Ben Rees
Norfolk Port Agent

New Orleans:

Record Vote In Union Elections Seen Here

Since the last report shipping here has slackened a bit. This was not due to a scarcity of ships coming in here because we had our usual volume of payoffs, sign-ons and in-transits. The slow job picture must be due to the fact that crews are staying on their ships in order to get off for the holidays and have a few extra bucks in their pockets.

Our payoffs were the Alcoa Pointer (Alcoa), Del Santos and Del Norte (Mississippi), Antinous and Chickasaw (Waterman). Signing on were: Alcoa Pointer; Cape Horn, Del Norte and Del Campo (Mississippi); Northwestern Victory (Victory Carriers); and Transatlantic (Pacific Waterways).

In transit were the Alcoa Corsair, Alcoa Pennant, Alcoa Cavalier and Alcoa Pioneer (Alcoa); Seatrains Savannah and New York (Seatrain); Cape Horn and Del Campo (Mississippi); Stonewall Jackson, Lafayette, Morning Light, and Monarch of the Seas (Waterman); Coe Victory and Northwestern Victory (Victory Carriers); Western Rancher (Western Trading); Royal Oak (Cities Service); Southern Counties (Southern Trading); Seacomet (Colonial); and Greenstar (Traders).

Beefs Squared Away

Business affairs of the port are in very good shape as all beefs were minor and were settled at payoff or sign-on.

Voting for 1953-54 officials has been going at a rapid clip with over 400 votes cast in five days. All members here are showing great interest in the elections, and it looks like New Orleans will have a record 60-day vote.

Among the members who voted the first day was Robert Hubbs, who had quit the Alcoa Cavalier that morning and came to the hall immediately in order that his ballot would be in with 59 voting



Hubbs

days to spare. He's well known here as he held an old Gulf book before the transfer to the new books. "Only with a big turnout can the majority of the members express their views and leave no beef

after the election, just in case someone is elected who doesn't square with a few of the members," Bob says. He intends to stick around a while before shipping South on either the coffee or bauxite runs.

The term "Brotherhood of the Sea" was recently translated into action when Duke Hall, an outpatient, heard that Joe Clemens, a member of our affiliated BME, needed a pint of blood, and responded immediately. Among our hospitalized men ready to hit the deck were Jim "Longwinded" Sauvlac, Clarence Hafner, Jim Dixon, Fred Baptiste and Charley Silcox. Whitey Lanier was placed on outpatient treatment.

Joseph Richoux and DeRoy Donald reported their parenthood and filed for maternity benefits. It was a girl in each case.

We expect shipping to pick up considerably around Christmas when a lot of the men will get off to be home with their families.

Lindsey J. Williams
New Orleans Port Agent

SIU HALL DIRECTORY

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PORT REPORTS

Seattle:

SIU Backs Up ILA In Bridges' Dock Raids

In recent weeks, shipping here has been boosted to a good steady level.

Our payoffs in the last two weeks were: Topa Topa (Waterman), Maldin Victory (Mississippi), Shinnecock Bay (Mar-Trade), Gadsden and Alaska Spruce (Ocean Tow). All except the Maldin Victory signed again. We had as in-transits the Raphael Semmes (Waterman) and the Calmar, and supplied the usual number of replacements to both ships.



Knaflich

Our only major beef involved overtime for denial of shore leave while the Maldin Victory was laying in anchorage in San Francisco for repairs. This beef is still in negotiation.

Strength Behind MTD

On the labor front out here now, the SIU's strength has been thrown behind the ILA's fight against attempts at raiding of the Seattle waterfront by Bridges' ILWU. This seems to us to be just another of Bridges' maneuvers to create disorder and disunity on the docks. We are giving our utmost support to the Maritime Trades Department and the ILA.

Oldtimers on the beach include Hanly Knaflich, who has just completed his honeymoon and is about ready to ship out again. He married a local girl. Other beachcombers are R. Sassville, J. R. Gonzalez, and J. W. Pearson. The latter has just come out here to see the new addition to his family.

The next couple of weeks should be as busy as ever for rated men. We expect the Young America and Jean LaFitte (Waterman), the Alaska Cedar and Gadsden (Ocean Tow) to come in for payoffs. The Wacosta and Blenville, also Waterman ships, are the scheduled in-transits.

Jeff Morrison
Seattle Port Agent

New York:

For Crew's Sake, Easy On Washing Machines

During the past two weeks shipping has continued at a fairly good pace. There has been a steady turnover in all three departments for bookmembers, with quite a few jobs going to permitmen. So long as it continues like this, no one has cause for worry.

We paid off a total of 30 ships in the New York area and signed seven on foreign articles. These along with quite a few in-transit jobs kept everyone pretty busy.

Lots Of Payoffs

Our payoffs were: Steel Admiral, Steel Designer, Steel Flyer, Steel Maker, Steel Advocate and Steel Worker (Isthmian); William H. Carruth (Transfuel); Seatrains New Jersey, Savannah, New York, Georgia (Seatrains); Suzanne, Elizabeth, Beatrice, Frances and Ann Marie (Bull); Lone Jack, Chiwawa, Cantigny, Council Grove and Royal Oak (Cities Service); Camas Meadows (US Petroleum); Azalea City, Claiborne, Afoundria and Wild Ranger (Waterman); Potrero Hills (Mar Trade); The Cabins and Julesberg (Mathiasen); Seapearl (Orion).

Signed on were the Gateway City (Waterman); Carruth (Transfuel); Grand Victory (South At-

lantic); Camas Meadows (US Petroleum); Steel Designer, Steel Advocate and Steel Flyer (Isthmian).

There were just a few minor beefs, all of which were squared away at payoff time. The patrolmen who covered the Seapearl's payoff gave a vote of thanks to the crew for bringing in one of the cleanest ships they have seen lately. After being out for seven months on a shuttle run, she returned with 20 of the original crew who kept her in really fine shape.

We had three ships pulled out of lay-up in the past week. They are Greece Victory, Louis Emery, Jr. (Victory Carriers), and the Sea Gale (Seatraders). This has helped shipping considerably and we are looking forward to a return of more of these ships to active service.

Don't Overload Machines

We would like to call to the attention of members that we have been receiving a lot of complaints from ships' crews and the companies about some of the men not taking proper care of the washing machines that are put aboard ships for the convenience of Seafarers. It seems that some men either overload the machines or put clothes in them and then go up to a card game or bull session for a few hours and let the machine burn up.

Everyone should take care of the machines for the benefit of each other. For, when they are put out of commission out at sea, you have to suffer until you reach a port where new parts can be secured. It also gives the companies a good excuse to complain to your Union officials as has happened frequently.

We suggest that overloading of the machines be stopped and that proper care be taken. Stay with your wash until it's done. It would be wise also to clean the machines periodically. Perhaps each ship's crew can appoint a different man each week to stand watch over the machine and see that it's run in the right way.

Remember To Vote

As you all know, we started voting on November 1st for candidates for Union offices during the next two years. There are a large number of men running this year and the competition is keen. The voting has started off at a fast pace. Let's keep it that way. When your ship hits port, make it a point to go up to the Union hall and cast your ballot. This is a very important right and duty which you must exercise to keep our Union the most democratic labor organization in the whole American maritime industry.

Claude Simmons
Asst. Sec.-Treas.

Boston:

2 New Piers Planned To Aid Local Shipping

Job prospects have been fair for rated men in this port in recent weeks.

Paying off were the Strathport (Strathmore), Olympic Games (Western Tankers), and W. E. Downing (State Fuel). The Strathport and Olympic Games were our only sign-ons. Our shipping picture was helped when the Chesapeake, an SUP ship in Melville, RI, and the Alcoa Partner in Montreal called for men. The Steel Artisan (Isthmian) and Republic (Trafalgar) were in-transits. Our members here and the longshoremen can look forward to a slight improvement because of plans of Waterman to start up its coastwise run again. In the past, there were usually jobs filled here on each ship for this run.

Atlantic Victory Seen



Remos

Another source of good news for our men is the great degree of success the SIU is having in the Atlantic organizing drive. From all reports on this end, the drive will undoubtedly wind up quite favorably. We are doing our best to inform Atlantic tanker men of what's in stake for them in this sign-up campaign, and of the superior conditions available in our Union. The response from the tanker men is getting better and better as time moves by. The organizers are all doing a bang-up job.

The greatest excitement in these parts in the past two weeks has revolved around plans of shipping companies and the city of Boston to build two new piers here. They sure are needed as present piers have been overtaxed for some time. One of the oldest piers up here, known as Union Wharf, which must have been built in the 1700's, has just burned down. The fire raged for two days. We are certain that modern shipping accommodations will attract an increased volume of commerce to this port, and of course our members will gain considerably.

Among our men on the shore here at present is A. Remos. A member of the SIU since June, 1949, Remos sails in the deck department. His darling little girl wants him to stay around, which is as good a reason as any. Johnny Brennan just got here from the Steel Flyer and is raring to go again. His namesake, "Long" Tom

Brennan, has just shipped on the Tagalam. They are a great team and a credit to any union. L. Campbell was also on the beach.

In the marine hospital, there are J. Fifer, J. J. Flaherty, D. S. White, Dick Bowman and Joe Senneville, all of whom are in pretty fair condition.

James Sheehan
Boston Port Agent

Mobile:

Shipping On Even Keel For Rated Personnel

Shipping maintained an even keel the past two weeks and the outlook for the immediate future is fair unless something unforeseen breaks. Of course, rated men have the edge as usual.

Our payoffs were the Pennant, Cavalier, Pilgrim, Pioneer, Clipper, and Roamer (Alcoa), Monarch of the Seas and Morning Light (Waterman), and Amersea (Black-chester). The Pennant, Pioneer, Roamer and Amersea signed on again. Ships in transit here and to which we supplied some replacements were: Cape Horn (Mississippi); Warrior and Iberville (Waterman); Federal (Trafalgar); and the Alice Brown (Bloomfield).

All beefs from our payoffs were of a minor nature and were squared away to the general satisfaction of the crews.

O.B.D. Thompson, an oldtimer and all-around fellow, who has been sailing with the SIU since its founding in 1938, is curious as to where the Union will go next in its constant drive to improve conditions and standards of living for Seafarers. "The scholarship program is the latest of the Union's many steps down the road to progress for its members. We have top conditions in the maritime industry, and that goes for pay, hours, overtime, welfare, vacation and disability benefits.

"Our Union has certainly set the pace for all other maritime labor organizations," he said. Thompson has just gotten off the Alcoa Clipper. He has sailed in all three departments during his 14-year SIU career, and has been active on various Union committees and as ship's delegate on many ships.

Oldtimers on the beach now include: Charles Avera, D. L. Parker, C. Taggart, C. E. Wells and E. Morris.

Cal Tanner
Mobile Port Agent

San Francisco:

Fear McCarran Act's Effects On Aliens

Payoffs during this period were the Robin Goodfellow and the Robin Hood (Robin Line), both of which re-signed for runs to the Far East and France respectively, plus Waterman's Topa, which also signed on for the Far East. The Goodfellow was in pretty good ship with the exception of the master, Captain Herbert, who doesn't like any SIU crew and makes no effort to hide it. The Robin Hood's overtime beef for the port of Pusan and surrounding territory was ruled out because the Army gives written orders for no shore leave in this area.

Ships in transit were the Kyska, Raphael Semmes, Hastings and Wacosta (Waterman), Calmar of Calmar Line, and Steel Seafarer (Isthmian). All in-transits were contacted and necessary replacements furnished.

The big worry around this port now is the effect of the McCarran Act on alien seamen. As yet, it is too early to foretell what is going to happen. As our Union is busy on the matter in Washington now, we should be able to get the complete story soon in the LOG.

Watching SUP Action

We are also watching the SUP's protest to the WSB delay in making a decision on the wage raise and other benefits which were agreed to by the shipowners after a 60-day strike. Several other maritime unions have similar cases before the WSB and arbitrators at present, and the whole industry is waiting to see the effects of this latest maneuver of SUP in refusing to sign on any ships before the board decides.

A few of the oldtimers on the beach are: E. Johnson, C. Nien, N. Eftimiou, N. Korolchuck, P. Sabo, R. Olsen, J. Chaker, W. Thompson, P. Lynch, G. Petensky, J. Corsa, S. W. Ghale, G. Mirabueno and C. Ayala. According to our last reports, the following members were in the San Francisco Marine Hospital: Peter Smith, David Sorenson, Andrew Franklin, Louis Ballester, Murray Chapman, Frank Hobson, Louis Henriquez and Earl Sillen. A few words of cheer through letters would go mighty well with this batch of shut-ins.

The San Francisco Branch wants to extend its sympathy to Father Matthew Connolly and his family on their recent bereavement. Father Connolly, who is port chaplain for the Apostleship of the Sea maritime club here, lost his father last week after a short illness.

We have been trying to have all our members come out and vote in the general elections. We urge everyone to cast his ballot in the next 60 days.

H. J. Fischer
West Coast Representative

A & G SHIPPING RECORD

Shipping Figures October 22 to November 5

PORT	REG.	REG.	REG.	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.				
Boston	63	34	28	125	20	14	48
New York	190	145	144	479	144	129	371
Philadelphia	56	42	26	124	47	45	129
Baltimore	129	104	95	328	102	91	264
Norfolk	25	18	14	57	24	13	46
Savannah	25	19	16	60	25	9	50
Tampa	No figures received						
Mobile	57	45	39	141	69	52	176
New Orleans	67	68	71	206	46	45	163
Galveston	65	43	44	152	38	65	148
West Coast	86	81	77	244	75	71	216
Total	512	417	501	1,410	579	524	1,511

Quitting Ship? Notify Union

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

IN THE WAKE

Anybody smelling a whale carcass would hardly associate the overwhelming stench of a whale with perfume. Yet one product of sperm whales is one of the most important materials in perfume manufacture. That is ambergris, the solid, fatty substance produced in sperm whales' intestines. Perfumers use it to fix the sweet-smellin' odors of their products. Otherwise the perfume odor would disappear with time.

Many sea terms have come ashore in the oil drilling industry because a lot of workers in the original oil fields of Pennsylvania were sailormen attracted by the oil boom. That's why a derrick is called a rig, and drilling machinery is "rigged up." The working record of an oil well is called the log, while the platform on top of a derrick is a crow's nest and a narrow hole is a hatch.

The Solomon Islands were so named because their discoverer, Mendana, created the legend that they had yielded gold for King Solomon's temple, itself somewhat legendary. . . . Brazil got its name from the fact that its coastal forests are rich in trees containing a dye known in Portuguese by that name; the dye had previously been named Brazil after braza ("live coal"). . . . Eritrea means "red," and owes its name to the adjoining Red Sea, which in turn got it from the minute red plant and animal life that abounds in its waters.

Some authorities suppose that the Atlantic Ocean derived its name from Atlantis, the mythical island thought to have been engulfed in those waters centuries ago. There is also a school of thought which claims that the name of the ocean was suggested by the fact that it lay beyond Mt. Atlas in northwestern Africa. In mythology, Neptune, the god of the sea, did have a son named

Atlas who was supposed to have been one of the rulers of the "lost continent."

Lifesaving services and lifeboat stations, now regarded as common in all seafaring nations, first came into existence after the wreck of the English ship Adventure in 1789. Volunteer societies set up lifeboat stations and these have persisted down to this day. In the US the Government began to organize lifesaving services in 1848 off the Jersey coast. The service was re-organized in 1871 as the US Life Saving Service, and continued until it was merged with the Coast Guard in 1915.

A stand-in, meaning a substitute, or standby, meaning an old reliable, derives from sea talk meaning to head a vessel. A vessel stands in, off, to or out of port, stands up to the wind or stands in with another vessel when they are sailing in company. It stands by to aid another vessel in distress. Somebody who is snobbish is described as "standoffish," meaning that he steers clear of others.

A clean sweep, used ashore as a term for a fresh start, or a one-sided victory, originally was used to describe a high sea that broke over the rail and washed everything on deck overboard. Similarly, a clean bill of health, meaning that a person is free from all blame or taint, derives from the certificate given by the port health officer to a departing vessel.

The word "turn," as used in turn to, turn about and other common expressions derives directly from seafaring talk. Seamen turn in at night and turn out in the morning. The tide turns when it reverses direction and the propellers get a turn ahead or a turn astern; a man takes a turn on a line when he winds it once around a bitt. Turn turtle, of course, means to capsize.

THE INQUIRING SEAFARER

Question: How do you find your way around in a strange port?

George Quinones, wiper: The easiest way to find out where to go is to ask the company agent where the places of interest are. Ordinarily he will give you a pretty good idea of where to go. Then I take my camera along with me, so as not to miss any interesting pictures. I usually turn up some good photos.



John Novak, OS: I do what all good seamen do in the same situation, follow the crowd. There's usually someone on a ship who has been there before to guide you. Once you've been there you're able to find your way on your own the second time around, although you can still get lost on occasion.

Al Sacco, carpenter: I usually head to the nearest movie or souvenir shop when I hit a foreign port. The best thing to do is head for the center of town where all the businesses, and strike out from there. You can find most anything you're looking for that way, without having to wander around.



C. Walter Grosvenor, headwaiter: First I pick out a few landmarks, near the docks so I can find my way back again. Then I find out where the business section is. There's usually a post office and movie houses nearby and you can get local newspapers, or anything else you want to buy.

Carlos Mojica, messman: If there's an SIU hall in the town the first thing I'll do is go down to the hall and find out what's going on. In foreign ports I'll ask one of the other brothers on the ship where to go and what to do in that particular port. Most times somebody on the ship has been there before.

Pedro Mena, messman: The only thing to do in a strange port is to ask the other seamen on the ship where the good places are and what there is to see in the town. I still get lost lots of times but the people there will help you get back to the ship without any trouble.



MEET THE SEAFARER



CHARLES SLANINA, deck engineer

A man of the world is the best way to describe Seafarer Charlie Slanina. He's been to various important places in times of stress, speaks a number of tongues, has worked in all fields of transportation and knows enough about conditions on the seven seas to appreciate SIU's standing among maritime unions.

Born in Austria, 55-year-old Charles Slanina was educated in the technical schools of that country and Germany, and started his career as a railroad engineering instructor in the Czarist Russian Army. He joined up "to fight for the establishment of a free Czechoslovakian government."

Fought Reds Way Back

Slanina takes great pride that during this period from 1915 to 1922, he fought the Communists but unsuccessfully. "I learned enough about Bolshevik terror and stupidity to make me their life-long enemy." When the Communists came to power he had to get out, and he made his way to America in 1922 via Manchuria where he helped to build the railroad.

Here in the USA, he has worked at various jobs, but mainly as a mechanic in the transportation industry. For seven years, he was a machinist for the Avenue B-East Broadway bus line in New York City. He also did a four-year stint as a demonstrator for the Mack Motor Co., which manufactures trucks. For a time his hobby was flying, and he had his own plane.

"But I prefer the ships," Slanina says. "It's a far more different and interesting life. You can see different lands, meet the people and see how they live." Speaking five languages—English, Czechoslovakian, German, Russian and Italian—it's very easy for him to get around.

Slanina joined the SIU in 1946 after having belonged to NMU for two years beginning in 1940. "I first went to sea," he says, "because I wanted to serve my coun-

try in those dark war-threatening days." His most narrow escape during the war happened on the James Cook, an NMU vessel, which was rammed in midship one night by a T-2 tanker off Aruba. There were no fatalities because the entire crew was playing cards on aft side. But they all piled out leaving Slanina all alone on the sinking ship until the Navy arrived the next morning.

NMU "Undemocratic"

Because of his disgust with "lack of democracy in the NMU" and after hearing so much about the SIU, he signed up with our Union in '46 and has been sailing under the SIU banner ever since. He says that there are terrific differences between the two organizations. "First of all, the SIU is far more democratic and serves the interests of its members at all times. It is a cleaner organization and is run differently. Secondly, the SIU working conditions are the very best that seamen can ever have. The pay scales, working shifts, and especially the vacation, disability, and other welfare benefits are really tops. The SIU system of settling beefs is far superior to the NMU's. I think the SIU runs cleaner ships too. Last but not least, like the SIU's current building program."

For the last six years, Slanina has sailed SIU ships on the South Atlantic, Calmar, Triton and Seatrail lines. His last trip was aboard the Greenstar to India. He prefers the run to the Far East, especially to Japan and India. "My favorite place is Japan because the people are very intelligent and there are plenty of interesting sights."

Right now, Slanina is waiting around in New York to ship out anywhere. "I'm not particular, so long as it's an SIU ship," he says. Although he stays in New York in between shipping out, he lives with his wife at Nassau in the Bahamas, which he describes as "one of the most beautiful spots on earth."

TEN YEARS AGO

American forces landed and overcame French resistance in Algiers and Tunisia. The troops reported that they received a friendly welcome when they entered Casablanca. Earthquakes were felt around Spokane, Wash. Berlin announced that its bombers had "inflicted severe losses" on the American forces in Algiers. SIU crewmen were praised by Winston Churchill for the courage and skill they displayed while making the hazardous run to Russia. Hitler announced that Germany would make no more peace overtures to the Allied Powers.

Japanese planes continued to hit New Caledonia and the Aleutians. Berlin claimed that its U-boats scored torpedo hits and probably sank the 85,000-ton liner Queen Elizabeth. The SIU noted that the number of merchant marine personnel reported killed or missing since Pearl Harbor had reached a total of 2,584. The Axis claimed hits on at least three cruisers, two aircraft carriers and a number of destroyers and transports in the Mediterranean area. A great tidal wave drowned 10,000 persons in the Midnapur District, south of Calcutta and swept over 500 square miles of paddy fields.

British and American forces on

the desert launched an all-out assault on Rommel's legions and began forcing them back. Hitler announced that "a few withdrawals do not mean defeat." Rommel drew up his forces for a stand at the Tobruk by-pass. Some 219 persons were killed or injured in Calcutta when a temporary structure erected for the Kalipuj, a Hindu festival, caught fire. The SIU hit a "crackdown" by the War Shipping Board, which issued directives to all shipping companies scoring "poor discipline" on merchant ships. Captain E. V. Rickenbacker and the crew of his missing plane were found adrift on a raft and rescued, except for one man who had died.

The Allies and the French forces in North Africa agreed on an armistice. The French promised to help the Allies, and prisoners taken during the brief fighting were exchanged. In an attack off Guadalcanal a US cruiser and destroyer were damaged. Fighting continued heavy on New Guinea, with US forces making slow progress. The SIU in Boston came to the aid of shipwrecked seamen who were having trouble getting birth certificate copies and had a resolution passed by the city stating that seamen could get such copies without delay and without charge. US planes hit Burma during a series of daylight raids.

The Seafarers Puzzle

ACROSS	DOWN	16. It moves a dory	35. Waterman ship
1. Seas	1. Window frame	20. A smoke: Abbr.	36. Flight of steps
2. Room, popular night spot	2. Elementary: Abbr.	21. Chicken	37. Hawaiian wreath
3. Port on the West Coast	3. Wines, in Paris	22. Deity	38. Capital of Peru
4. Brown (Bloomfield)	4. Former European relief agency	23. Sailor	39. Man's name
5. Alcoa (Alcoa)	5. Lower	24. Town in Oklahoma	40. Title subject
6. Washington ballplayers	6. Agile	25. Low reef off Florida	41. Venture
7. Wild ox of Celebes	7. Each: Plural abbr.	26. Well oiled	42. A score, in hockey
8. Symbol on British ships	8. Toward	27. Filipino rebel	43. Norwegian first name
9. Make it while sun shines	9. Large bag net	28. Arab's cloak	44. Commotion
10. Row of cut grass	10. Girl's nickname	29. Trade	45. Symbol for iron: Pl.
11. Pronoun	11. Plunder	30. Fart of a sailing race	46. Symbol for iron: Pl.
12. Hodges of the Dodgers	12. Settlement in Greenland	31. Bounder	47. Primate: Abbr.
13. Steel (Isthmian)		32. Existed	48. Negative
14. Best labor paper			
15. It's served by cook			
16. Gulf off Indian Ocean			
17. Cover			
18. Where Bahia Honda is			
19. "No" vote			
20. What the ocean is			
21. West African port			
22. Harbor, LI			
23. Steamed in front			
24. Endures			
25. Webb, Yankee owner			
26. Some folic talk			
27. Thought			
28. Waterman ship			
29. Member of the SIU			
30. Natives of Teheran			
31. Lightship off NY harbor			
32. Member of the crew			

(Answers on Page 25)

SEAFARERS LOG

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No Lawyers Needed

A couple of cases have arisen in recent weeks where the widows or children of Seafarers have retained a lawyer to collect the Union death benefit. More accurately, you could say that the lawyer retained them, because in all likelihood it was a matter of an ambulance chaser selling the family a bill of goods that they needed legal help to collect the money. The result has been that these lawyers are taking a bite out of the death benefit. And in at least one instance, the widow has been delayed over two months in getting her due. It can't be emphasized too strongly that no lawyers are needed at any stage to collect any SIU benefit, no matter what it is. The Union purposely set up the Welfare Plan to keep red tape at an absolute minimum. It made the procedure as simple and as speedy as is humanly possible. That was one reason that the Union decided to administer the plan itself.

People entitled to Union benefits who aren't sure how to collect can find out in five minutes by getting in touch with any Union hall. If it is a death benefit, the check will be in their hands within three days to a week. Under such circumstances, the lawyer is collecting his fee for writing a two-paragraph letter to the Welfare Plan and putting a three-cent stamp on it.

~ ~ ~

Delay At The WSB

SUP members, who were on strike for two months last summer to get a new contract, have been getting a prime run-around from the Wage Stabilization Board. While the board was acting on other contracts in a couple of weeks, it sat on the Sailors' agreement for three months without doing a thing about it. Meanwhile, the Sailors were not getting the benefit of the gains they won on the picket line.

Last week, the Sailors got fed up with the delay, and voted not to sign on any ships until the WSB got their agreement out of the pigeonhole and took some action. The result has been that the shipowners have promised to join with the Union in prodding the WSB. They also will give the Union the full extent of the contract gains next spring, in case the WSB rules anything out.

Needless to say, the SIU is behind the SUP in this beef 100 percent. There's no reason why any Union shouldn't get speedy action out of Washington on its contract.

~ ~ ~

One Year Old

This issue of the SEAFARERS LOG marks a double anniversary. It was just a year ago the new headquarters building opened and the new LOG came out to celebrate the occasion.

When the building opened, it was hailed by all comers as just about everything that any member could want. Yet that was before the Sea Chest, Port O' Call, Seven Seas Room and Vacation Plan office had started functioning. All of these facilities have made the headquarters set-up even more desirable.

The LOG too, has grown in the past year. The first issue of the new LOG had 20 pages. Now it is 28, and sometimes 32 for special occasions. New features have been added and coverage of the outports has been broadened.

All of this, the new building, new LOG and the current building program, have been made possible by the wholehearted cooperation of Seafarers themselves. We on the LOG know that any success the newspaper may have enjoyed is due largely to that factor.

~ ~ ~

A Good Union Man

The death of CIO President Phil Murray deprives organized labor of one of its most distinguished leaders. In his two-fold task as president of the CIO and as head of the Steelworkers Union he showed that he could be militant and responsible at the same time. Both the men he represented and the country at large gained from those qualities.

Nor was he one to back off from a tough fight. When he had to face up to Communist influence in some CIO unions, he met the situation head on, with the result that the Communist hold on key unions was greatly weakened. He did his job well and never gave up trying to the final minutes of his life.

LETTER of the WEEK

Suggests Keeping SIU 'Crew Log'

To the Editor:

Today the SIU and its members are looked upon as a closely-knit, well-organized, solid group of Union seamen. This could only have been accomplished through the efforts of our shoreside officials and the cooperation of the membership.

In order for an organization of this size to function efficiently, records have to be kept of the smallest details and filed so that they can be referred to at a moment's notice. Any member of the Union who wishes to see with what accuracy this is done is welcome to pay a visit to the headquarters' office fireproof record vault in Brooklyn.

Now let's look at the part of our record system that can only be handled by the crews themselves—the records on board the ship. Every new crew or partly new crew coming on a ship has experienced the endless search for old minutes, old repair lists, ships' funds records and old beefs. Some are found intact after a nice long search, but most end up as reading matter for Davy Jones.

There is only one way to handle this—an SIU crew log. Why not? That is the seaman's way of keeping track of a voyage, from the skipper down to the electrician and steward. Why can't we adopt the same method? In these crew logs could be kept lists of the crews' book numbers, dues paid, ships' minutes, repair lists (old and new), disputed OT (past and present), records of ships' funds and all beefs (old and new, past and present). In this way the new men coming on could see at a glance just how the ship stacks up.

Now let's take the other end of the trip, the patrolman's headache—the payoff. Before boarding the ship, the patrolman gets down and prays for a nice, sober, clean payoff with few beefs, but his prayers are seldom answered. With four delegates trying to get to him through the handshakers and the how's shipping'ers, it's a good many hours before he can start the green stuff rolling into our pockets.

Wouldn't it be another first if the patrolman could come on board, ask the ship's delegate for the crew log and head right up top with all the evidence he needs and straighten out a payoff in record time?

The Union could issue these crew log forms in care of the ship's delegate, who could keep all the records. Printing of these forms would be costly at first, but in the end we would gain by the man hours saved by our patrolman. Besides this, the Union could collect them annually and have a complete record of every trip made by our men.

This idea needs plenty of work yet and is open for suggestions, so let's hear what the membership thinks of it. Yours for better sailing.

George J. Smith

'Stop! You Need A Lawyer!'



As I See It

by PAUL HALL



ACCORDING TO INFORMATION from Washington, it appears another attempt will be made to scuttle the "50-50" law. This law was passed in 1949 largely as a result of the efforts of our Union to assure American ships and American seamen a fair shake of Marshall Plan cargoes and the jobs that went with it.

Getting that law passed proved to be no easy beef. There were many persons in places of influence who argued that it was so important to rebuild European shipping, that the interests of the American merchant marine would have to be disregarded.

Our position then, as it is now, was that it was equally important for this country to have a strong and active merchant fleet. While realizing the need to rebuild European shipping we could not see that being done by scuttling the American merchant marine—with American taxpayers' dollars being used to throw American seamen out of work.

A majority of the Congressmen agreed with this viewpoint with the result that a law was passed assuring American flag ships 50 percent of all aid cargoes. This law has provided a great many jobs for Seafarers.

Today, European shipping has definitely been rebuilt and expanded beyond its pre-war status. In many respects, the merchant fleets of European nations are more modern than ours. Yet a movement is afoot in some quarters, backed by some European operators, to dump this 50-50 law that has meant so much to the American seaman, and to the vital maritime industry. Anybody who supports such a move can expect our Union to put up the same kind of beef as it did back in '49.

Fortunately it appears that the new chairman of the House Merchant Marine Committee, Representative Alvin Weichel of Ohio, believes this country needs a strong merchant fleet for its own safety and self-preservation. His viewpoint is shared by many in Washington who have made statements of this nature. It remains to be seen whether Government policies will be shaped accordingly. In

the long run though, the best way to assure strength and prosperity for the merchant fleets of all nations is a positive program by our Government to encourage a high level of foreign trade.

~ ~ ~

THIS WEEK WE'VE JUST completed a year of operation in our new headquarters hall. Your Union feels that the building program it embarked on after much discussion and planning has more than justified itself. Through the years, all of us were looking forward to a modern headquarters with game rooms and other recreational facilities so that a man on the beach could pass the time comfortably and pleasantly. Now that we have the benefit of experience in our new headquarters, the feeling among the membership is that it has lived up to everything we expected of it.

That being the case, we are now going forward with our building program in Baltimore. As you can see from this issue, the Baltimore hall will in some ways be an improvement on our headquarters. As has been said so often before, your Union intends to keep plugging away until we have modern halls for SIU men in every major port.

~ ~ ~

DOWN IN LOUISIANA THE other day the local police broke up a gang of young boys who had organized themselves a "Storm Trooper" club. These boys, none of them over 15, used swastika emblems, went around dumping innocent people with bricks, and otherwise smashing and roughing up. The feeling among responsible people in New Orleans is that the whole idea was cooked up by some older people, who may be genuinely interested in reviving the Nazi movement.

On the same day this was announced, the last head of the Storm Troopers in Germany was elected to public office there on the basis of his record under the Hitler government.

While these things may be small incidents in themselves, it shows that the Nazis' ideas didn't disappear because they took a beating in World War II.

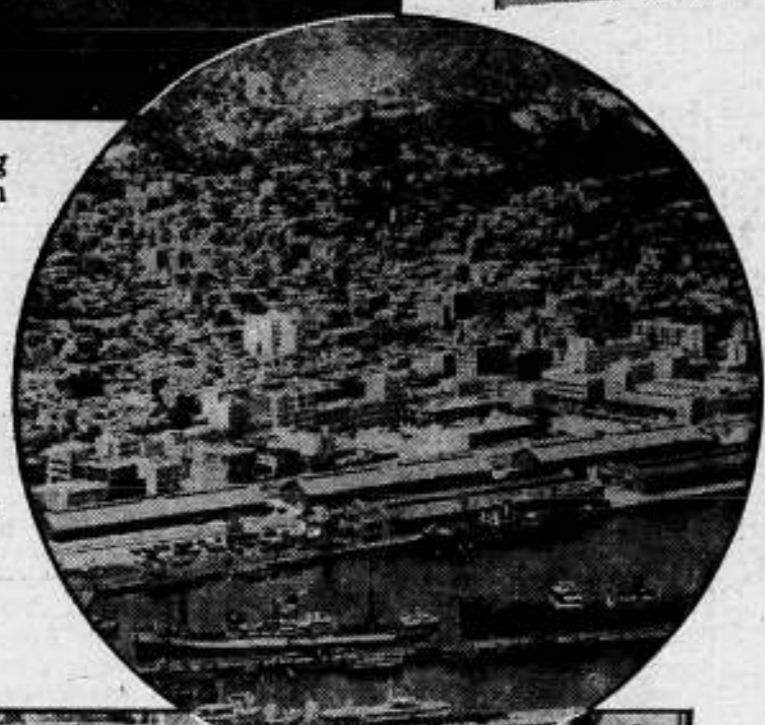
SIU PORTS of the WORLD

HAIFA

TEL AVIV



A woman traffic cop works at keeping the traffic flowing along Herzl Street in the busy city of Haifa.



Shipping lines up in the port of Haifa, while the modern city spreads out in the hills in the rear.



During 1951 alone, more than 200,000 persons from 63 countries arrived in Israel. Here some nurses and an official greet the Negbah, one of the immigrant vessels as it arrives in Haifa with another load of pioneers.



Fishing boat crews work at repairing their precious nets. To make up for the shortage of meat, the nation has concentrated on building up its fleet of small fishing smacks.

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

This article on Haifa and Tel Aviv is the second in a series which will deal with different ports throughout the world.

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

Haifa and Tel Aviv, as well as being gateways of the Middle East, are also the entrances to the young and bustling nation of Israel. A sort of desert frontier, the new addition to the family of nations is in the very heart of the Middle East, the crossroads between Europe, Asia and Africa.

As far as Seafarers are concerned, most of them are more familiar with Haifa, the main port of the country, than they are with Tel Aviv, since most of the SIU-contracted vessels that call at Israel seem to find their way into Haifa. As a port of call, however, the Seafarers seem to agree that either Haifa or Tel Aviv are "fair." They hold some reservations about both ports, but point out that they expect that the Israeli ports will continue to become better as time goes by.

Right now, the country is still going through severe growing pains. The problems that Seafarers have found stem primarily from the bitterness still remaining from the Israeli-Arab fighting, the fierce nationalism that is budding within the little nation, or the fact that the nation is still pretty much in the pioneering stage.

People Friendly

"Most of the people there are real friendly," one Seafarer said, "but you have to be a little bit careful about what you say. They are friendly to Americans, but are very touchy of anything about their country."

A nation that is taking advantage of the warm sun and blue waters of the Mediterranean, definite efforts are being made to make Israel a tourist center. Plans are blo-

soming for luxury hotels and resort centers along the miles of wonderful beaches that are among the nation's most important assets.

Right now, however, the Seafarers report that neither Haifa nor Tel Aviv can match most other cities as far as entertainment is concerned. Usually, American movies are shown once a day, and there are a few productions by Israeli theatrical groups, but, as a Seafarer said, "The people there are just too busy trying to build up the country right now."

There are some good bars along Kingsway, the main street running along the Haifa waterfront, while the restaurants and nightclubs are spread throughout the city's business district. Seafarers, however, have noted that for the most part, the nightclubs and bars are usually closed by about 1 AM, and closed tight on religious holidays.

The Israel Maritime League maintains sailors' clubs in Haifa and Tel Aviv, with its main office at 15 Ahad Ha'am Street in Tel Aviv, while Seafarers report that they get friendly welcomes whenever they stop in at the Israel Seamen's Union in the Haifa Central Labor Council's office.

International Flavor

Both of the ports are truly international in character. Every language in the world can be heard in either Haifa or Tel Aviv, and along with that, a Seafarer can find a restaurant specializing in just about any sort of cuisine he wants, if he takes the time to look through the city. The prices, say Seafarers, are comparatively low. The food that can be had is good, and the prices in even the best of restaurants are reasonable. The catch, however, is that many Seafarers have found that there are times when the supply of various foods is low, and that getting a really good meal may mean shopping around for a while.

"The same thing is true for other things," one Seafarer said. "There are quite a few shortages from time to time, and many things are just about impossible to get, especially when it comes to the kind of stuff that is considered a luxury. The people there just don't have the money to buy that kind of stuff, and so you just don't find it in any of the shops."

In both ports, there are a number of roadside cafes, nightclubs and bars that have proved popular with Seafarers, and more of them are being opened as time passes.

With Seafarers who are camera fans, or who just enjoy looking over the different countries they visit, the countryside around the two ports is very popular. Immense irrigation programs are under way in the desert

lands and small pioneer settlements—"kibbutzim"—dot the desert. The bus routes between Tel Aviv and Western Galilee, and between Haifa and Rehovoth are the most popular. The price of such a trip is very low, and the newly constructed roads that the buses follow provide excellent country for camera fans and general sightseers. Most Seafarers, however, suggest that it's best to make the trip with a couple of shipmates, particularly when part of the return trip is going to be made after dark.

Nationalistic

The country is extremely nationalistic, in spite of its international flavor. Although immigrants flowed into the tiny nation from all parts of the world, they have all adopted the country with a fierce loyalty. Some of the SIU-manned vessels that have called upon Haifa or Tel Aviv after visiting one of the Arab League ports have found themselves in for a very hard time. In many instances, the vessels were not even allowed to enter the Israeli ports, while on other occasions, the crews of the vessels were not permitted ashore. The same sort of treatment, however, is given by the Arab countries to vessels that have stopped in Israel.

Those Seafarers who have spent some time in the country have come away deeply impressed. Men, women and even children, can be seen throughout the country in the uniforms of the various armed forces and service groups. Heavily armed patrols are not unusual outside the cities, while well-trained and heavily armed police patrols take care of the cities themselves. This is explained by the fact that the nation still considers itself in a state of semi-siege. Many of the lands that the country claims as its own are still occupied by the definitely unfriendly Arab nations that are its neighbors.

The country itself is engrossed in trying to build up some industry. New factories are now assembling refrigerators, farm machinery and other goods, but they are still in the early industrial stages. Even the farms are still in their early stages. The fight to reclaim the desert sands and turn it into farmlands has just begun.

"Sure," said a Seafarer, "there's a lot of shortages, and a lot of things that could be better, but they're just starting out. I guess you've got to give them a chance to get started. But even so, for a country that's just about four years old, and just came through a real tough war, it's a pretty good place to spend some time ashore. I guess that friendliness of the people and the spirit that they've got sort of get you after a while."



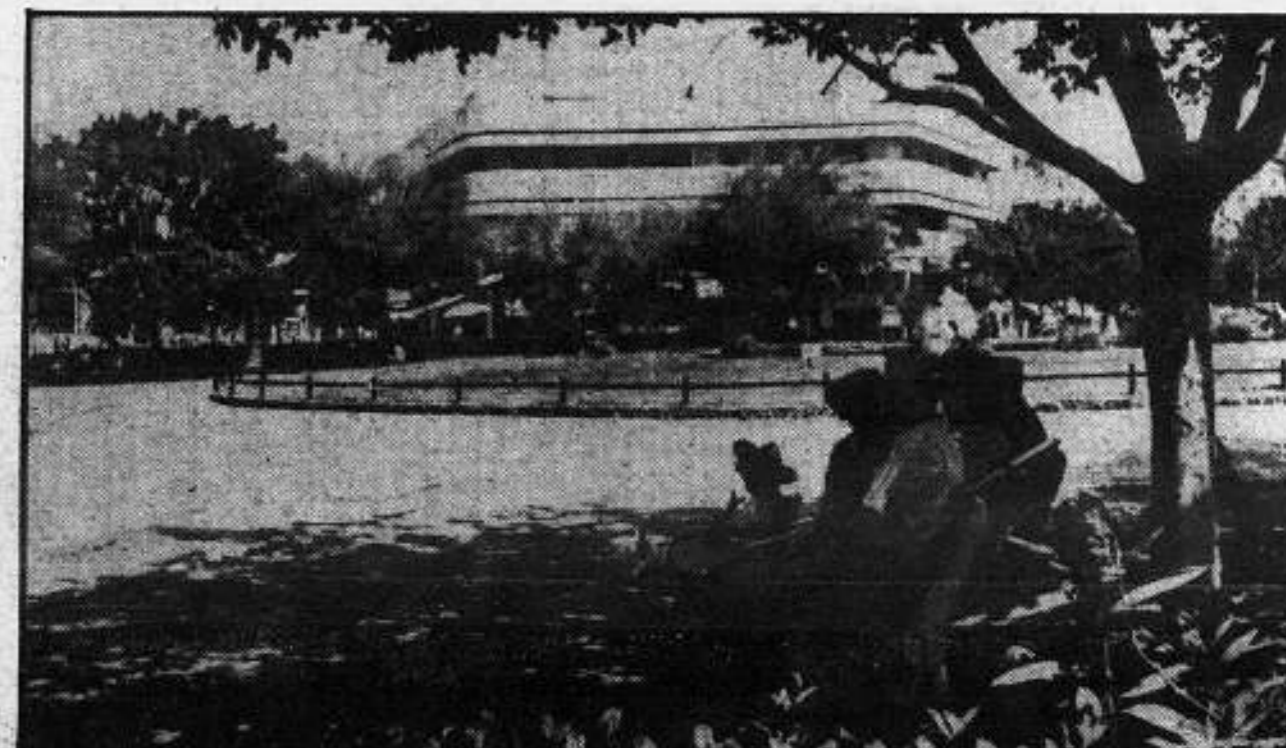
Tel Aviv's beaches are one of its greatest attractions and hopes. At upper right is the wreck of a ship.



While one ship in the background sails into Tel Aviv, lighters with cargo from another ship are unloaded.



Building is a major occupation in growing Israel. New settlements and housing are always needed for new arrivals. This particular development is a new municipal housing project in Tel Aviv, the nation's capital.



Dizengoff Square in Tel Aviv is typical of the many modern buildings and parks which are continually being completed. All photos by Israel Office of Information.

MARITIME

Work has started in Boston to clear the site destined for that city's new \$9.5 million steamship terminal which will be one of the most modern on the East Coast . . . The J. H. Thompson, the largest Great Lakes freighter was christened in Chicago after her bow and stern sections, towed in from the coast were joined together, making the vessel 714 feet long . . . New York City has announced the completion of plans for a new \$1 million fireboat which will be the most modern in existence. Some 129 feet long, it will develop 4,000 horsepower.

Waterborne traffic through New York Harbor for the year 1951 set a new record with a total of 151,763,244 tons of cargo. This exceeded by 7 million tons, the 26-year record set in 1950. Imports took 25,138,128 tons, some 300,000 tons less than 1950, while exports accounted for 9,798,875 tons, compared with only 7,001,064 in 1950. Cargo movements from one part of the harbor to another took 40,795,757 tons, 600,000 less than in 1950. Cargo being transported within any of the harbor's waterways totalled 11,223,853 tons. Inbound cargo from other US ports remained the largest item, totalling 45,736,662, while outgoing cargo bound for other US ports totalled 9,705,031.

Some 16 floating expeditions and three shore stations are ready to take part in the whaling season in the Antarctic this year. The expeditions total 250 catch boats, and 12,000 men . . . The Wilmington, NC, area had the heaviest barge traffic on the southeast coast during 1951, with some 1,479,495 tons of barge-borne cargo using waters in that area . . . The Dutch tug Zwarte Zee arrived in New York with the American freighter Newberry Victory, after towing the freighter from Genoa, Italy. The Newberry Victory was damaged when she ran aground off Casablanca.

A fire that had been smouldering in the sulphur and cotton hold of the American freighter Helen Lykes was finally put out by firemen in Hamburg, Germany. The fire in the 6,108-ton vessel had been smouldering for over 30 hours before it was put out . . . Some 10 vessels totalling 72,508 gross tons have been added to the list of ships that are under construction in world shipyards. Meanwhile, some 20 vessels totalling 71,460 gross tons were completed during the past month.

The Norilsk and the Tobolsk, two luxury passenger liners built in Italy for Russia, have been reported delivered to the Russian Government. The ships, which are fitted with first and third class accommodations, gross 3,500 tons each, and have a total passenger capacity of 692 . . . The Zim Israel Navigation Co. has bought the Norwegian freighter Mim. After taking possession, the 2,067-gross ton vessel was renamed the Geffen . . . The Swedish freighter Ryholm, which sunk in the St. Lawrence River after a collision with the Swiss freighter Basilea, may be refloated. Authorities explained that in her present position, just off the channel, she is not a danger to navigation.

The American President Line, long a subject of lawsuits between the Government and the Dollar interests, has been bought for \$18,360,000 by a group calling itself the APL Associates. Dollar and the Government had agreed to put the line's stock up for sealed bids, with a minimum of \$14 million acceptable. Dollar bid the minimum \$14, but the group topped his bid. Under the arrangement, the Government and Dollar split the money paid for the line equally. The new owners said there would be "no immediate change in the policy or activities of the line."

The Cunard Line has emphatically denied rumors that the Queen Elizabeth and Queen Mary are slated for major structural changes in their passenger accommodations. The line said the liners are merely scheduled for their regular overhauls. The line also denied that stabilizing fins would be added to either ship during its overhaul. Some 1,500 men are already at work on the Queen Mary which has begun its regular seven-week overhaul. Work on the Elizabeth will probably begin as soon as the Mary is back in service.

The operators of tramp tonnage saw what they considered their first victory on their fight to have Government-owned tonnage withdrawn from competition with privately-owned vessels in a recent decision by the Federal Maritime Board. The board ordered the withdrawal of eight Government ships which were in service under bareboat charters. The board ordered eight ships withdrawn, although its committee, which held public hearings on the question had only recommended that five be taken out of service. The operators of tramp tonnage have argued that, when privately-owned tramp tonnage is being laid up and is available for charter, any Government-owned vessels chartered to private companies are being used in competition with the tramp tonnage. They have stated that, if the Government-owned ships were withdrawn, then privately-owned tramp tonnage would be chartered to replace them.

THE LABOR ROUND-UP

The members of the AFL Chemical Workers employed at the Johns-Manville plant in Lompoc, Calif., have won their seven-month strike and gained 20 cents an hour, increased shift differentials retroactive to March 4, new safety program, and better vacation and hospitalization programs.

The CIO United Shoe Workers have asked an across-the-board pay increase of 15 percent for its 12,000 members in 60 factories in the Boston area. The union has scheduled meetings with management for this month to begin negotiations on a new contract.

The AFL Brotherhood of Electrical Workers have won raises of 7½ to 13 cents an hour retroactive to October 1 for production workers in the Westinghouse Electric Co. in Pittsburgh, Pa. The increases cover 1,700 workers in Westinghouse plants throughout the country who are covered by a national agreement. An additional 3,800 IBEW members working for Westinghouse are covered by contracts that are negotiated locally.

The CIO United Packinghouse Workers won a 4-cent an hour general increase from Armour and Co. in Chicago after 10 days of round-the-clock bargaining. Covering 30,000 workers in 28 plants, the new agreement also calls for a pension plan and additional raises narrowing the differentials for women and southern plants. The total package amounts to about a 14½ cents an hour increase for the average worker, according to the union.

The AFL United Textile Workers won an overwhelming victory in an NLRB representation election in the Dan River Mills plant at Danville, Va. The election covered 11,000 employees. The UTW got 7,689 votes as against 278 votes for the CIO Textile Workers, which was also on the ballot.

The AFL Street, Electric Railway and Motor Coach Employees signed a new contract with the Denver Tramway Corp. giving bus drivers a 16-cent an hour pay hike, and better working rules. The biggest gain, according to the drivers is that they can now wear sports shirts in the summer, and don't have to wear caps in hot weather.

Philip Murray, president of the CIO, died suddenly last week of a heart attack while attending conferences in San Francisco. As a result, the annual CIO convention has been postponed for two weeks.

On the Job

Fresh Eggs Mean Happy Crews

While ashore it's the easiest thing in the world to pull a couple of fresh eggs out of the refrigerator and fry them to style. On a ship though, it's a little different problem, especially on long runs where the vessel may be out a few weeks without touching port. Since eggs tend to lose flavor and freshness very rapidly, even with refrigeration, it's necessary to take special precautions on handling and storage of the "hen fruit."

Of course, nothing much can be done for an egg that starts off life bad to begin with. Contrary to a lot of popular opinion, all fresh eggs aren't necessarily good. The breed and health of the hen that laid it and the kind of food the hen gets are all very important factors. Some fresh eggs can be, and often are, of very poor quality. On the other hand if you've ever tasted eggs from specially-selected hens who are fed cod liver oil and lots of other vitamins, you'd be surprised at how good just a plain boiled egg can taste.

Thick Shells Better

Where the ship's steward is in a position to do his own purchasing, he can assure himself maximum usefulness of his egg supplies by buying grade A eggs. There is still a finer quality egg known as grade AA, which, however, is produced in small amounts. Even within a grade rating some eggs are more desirable than others. Those that are thicker shelled are better for long storage since they keep their "air pocket" longer and that's what keeps them fresh. Then just because the eggs were Grade A when they were inspected doesn't mean that they are still Grade A when purchased. Consequently eggs that were recently inspected are sure to be better than those that have been stored for some time.

Let's assume that the steward has gotten himself a supply of good quality eggs and that they have been properly handled all the way down the line. This means that they've been kept out of the sun when traveling and that the trip from farm to warehouse and warehouse to ship has been a short one. In other words, eggs from nearby sections are, by and large, going to be fresher than eggs coming long distances.

Fiber Versus Wood

Starting with good eggs to begin with, the question of how they are to be stored becomes the most important factor. Eggs can be packed in wooden crates, or in cases that are made of several thicknesses of cardboard fiber. The fiber cases are generally better since they are more airtight and result in less breakage. This will only hold true where eggs are stored under even temperature conditions with low humidity. Where high humidity is expected, the eggs in fiber cases will tend to become moldy.

Once the eggs have arrived at the dock for loading they should be taken aboard immediately. Since the truck is not refrigerated the more time the eggs stand around in the truck the faster they will spoil. It doesn't do much good to buy top grade eggs and then let them wait dockside under a hot sun. The result will be a lot of bad-tasting omelettes. If it's raining out, the eggs should be covered with a tarp to keep them from getting wet. Wet eggs will be moldy ones before long. In loading the eggs, never let them be put in a rope sling without a pallet. A lot of broken eggs on board won't be very helpful.

Air Circulation Important

In storing eggs in the ship's refrigerator, circulation of the air is as important as cold temperatures. The recommended temperature is between 30 and 32 degrees with a fan going at all times. A good policy is not to place the egg crates up against the refrigerator coils but to hold them off with battens. Similarly, the crates themselves should be separated by battens. This allows for the free circulation of the air that is so desirable. In addition, coils tend to accumulate moisture and drip, which does the eggs no good.

An important point to remember in storing eggs is to keep the crates right side up. This may seem like a small item but it has a good reason. Eggs are always packed in cases with the pointed end down. This is the strongest part of the shell and is less likely to break. Further, the air cell is at the other end, and if the crates are turned over, the cell is likely to be broken and the yolk will stick to the shell causing rapid spoilage. Eggs should never be turned, despite superstition to the contrary.

Once the eggs are in the ship's egg box, the less the door is opened and closed the better off they are. This conflicts with the fact that the cooks are going to use eggs every day of the trip. The best thing to do then, is to take them out of the egg box by the case rather than by the dozen. Otherwise the door of the box will be opening and closing all day long. Once the case is out of the box it should not be put back in again as moisture will condense on the shell and cause it to mold even if returned to refrigeration. Excess eggs left over from breakfast are best turned over to the baker who can make good use of them in cakes and meringues.

By following this procedure, the crew can be assured of fresh and tasty eggs all through the trip. When the ship gets back home, it's a good idea to have the remaining eggs aboard inspected and graded so as to see how they rate after a long voyage.

Burly

Rope Trick

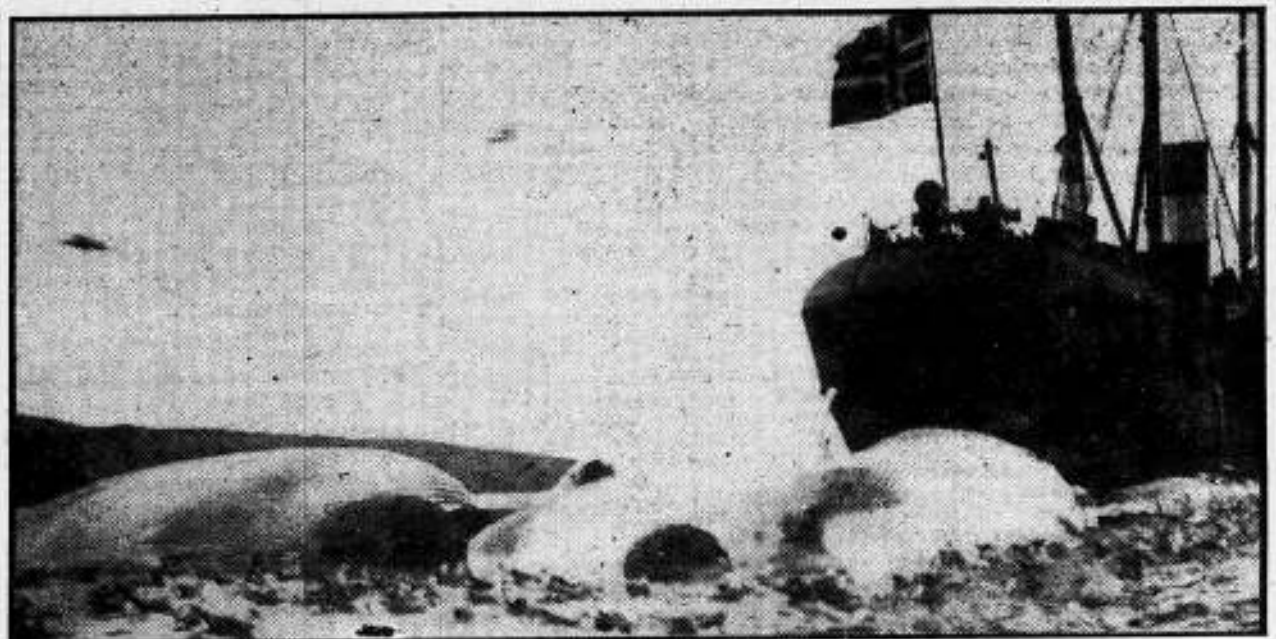
By Bernard Seaman





Outer shell of the tremendous blue whale is lowered by Norwegian factory boat into sea after all of the oil-rich blubber has been flensed and other important parts removed. The blubber is then loaded aboard ship for conversion into oil.

Thar She Blows!



The factory boat, finished with its dissecting operations, is shown preparing to take on another catch. The dead whales are floated by means of compressed air shot into them.



Here the whale is skinned on deck of the floating factory. Besides the all-important blubber, various other portions are dissected for edible and industrial purposes.



A broad view of the ship's layout, its hoisting machinery and winches. Strippers are about to go to work in removing valuable portions of the whale which has just been hoisted aboard.

Since whale-hunting was first begun by the Basques in the 10th century, seafarers of all lands have always played a prominent role in this important industry. Seamen's death rolls are heavy indeed with fatalities from the hunt for this leviathan, the biggest creature the world has ever seen. But the courage and persistence of seamen in the face of major risks to life and limb have been responsible mainly for conquest of the whale which today yields some 90 million gallons of oil each year.

The whale, considered to be one of the most vicious of animals when challenged, essentially is not a fish but rather a mammal. Historians believe that at one time several thousand years ago, it was a land creature which probably took to water in search of food. Most whales can stay under water for five to 15 minutes at a time before coming up for air. The blue whale, many of which are 100 feet in length and weigh up to 160 tons, can submerge for as long as an hour. Geysers up to 20 feet in height are formed by air spouts which incidentally indicate the presence of whales.

Aside from the blue whale, the most powerful which can swallow a 10-foot shark or a man named Jonah in one gulp, there are four other species. The sperm is the most productive of oil. It can yield up to 90 barrels. The right whale is an easy kill and full of oil. The finback is the most ample remaining species. Last but not least is the most playful of whales is known as the humpback.

History of Whaling

Whaling was organized for the first time on a large scale by the Dutch in Spitsbergen in the beginning of the 17th century. The methods of boiling and flensing which were pioneered by the Dutch

and the Basques in this period are still largely used today.

The 17th century also saw the establishment of an American whaling industry, first on Long Island, then at Cape Cod, Nantucket and New Bedford. The latter city was the world's largest whaling port until decline of the industry in 1850's. Fast clipper ships sailed from New Bedford for expeditions lasting as long as two to four years. Their course was the entire Pacific from north to south.

The ferocious battles often faced by these ships in chasing and killing the sea monsters and the brutal consequences which seafarers had to expect, are recounted for us in Herman Melville's famous novel, "Moby Dick." Old oar-propelled boats and hand harpoons were used to track down and slay the whale schools. After overcoming the catch, if it didn't sink, it was flensed from the side of the boat, another hazard which often resulted in capsizing.

Modern Methods

As in every other trade, tremendous changes have taken place in the whaling industry in the last hundred years. First, the hunting grounds have shifted to the Arctic in the summer and Antarctic regions in winter. Second, American whaling companies are non-existent. The industry is now controlled by Norwegian and British interests. Some ships sail under Panamanian flags.

The hunt is now staged from fast "killer ships" with powerful harpoon guns which insure the whale's immediate death rather than the long and perilous hit-and-run battle which usually was won by the whale. The modern harpoon can shoot compressed air into the whale so that it can continue floating until it can be taken aboard by the factory boat, which is fully equipped to dissect and dispose of carcasses.

When the dead whale is hoisted on the deck of the factory boat, the four blankets of blubber—the fat from which the oil is extracted—are removed by "flensers" or strippers. Then the carcass is pushed through the hatches to boilers below. Afterwards, the denuded carcass is brought up to the second deck where the lemmers or dismembering crew cut and saw up the meat and bones, which are used for food and leather manufacture. The floating factories are highly mechanized and employ as many as 300 men on each trip. Because of the modern machinery, the larger work force and increased space, flensing is no longer a danger and all parts of the whale can be used, not merely the head and blubber as before.

Conservation

Whale oil was used formerly as an illuminant. But with the advent of petroleum, its usages of necessity underwent drastic change. Today, the oil is used mainly in Europe for margarine, soap, as a leather dressing and as a lubricant. Some parts of the whale are fit for eating.

Because of early wide-spread exploitation of whaling waters, particularly the Atlantic and Pacific and the almost complete exhaustion of whale fisheries in these oceans, serious anxiety has been felt in recent years by government and industrial interests about the possibility of the whale's becoming extinct. Thus, as part of a world-wide effort for conservation, the International Whaling Commission was formed several years ago. The Commission limits the annual catch and waters to be tapped, sets down regulations on methods of whaling and fixes the season which usually lasts from January to March. If this program succeeds, then whaling ship's crews can be assured of many more years of fun and thrills in tracking down the mighty whale.

Balto 'Meat Counter' Burlesque

Here we are on the Marymar with still a week to go before we reach Long Beach in sunny California. Tomorrow night there is to be a full moon. This may seem trivial to you ashore but out here on the blue Pacific we face a crisis.

LOG-A-RHYTHM:

Three Sailors Say 'No'

By Lige

Many strange deeds are done by men,
Who slave and toil for the gold,
To pass it on to a beautiful hen,
That's the story of the young and the old.

Now, a Seafaring man who sails the sea,
Thru summer and rain and cold,
And works like hell with a smile of glee,
To earn that thing called gold.

He enters a bar for a last nitecap,
The dame she croons so low,
She stops by his side and sits on his lap,
By then, he couldn't say no.

She whispers a story, so sad and so blue,
Of the hard times she's had—don't you know?
He went for the line as all of us do,
Tho he just couldn't say no.

He bought her a dress, and a nice new hat,
Unmentionables that match the above,
He shelled out some cash, she purred like a cat,
She promised him faith and her love.

Sure, a promise made is a debt unpaid,
For a sailor has his code,
He gave her evening gowns, all tailor-made,
He thought love would carry the load.

Oh, many nites she failed to come home,
And the phone—it never rang,
But she finally showed up, like a broken tow,
Again, he couldn't say no.

He is my pal and shipmate too,
We've wandered around the world,
We've hocked all our gear, the same as you,
For a song and a dance and a twirl.

So he told me his story, of bad luck and such,
He needed advice, you know,
He admitted to me, she wasn't so much,
But he just couldn't say no.

He wanted some dough, a couple of "C's,"
The request was just like a moan,
And then he fell on his bended knees,
Now I'm the guy who couldn't say no.

For a pal's sad plea is a thing to heed,
So I dug down in my purse,
But he passed it to her with her smile of greed,
So I wandered away with a curse.

I then looked around, but he'd drifted away,
Going where only God can know,
For she'd left him flat, like a pup gone astray,
We were the guys who couldn't say no.

In years gone by, I knew she was dumb,
In my heart, I blasted that dame,
But it wasn't too long till a gorgeous crumb,
Made me say "Oh, yes" just the same.

I've looked up my pal, whose name is Ned,
I told him my troubles and lo,
In silence, he listened, and then he just said,
We're the guys who couldn't say no.

A cute little blonde, red or brunette,
Whose blouses were tied with a bow,
Can meet up with us and really get set,
We're the guys who couldn't say no.

They'll smile at you with a toothy grin,
And wearing a bright halo,
And swish just a bit with their dimpled chin,
And still we couldn't say no.

We'd squandered all our moola,
We'd borrowed so much dough,
We couldn't bum a hot dog,
To us the word was no.

So St. Paddy's Day, we sailed away,
To the land of the River Po,
The dames were nice, but we cannot say,
That we ever uttered the "No."

Some trips were short, and some a bluff,
I was palling with a guy named Joe,
Who knew no school, but he'd seen enough,
To tell me to always say no.

Tho the big bright lights are a wonderful sight,
But of beauty, we've had enough,
So we think we'll ride the green running light,
For we're headed for the Persian Gulf.

So weep no more, dear little gals,
Don't cry for Ned and Joe,
Include me in, with my good pals,
We three have learned to say no.

We have a certain FWT who sometimes goes mildly beserk during such a lunar period at sea. He doesn't foam at the mouth or bay at aforementioned moon, but claims that when he tries to read his gauges, all he sees are miniature bottles of Seagram's Seven Crown dancing across the dial. The chief engineer was with him during one such period and tried to persuade him it was all imagination. He said no man in his right mind would see Seven Crown on the dials; any fool could see it was Johnnie Walker Black Label and full quarts at that. The chief added that he is going to wrap the FWT in a restraining sheet this time and hope for the best.



Iliff

Steward Walter Kubacki got a bit too much sun and is now called "Chief Flaming Arrow." He is a roseate hue from hairline to beltline and resembles an overripe and overlarge strawberry.

Off It Comes

Before we left Baltimore, MM Bill Ling of Tioga, Pa., was persuaded to attend a floor show on E. Baltimore St. These shows usually consist of a motheaten master of ceremonies, who saw his peak during the prohibition era, and several young ladies who take their turn on a raised platform enclosed by the bar, and gyrate more or less in time to the music provided by three unemployed peanut vendors.

During the course of these gyrations, the young ladies' apparel is discarded, piece by piece, till the finale finds them about ready to step under the shower. Bill found it very dull indeed and said it reminded him of the meat counter in the super-market back home. One of our wipers was evidently impressed but was unable to give a comprehensive account of the performance. After the first girl had finished her act, his glasses were so fogged up that he couldn't see the rest of the show.

When we came to Panama, we fueled in Cristobal. Since some repair work was necessary in the engine room, we got a night ashore despite the "no shore leave" sign. Tom Cunningham, wiper, met his brother, a former seaman who is now in the Army. Chief engineer A. J. Haman met his brother, a port engineer for some company in the Zone. In fact, I guess most of us met someone. Not brothers, though.

No Performers On Marymar

The trip to Long Beach isn't all fun and games. Hard as this crew plays while ashore, they all work hard when they turn to. There hasn't been a foul-up or performer on this trip.

Sometimes, I think the deck gang works too hard. Not that superboson Eddie Gross is any Simon Legree; far from it. But his gang scrapes and chips the decks until they are in shape to walk on; then they slap on a coat of oil so they aren't. Next day they take off the oil by scraping again. It's a vicious circle.

Even though Calmar's purchasing agent didn't strain any to put on good stores, chief cook Bennie Crawford and 2nd cook Frank Piascik work wonders with the stuff at hand. I'd like to sample what they could do with top grade material. Well, this is the end of the line. I'll send in the next bale of manuscript from San Francisco or Aberdeen.

Slim Iliff

Seafarers In Action

SIU ship's delegates really have to be on their toes because the crew elects a new one every time the ship makes a new trip out. So Seafarer Charles L. Shirah should feel pretty good because the crew of the Alcoa Pegasus recently re-elected him delegate by acclamation and praised him for the good job he did. Charlie is one of Mobile's many sons now sailing with the SIU having been born in Alabama just 22 years ago. He joined the Union in 1949 and makes his home in Mobile with his wife, Ella.



Shirah

It's music to the ears of a ship's steward when the crew lets him know that every last man of them is happy with the kind of feeding his department is putting out. Vic Tubo got that kind of praise from the gang on the Seatrain Texas recently. Vic should know his job pretty well because he's been sailing SIU from the very first day of the Union. He'll reach his 50th birthday this coming February and hails originally from the Philippines.



Tubo

The crew of the Evelyn (Bull Line) now have a new radio on board to pass the idle hours. Ship's delegate Fred J. Bruggner took care of the purchase while Bosun Ken Marple put together a rack for the new addition. Bruggner,

who will celebrate his 42nd birthday this month, was originally a New Yorker, but deserted the big city for sunny Bradenton Beach, Florida, where he and his wife now make their home. He joined the Union back in 1941 in Tampa and sails with the black gang. Marple is a West Virginia native who has been sailing with the Union since 1946 when he joined in Boston. His 26th birthday is coming up December 5.

That Far Eastern Japan-Korea shuttle really tests the mettle of a ship's delegate. Out there, there's no Union patrolman handy and the delegate who can come back from a several months' trip without too many beefs outstanding really has done a job. Evidently that's the way the crew of the Seapender (Orion) feels about their delegate, James Kelley, because they gave him a rousing vote of thanks. James is one of the Massachusetts Kelley clan from the Greater Boston area. He'll be celebrating his 27th birthday this coming Sunday and has been an SIU man since 1944 when he joined up in New York.

Nils Beck, delegate on the Steel Traveler, received the praise of the entire gang for his efforts on their behalf. Nils tried his best to get some decent launch service in Far East ports, where good service is a rarity. Nils was born in Norway and sails as a carpenter with the SIU. He's 29 years old and lives in New York now. He became a member of the Union just this past June.



Beck

Seapearlers Are 'Heads-Up'

It seems that everyone was very happy on Orion's Seapearl during its last trip, especially after Captain H. A. Miller hailed the SIU crew for keeping the ship "clean and dry," and urged the men to stay on for the next voyage.

In a notice posted on the ship's bulletin board, Miller said: "I wish to express my appreciation of the cheerful cooperation of the crew in keeping the Seapearl a clean, dry ship, and also of that splendid burst of energy on the homeward-bound voyage which put the final sparkle and lustre in the Seapearl."

"I also wish that as many of the crew sign on for this next short voyage as possible as I now know what a 'heads-up' SIU crew can do," the captain concluded. Certainly plenty of good, hard work with little performing and strong

Union action were responsible for this orchid to the Seafarers.

As a result of its successful and harmonious relations with the captain, the crew quickly returned the compliment by adopting a motion at a shipboard meeting on October 27, which extended a vote of thanks to Miller "for his understanding and cooperation in all problems coming to his attention and arising during our voyage." Leading this move were ship's delegate Fred Johnson, deck delegate Andres R. Perez, engine delegate Agustin G. Diaz, steward delegate Arturo Mariani, Jr., and chairman Dominic DiSel.

SIU Men Of The Jean LaFitte



Four of the crewmembers are shown at messtime on the Jean LaFitte in a photo sent us by Arnold Lucas, the ship's electrician.

Did You Know . . .

That gin got its name from the juniper berry, which the Dutch, seemingly the first gin makers, used to flavor the beverage? Juniper in Dutch is genever, and the word was corrupted from that to geneva and eventually to gin. Holland gin, under the name Holland geneva, was already famous in 1684.

~ ~ ~

That the Seafarers Welfare and Vacation Plans have \$23 1/2 million in reserve funds? Despite the more than \$2 million paid out by the funds, direct Union operation and investment in US Government bonds has enabled the funds to accumulate a surplus that makes possible addition of new benefits at regular intervals.

~ ~ ~

That Ty Cobb won the batting championship of the American League nine years in a row from 1907 through 1915 and 12 years out of 13? During that stretch he batted over .400 twice, .420 in 1911 and .410 in 1912. His average was over .380 seven times during that 13 year stretch! During his career he batted over .300 in 23 seasons.

~ ~ ~

That under the new Seafarers scholarship plan, a winner who wants to go on to postgraduate study like law or medicine can get additional money? The basic plan calls for \$1,500 a year scholarships for a four year college course. But if the student enters professional

school that requires additional years of study, the plan will continue to support him for as long as is necessary—provided, of course, he keeps up his grades and studies.

~ ~ ~

That the modern horse developed from an ancestor millions of years ago who was no bigger than a fox? The great grandpappy of all horses was an animal known as eohippus, who was just 11 inches high. Fossil bones dug up in various parts of the world show that it took approximately 45 million years for the horse to "grow up" to its present size. It is believed that nomads of central Asia first tamed horses and used them for transportation purposes. Even today there are tribes in Asia who raise horses and live off mare's milk.

~ ~ ~

That the city of Savannah is named after a word for plain? A savanna is a grassy, parklike plain lying on the margin of the trade wind belts. The grass grows in the rainy season and then withers when the trade winds blow. The most extensive region of savannas is in Africa, particularly in the Sudan.

~ ~ ~

That all SIU ships are required by the Union contract to carry an adequate supply of penicillin in their medicine chests? This is just one of hundreds of contract clauses designed to protect the well-being of Seafarers.

Korea Has No Interest To Seafarer After Seven Trips

Way back in 1945, some two weeks after World War II ended, I was on an Alcoa scow, the Belle of the Sea. She was a C-2 freighter. Leaving San Francisco on the great circle route, we butted into a typhoon. Everything on deck was lashed severely and pounding seas kept the crew much within the midship house.

After 13 days of dense fog, rain and a terrific gale, we arrived outside of Inchon, Korea, which is the only port in the world with a 32-foot tide. After 11 days on the hook, we received orders to sail 520 miles to Pusan. We found the harbor littered with sunken and partly submerged Jap ships. Going ashore, there was a fenced compound across from the railroad station with thousands of Japanese in it. Many more were forming lines. There were women with buckets and baskets and kids straggling along. They were being searched and made ready for evacuation back to Japan.

Streets and sidewalks were swarming with Orientals of all types. Jap ships took these sorrowful people aboard. Koreans confiscated their homes, stores, boats and other valuable assets. After discharging our cargo, we sailed back to San Francisco and paid off.

Locomotive Cargo

Then in 1947, I was aboard the Jackson Victory headed again for Korea. Lashed to our forward port deck was a 90-ton steam loco, while on the starboard there was a large diesel train. Other freight filled the aft deck and holds. By this time, all the Japs were gone from Pusan.

On this voyage, we went to Inchon, dropping the hook outside. One late afternoon, a sanpan came out to us and asked for passengers to go ashore. Several of the deck department men took up the offer. Inchon was a filthy city with shabby stores and broken streets. We hitchhiked rides with Koreans in cars and on motorcycles through Yondongpoo and Seoul. I came back to Inchon via steam train, and what a rough go this was.

In September, 1951, this writer again sailed to the Far East, this time on the Muhlenberg Victory. Calm weather predominated through the nine days from Virginia shores to Yokohama. We shuttled back and forth to Korea. All in all I visited that country seven times.

My opinion of Korea is that it is not fit for Americans. Honey bucket wagons are a frequent sight. The odor is obnoxious. Money buyers, chiselers and racketeers annoy one to the point of aggravation. Pusan has one street car line with no lights at night. Pickpockets are many and uptown it's safe only in groups. I never want to visit Korea anymore, for nothing of interest exists there.

Floren Weintraub

LOG Welcomes Stories, Pics

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

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

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

Dumped Out In Germany, They Learned Lesson On Panamanian

I would like to tell you of the sad experience I had recently on the Silverstar, owned by the Bernstein Line of New York. He has put this passenger boat under the Panama flag for reasons we all know well.

A few days ago this vessel arrived here in Bremen. More than 100 crewmembers, mostly Germans with about 15 seamen of all nationalities, discovered to their bitter disappointment that they faced the payoff. They signed on in New York for about \$100 a month. The company's trick of piracy and shanghaiing originated in the articles with a few lines written in German to the effect that the company would not be responsible after the men were dumped ashore in Germany.

None of the non-German crewmen understood this clause and signed the articles like a check from the bank. They paid a high price for this terrible mistake. With about \$60 earned wages, they were dumped ashore like old shoes with no transportation money, no visas for a stay in Germany. With a shortage of hotels in Bremen, they had to pay \$4 per night for a room. Meal prices are very high here. After a few days, most of them are broke. Some of the men don't even have topcoats to resist the rain and cold winds.

Where To Now?

Finally with the help and pressure of the British consul and the Bremen police, the owners of the Silverstar agreed to pay transportation money to Marseilles and London. None of the men know yet if and when they will get new berths and on what they'll live in the meantime. They might be arrested again by the authorities. It will not be impossible for them to be deported somewhere, but not to the USA. None of them know yet where the real end of this voyage might be because shipping is very slow at present in Europe.

The Silverstar came to Germany in order to go into the shipyard for a big alteration job. New air-conditioning and other repairs are supposed to be finished by December. After this, the ship will return to the USA, and then will sail to the Caribbean seas.

The wages of the German seamen will be around \$75 a month, believe it or not. They would rather work for \$175 or \$275 a month, but the so-called German Seamen's Union is a very, very weak union. It takes the fighting spirit of a real seafarers union like the SIU or the SUP to get decent wages for the members and to cut out the stab-in-the-back competition to other seafarers unions in the free world.

Teach Them Trade-Unionism

When the Silverstar arrives again in the USA, please give the German crewmembers a few lessons about real trade unionism and how to fight dollar-hungry ship-owners of all nationalities. The sad experience of the dumped seamen on the Silverstar should be a lesson to them and other seamen in all ports of the world not to look for berths on a non-union ship in the first place, and to boycott Panama-Liberia flag ships.

These Panamanian ships are generally filthy and unsafe. The example above of articles written in a foreign language which is unknown to the hired seamen, is just a small instance of the terrible lengths the Panamanian companies go to in abusing the crews' rights. None of these ships will ever come up to the SIU's high standards.

The boycott committee of the ITF should put the Silverstar on the blacklist until the proper time comes to deal with these shanghaiers and to chase them off the seven seas.

Franz Pietzak

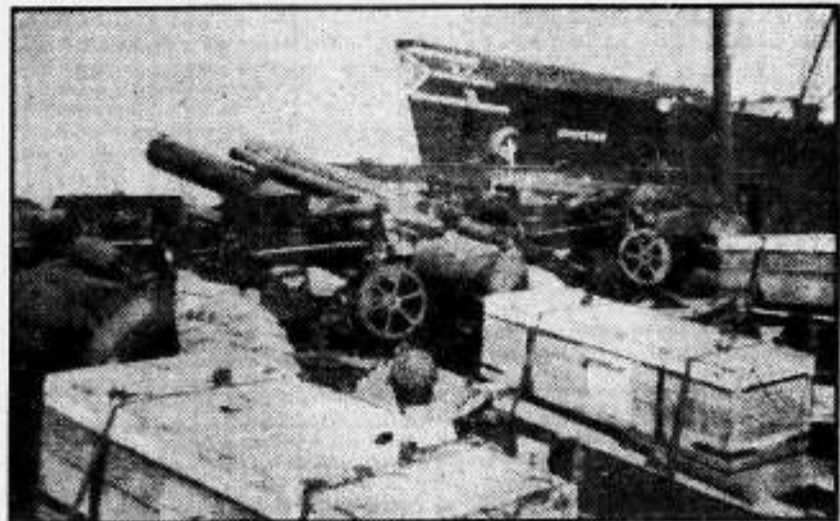
SIU Delivers The Arms To Korea



Aussie Bell (left), deck maintenance man aboard the SUP-manned American, and Pat Ryan, second electrician on the SIU-crewed Greeley Victory, are shown against the background of the American as she arrived at Masan, Korea. Pic submitted by Jack Fitzgerald.



A new tank is unloaded from Seanan at Masan. This picture and the one below were shot by ship's delegate Thomas M. Collins and show the part played by SIU men almost every day in the Korean war.



These artillery guns were unloaded from the Choctaw, a Waterman ship, near Pusan, Korea.

Quiz Corner

- (1) "The Jungle" by Upton Sinclair is a story about the (black market), (Belgian Congo), (Chicago stockyards), (police line-up)?
- (2) A man spent two-sevenths of his pay for clothes and entertainment, three-fifths for room and board and had \$18 left. How much did he start out with?
- (3) The shipwrecked sailor who found a solitary footprint in the middle of a sandy beach was (Daniel Defoe), (Robinson Crusoe), (Jean Valjean), (Huckleberry Finn)?
- (4) You be the judge. If a wife refuses to move to the country unless her husband promises to put the house in her name, can she hold him to that promise?
- (5) If the second hand of a clock travels 360 degrees in one minute, how many degrees does the minute hand travel during that time?
- (6) Which one of the following countries does not touch the Mediterranean Sea (Egypt), (Greece), (Iran), (Turkey)?
- (7) Judging from its name, November was most likely which month in the old Roman calendar (eighth), (ninth), (tenth), (eleventh)?
- (8) A man traveling by air finds that he can only take 72 pounds of baggage with him free of charge, but when his gear is weighed finds that covers only 60 percent of his baggage. If he has to pay 15 cents for each extra pound, what'd it cost him?
- (9) Which is correct (We shall be or we shall be)?
- (10) Which hand of the clock is the only one that is not a letter?

Quiz Answers On Page 25

Bauxite, Tattoos Highlight Trip

Except for a man who fell overboard in the Mediterranean, my recent trip on the Transatlantic was one of the smoothest I have ever made in a Liberty ship. We touched four continents and the entire journey took only 60 days.

There was very little gassing up and very little bad luck, which was remarkable, especially in view of the poor conditions that existed in the engine and elsewhere when we started. We signed on at Yonkers, NY, and then shifted to Norfolk for a load of coal. From there we proceeded to Piombino, Italy, which is about four hours away from Rome.



Ramirez

We got a smell of Spain by stopping for oil at Centa, Spanish Morocco, where we found lots of good buys in tapestries without having to go ashore. Prices on all articles made in Spain are

printed on small paper labels. It's not the same with Moroccan goods, but prices are fair. My only complaint about that free port of Centa is that any liquor, especially the fancy stuff, that's brought aboard for sale by workers handling the oil or water, you can be sure that four out of every five bottles are fake, particularly if you are getting it very cheap. The best thing to do is to buy the liquor in stores and get a receipt for it. I do not care for any liquor at all, but I hate to see many of my brothers get caught on such shady deals.

Enveloped in Bauxite

From Centa, we sailed south for a load of bauxite at Small Kalden, Dutch Guiana. There, many of us not familiar with that part of the world, saw closely how many human beings still live encircled by crude jungle, which is bad enough. But having their faces and most of their bodies covered with bauxite about half of the time is something to think about. Yet they seem to be very happy.

On the return trip, we stopped in New Orleans, and I had a chance to see and talk to brother John Conrad, the most written about man in perhaps the whole world, that is, written over his own body. He showed me some of the 85 tattoos he has all over him. One took a Chinese lady tattooist more than eight hours to work on him. He has butterflies and lots of other kinds of creatures on him, includ-



Here are seven of the eight Transatlantic Seafarers who rescued Stephen Miskow from the Mediterranean. Front row, left to right: R. Gonsalves, AB; W. Chipowski, OS; J. McNarney, wiper. Standing: C. S. Kakum, AB; Arnold Reibus, AB; John B. Tenney, chief mate; and Ramon Encarnacion, oller. Missing from the photo was brother Makris. The picture was sent in by Luis Ramirez.

ing the names of New Orleans Port Agent Lindsey Williams and a police commissioner.

Conrad has gone through a lot of adventure besides working in SIU ships, and he seems to have many friends. He worked for over

four years in Hollywood and vicinity and had a chance to do a part in a movie. It would not be a surprise if one of these days, Conrad and his tattoos got on some kind of a television show.

Luis A. Ramirez

No Beef On Extra Lemon

Lo and behold! While making his regular audit of the Potrero's Hills' food supplies, the steward accidentally came across one more lemon in the officers' mess than there was in the crew's icebox. But the

steward didn't put up any squawks since it was a little lemon and not worth considering, so reports Ray Harris, chairman of the ship's meeting.

Harris also reported that the chief engineer is finally satisfied with the food. "He is the only man out of the 44 aboard who has not been shouting its praise and all SIU members here are happy now that his ulcers are happy."

Incidentally, it seems that this Mar-Trade vessel has a galley department and cuisine second to the Waldorf-Astoria. To say the least, ordinary cooking "is quite out of place," as Harris declares. Roast guinea hens, frog legs and caviar are some of the regular courses. Besides, ice cream has been introduced recently for the

night lunch. There are quite a few ships' crews who have been dreaming for a long time of such fancy meals; but not so on this ship. Here, the men want some ordinary grub for a change. They're lucky guys and they don't know it.

Raiding Officers Learn Lesson

There seems to have been quite a tussle recently with plenty of fun aboard the Government Camp when Seafarers' supplies and bunks were raided by the officers. Unofficially, we understand that the SIU men got even and that everything was straightened out any-

how at payoff in Boston. Anyway while the affair lasted, it was real exciting. The whole trouble began when the milk cans started walking off at night from the crew's iceboxes to those of the brass. But this wasn't the only beef. A certain third assistant was apprehended going into the crewmen's quarters without permission from the residents and taking out the fans.

Heat Bad

All of this happened while Old Sol was still blazing away and the demand was topheavy for cool air and drinks of the non-intoxicating nature. As far as the fans were concerned, the ship had been in drydock for some time before the sign-on. What blowers (the mechanical kind, of course) as were on the ship, by some streak of good

fortune or perhaps partiality of the shipyard workers, were put into the crew's bunks.

Tit For Tat

But when the officers' coup d'etat and the transfer of the fans were achieved, the SIU members naturally didn't applaud. They took the offensive, and accord-

ing to the rumors, returned the raids. This tussle and the arguments went on back and forth for a brief stretch until strong Union action led on the ship by Salvatore Frank, Jr., ship's delegate, and on the shore by the Boston port agent, squared away all beefs to the satisfaction of all the men.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Lewis Riviere's recipe for a "jiffy plain cake."

Sometimes the ship's night cook and baker finds himself pressed for time and no cake ready for a hungry crew the next day. When these situations arise it's good to have a recipe handy that can be completed in jig time with no fuss and bother. Seafarer Lewis Riviere, who has been sailing on ships for 35 years, has one recipe which he finds can be completed inside of an hour from start to finish.

Furthermore, it's the kind of cake that can be adapted to a dozen different uses, simply by putting on a different kind of topping, or slicing it in half crosswise and making a layer cake out of it with various fillings.

"You can use this cake like a shortcake or a sponge cake," he

said. "Put any kind of icing on top that you want, or whipped cream, or fruit or anything else that would go good as a shortcake."

To make the cake, you need two pounds of white sugar, one pound of butter, 3½ pounds of flour, one quart of eggs, both white and yolks (usually eggs run 18 to the quart but it varies according to size), one quart of milk and 1½ ounces of baking powder.

Mix the sugar, flour and butter very thoroughly in a mixing machine. Then while the machine is still going, drop the eggs in two or three at a time and add the milk and baking powder. The batter should come out thin but very fluffy when it's ready for baking.

Put it in the oven at 350 degrees fahrenheit, and three-quarters of an hour later you'll have a nice sized cake that will give you over 50 portions, enough to take care of the whole crew with some extras.



Riviere

Poppa & Son Team



Harvey Morris, a member of the SIU since 1940, dropped into the New York hall recently to pick up his vacation check. Our photographer caught him with son Patrick.

Seafarer Sam Says

GOT YOUR NEW UNION BOOK YET?

FOR THE PAST SEVERAL MONTHS THE SIU HAS BEEN ISSUING NEW UNION BOOKS TO ALL MEMBERS. THE NEW DELUXE BOOK IS THE FINEST OBTAINABLE. IF YOU HAVEN'T YOURS YET, APPLY AT ANY SIU HALL.



Libraries Asked On All SIU Ships

To the Editor:

At a recent shipboard meeting on the Cecil N. Bean there was a great deal of discussion on the need for a ship's library.

The men agreed that since they change ships often, it would be wise for the SIU to set up a library on all ships manned by our Union. A motion was thereupon made, seconded and carried, that the SIU look into the possibilities of having a complete educational library set up on all ships. It was decided that each library should include a world atlas, an encyclopedia, almanac, scientific texts, and books of a cultural nature, especially Spanish culture.

Alfred Bokan
Ship's delegate

Ex-Seafarer In US Air Force

To the Editor:

Enclosed is a picture of one of our boys, Cpl. Johnny Long, who has sailed seven years with the SIU and is now doing time in the Air Force on Okinawa.



Long

While sailing on the Fairisle, we bumped into him. Johnny has nine months to go before enjoying our present fine conditions. He told me that he's very anxious to be with us again. The picture was taken by Tony Nottage, the ship's reporter and photographer. If any of you seamen know Johnny, I'm sure he will appreciate a few lines. His address is A.P.O. 323, 1st Mat. Rec. Sq., c/o Postmaster, San Francisco, Calif.

David Blumlo

Oldtimer Recalls More Rugged Day

To the Editor:

Today when the word "sailor" is used, and the term "crawling through the hawse-pipe," the same thing is not meant as was understood 50 years ago.

Back in 1906 when some 700 schooners and barkentines, Latvian-built, owned and manned, sailed the seas from the Baltic, the Yurnieku Kalendars—or the Seaman's Almanac, in Latvian—had the law laid down as follows:

"A man rated as sailor must be able to steer by the compass and by the wind; he must be able to send down topmasts and yards and send them up again; he must know how to handle and trim the sails and set up the rigging and bowse down the shrouds; he must be able to splice rope and wire, sew the canvas and rope the sail."

In those days the masters and mates also knew how to make new sails and how to use the tools of the shipwright, to swing the adze, handle the caulking mallet and pitch the seam on deck or side. How many steamboat captains are there today who can do all this and teach their men before the mast these skills?

No Comparison

Standing on the ship's bridge does not make the brass-bound captain or mate a sailor. It is to be noted that some Russian women from the steppes have turned out to be good captains and mates of Soviet steamers and as good as any American captain or mate today, even if the Russian women do not have to crawl through the hawse-pipe to get on the bridge.

After all, the crawling was not so rugged as men today are led to believe. Years ago, all the Latvian mates and masters came from the foc'sle or from before the mast. Having gone to sea as able seamen and saved money, they

• L E T T E R S •

went to navigation school, paid for their own learning and passed the examinations — thanks to themselves.

How different it is today, when the schooling of a cadet through Kings Point, to make him the king-pin on a steamer's bridge, costs the taxpayer some \$10,000!

Capt. R. J. Peterson

Like Brothers' Visits In Hospital

To the Editor:

We patients here on the sixth floor of the Marine Hospital in Seattle wish to thank the port agent, Jeff Morrison, and our Union brothers for treating us so wonderfully while we have been sick.

We especially thank Harry Thomas who has been coming up here every week and seeing to our needs. He leaves us always with the feeling of what a swell Union we belong to and what Union brothers ought to be. Many other brothers have stopped by to say howdy. It sure makes us feel that we are not forgotten. The hospital benefits we receive make us feel quite independent and proud of the SIU. This letter is also signed by Fred W. Henderson and N. D. Merrick.

A. DeFillippie

Changes Address In US Army

To the Editor:

This is to inform you that I am not in the same Army post as before and therefore, a change of address is necessary. I am now in Karlsruhe, Germany.

I also wish to inform you that I enjoy the LOG very much and hope to be receiving it as long as the SIU is in existence, which I imagine will be as long as I am on this earth and longer. You would be doing me a great favor if you could also send me a copy of the booklet, "Seafarers in World War II." I hope to be sailing again with the SIU soon.

Pfc. Leslie R. Bell

Thanks Crewmen For Travel Aid

To the Editor:

I want to thank all the officers and crewmembers on the Hastings for making it possible for me to come back to the east coast to be home with my wife. The Hastings was in Oakland, Calif., when I got the telegram that my wife was sick. I want to thank them all from the captain on down for the donations they all gave me.

Joseph Basch

Waiting For Fish To Bite In B'klyn

To the Editor:

It's now 10 o'clock in the morning while the sun is high up. The temperature is around 80 degrees down in Miami, but we are fishing off the coast in Brooklyn where the temperature is about 61 degrees. The fish don't bite. Wonder why?



Oppenheimer

Anyhow, we will be here for a few hours yet, it is hoped. We have been here since 12 o'clock midnight because the 2nd mate decided to quit the ship and we are lost in navigation. The 2nd mate always found the Gulfstream current that keeps the hurricanes away from us.

The reason why we say hurricanes is because there are two of them now around the Miami coast, one fighting the other and we don't want to be the middle men. So we will stay here for a spell—at least until the fish nibble on our lines.

"Sir Charles" Oppenheimer

Retirement Plan Seen As Goal

To the Editor:

I am the steward on The Cabins, and in the SEAFARERS LOG of October 17 I was gratified to read the fine letter that was written by Scott Findlay of the Del Sud.

His ideas for the amount of benefits that the Union has secured for our welfare are well stated and I believe it is well understood by the majority of my brother members of this great Union. His idea of a pension plan would be the climax of this wonderful campaign that the Union is making for our benefit. It is true that in the past, all a seaman, who loves the sea and follows it as his life's work, had to look forward to if he had no family or substantial savings were the old seamen's homes. Although these places are quite pleasant and do everything to make you comfortable, it is not a happy prospect to look forward to.

Man's entire life in the maritime field is towards one ultimate goal, security. His monthly pay check reflects the temporary present security of the Union welfare funds, such as hospitalization, vacation funds and scholarships. Misfortune can befall any man during these times and cannot possibly be covered by the Union's welfare funds so that any nest egg that he may have for his twilight years

may be wiped out due to sickness, death, etc. of some member of his family.

Twilight Security Needed

However, a pension fund, if it is set up so that it would be a continuing and protective source, would provide the security that we all are striving for ultimately. This would also give the young man of today, who desires to follow our life's work on the seas, a sense of security for the latter years of his life in which he can't work. Every major industry in the United States has some sort of a retirement plan, and I believe the Union would be wise to seek the same goal.

August Schroter

NMU Member Thanks SIU Men

To the Editor:

I am a member of the National Maritime Union and have been hospitalized at Basrah, Iraq. I was sent home aboard the Steel Worker as a workaway.

I want to thank the Seafarers International Union for the way that its members treated me aboard the vessel.

Upon arrival in New York City, they presented me with \$25 so that I would not be stranded in port. I would like to express my deepest appreciation and thanks to the members of that crew. Good sailing and good luck to each and every one of you.

Herbert Lavin

Likes Reading Of Former Shipmates

To the Editor:

I want you and your staff to know that I appreciate very much the fact that you are sending me the LOG, for I like very much to read of my old shipmates.

The new constitution, which I read in the last issue of the LOG, is a great boost to the Seafarer and just goes to prove that the SIU is doing everything for the betterment of its membership.

I would like to say that I hope to be shipping again in the near future with the SIU.

L. C. Hall

Wants Witnesses To Ship Accident

To the Editor:

I would like to hear from my shipmates who were on the Royal Oak from the time they reached San Francisco until we returned to New York July 6 of this year.

This is in reference to my condition upon coming aboard the Royal Oak as a wiper. I would like to know whether I was in good health or not. I want witnesses as to whether I was on my back and couldn't work due to an accident during the last five or six days between Panama and New York.

Since I left the hospital, I have been an out-patient at the USPH here in New York and will have to take treatment for many years to come. I understand from three doctors here that I would have one chance in a thousand of coming out of an operation. The company has been holding up my benefits since July 12. I got only one check for the week of July 6.

Right now, I'm without any money. If it wasn't for some of the SIU and SUP members helping me with a little pocket money, I would become a financial problem to the City of New York. I cannot return to California until I am discharged here in New York. So, I would appreciate it if any of the fellows who were on that trip on the Royal Oak could write me, c/o Elks Club, 161 West 93rd St., New York City.

Alfred (Frenchie) Dreyfus

Don't Deal With Street Peddlers

To the Editor:

I was walking along a couple of blocks from the SIU headquarters in New York the other day when I was stopped by a man who asked me if I wanted to buy some material for making suits. I looked at the stuff and it seemed to be pretty good so I asked him how he sold it. He told me that he wanted \$30 for 7½ yards, which would be enough to make two suits.

After bargaining back and forth he sold me two sets, which was supposed to be 15 yards, for \$40. When I got home I found that each set was only 3¼ yards instead of the 7½ yards he said they were.

I want to warn any of the men in the New York hall to watch out for these birds as they are looking to make a fast dollar from seamen.

William Ryan

Says Hurrah For Seatrain Texas

To the Editor:

Everything is running pretty smoothly aboard the good ship Seatrain Texas. We had a little dispute but it was straightened out at the Union meeting in good SIU fashion.



Allen

We have the honor of having with us the young Seafarer whom I'm quite sure all of you will remember. He is William Klemola. He makes it a practice to build a model of almost every ship

he sails on. Keep a spot open in the LOG and we will send you a picture, so everyone can see what Bill does in his spare time. We also have brother Jimmie Walker, an old Seatrain man, who is known on both ends of the line, but especially in Edgewater, NJ.

We still have brother Victor Tubo aboard. He has been on the ship for quite some time. He spends most of his time as steward trying to please everybody. We also still have Charlie Goldstein on board. I guess he will be here for a long time to come. He was on the Seatrain New York for a little better than five years.

I have been on this boat only for a couple of months. This is the first seatrain I have sailed but it won't be the last. On this ship we get about all the fresh milk you can drink and ice cream every day. Fresh vegetables of all kinds are also plentiful. So what more can a man ask for when the chow is so excellent and the work is easy.

James L. Allen

GI Coming Back, Proud Of SIU

To the Editor:

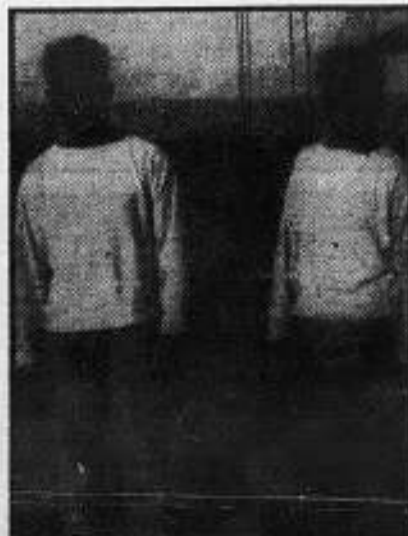
I'm writing to let you know that you can discontinue sending the LOG to my overseas address, for I'll be heading home in a couple more days.

I had to stay here a little longer than I expected because of the shortage of replacements. So, I'm going on my 11th month when I should have been here only nine months because we are in a combat unit. But the replacements finally showed up.

Well I sure appreciated the LOG while I was here and I'm just dying to get back to see the new headquarters building. It sure makes a guy feel proud to belong to such a good Union. It's too bad the Army doesn't use some of the same policies instead of being so phony. Thanks again for the LOG.

Joe Curran

Oops! Our Photoflub



In the October 31 issue of the LOG, we inadvertently made a mistake in identifying the individuals above as stowaways found on the Steel King. Actually they are Seafarer Rolf Petterson of the Robin Mowbray with a policeman in Portuguese East Africa. Sorry, men. Yep, those are the freeriders on right.

Asks Smoking For All Or None

To the Editor:

We have noticed several write-ups in the past few issues of the LOG about the two-pot smoking system aboard most of our ships. We agree thoroughly with past articles. Why should the mates be allowed to smoke and the unlicensed personnel not?



Moore

There is nothing that delights the mates more than to pass by the quartermaster and blow smoke in his face. They tell you that they are there for four hours and that the quartermaster is on the wheel for only two hours. That's still no reasonable excuse or explanation. I would like to see a few of the mates stick it out for two hours without a smoke.

Certainly a man would have discretion enough not to smoke while going up a river or channel, but when the ship is in open waters and on the mike, there is no reason why the quartermaster could not also enjoy a smoke.

Deck Gang Unanimous

We have run into a series of events on the Del Oro for the correct procedure for standing a wheel watch. The mates have orders not to talk to the quartermaster except when necessary for the navigation of the ship. The latter must be by the wheel at all times, iron mike or not, unless of course he wants a cup of coffee. No smoking is permitted by the unlicensed personnel on the bridge. This includes the lookout also with the radar going full blast. If there was an emergency on we could well understand such action and procedure.

This bit of chatter has been cussed and discussed by the entire deck department and we all agree: either let's put the smoking lamp out for everyone on the bridge or light it for everyone. The following men join me in this letter: S. H. Cooper, George A. Burch, Jesse F. Martin, C. A. Roberts, Ralph O. King, and W. Whittington. We would like to see more letters on this subject in the LOG and something from the editor, too.

Charles P. Moore

Recites History Of SIU Nightclub

To the Editor:

Coming in September 8 on the Puerto Rico, which was to lay up for two months, I looked forward to a long-awaited vacation. I went up to the hall and bumped into Ed Mooney, manager of the Port O'Call Bar, who told me to come to work in the SIU's new nightclub. "What nightclub?" I asked. I soon found out the amazing story of our Union's new venture.

Ed and Joe DeGeorge began telling me of the set-up. The cafeteria was to be turned into a cabaret and we would be waiters.

Quick Change

We then went down to see just how a regular cafeteria could be changed into a nightclub. Beautifully decorated tapestries were drawn across the length of the steam table and all around the walls. A portable stage, colored, soft and bright lights, artificial plants, and carpet runners completed the transformation.

The following night, September 9, we opened for business while Henny Youngman, the comedian; Dolly Dawn and two bands entertained. Wednesday night, more people came and by Saturday, there was standing room only. Quite a few delegates to the AFL convention came up also. After remarking about the show, the layout, and the food, the public usually was amazed by the low prices.

LETTERS

I remember one check in particular which came to \$88.50 for a party of 22. After I assured him that I had used an adding machine, and the figure was correct, he went out shaking his head in disbelief at the low prices. I explained to him that the Seven Seas Room is designed to save our members from clipjoints and we weren't interested in making a million.

I've seen many of our patrons return over and over again. I know they are well satisfied.

Allan L. Lake

Girl Seeks Pen Pal In Hospital

To the Editor:

I am writing this letter to ask if you can help me to find a pen-friend. As we receive the SEAFARERS LOG each month and there is always a big list of brothers in the hospitals, I thought there must be some of them who don't receive any visitors and mail, and who would be pleased to receive letters from me.

I live in New Zealand and have a brother in the merchant marine in the States. He has been over there 9½ years. We get mail from him regularly and he says the people he has met over there were all very good to him when he was in the hospital. So you see, I would feel that I am repaying their kindness if I could cheer somebody up with a letter of friendship.

To tell you a little about myself, I am 22 years of age, have fair hair, blue eyes, and am five feet five in height. My favorite sports are dancing, swimming, horseback-riding and skating. I am very sorry that I haven't a photo of myself at hand. But I will have one taken and send it in my next letter to you. My address is: 33 Union Street, City C. I., Auckland, New Zealand.

Patricia Donelan

Seafarer Sets Up Cafe In Cincy

To the Editor:

I have just retired my book and would like you to publish this letter in the LOG so my old shipmates will know where I am and what I'm doing.

I was chief steward on the Petrolite during an 18-month trip to the Persian Gulf and France from May, 1949, to December, 1950. My last trip was on the Benjamin H. Grierson (Waterman) which was laid up at New Orleans last May.

I will be glad to hear from my old shipmates, or if they happen to pass thru Cincinnati, Ohio, to see them. I am now operating the Village Cafe and Restaurant at 2023 Madison Road. I am enclosing a snapshot of myself and Miss Rose Walter, one reason why I am staying ashore for awhile. I'd like to continue receiving the LOG so as to keep up with the latest in shipping and maritime news.

Howard Rosenstiel



Howard Rosenstiel and Miss Rose Walter shown at the counter of his new Village Cafe in Cincinnati. Maybe some romance will develop, huh?

Thinks Facts Are Tops In Industry

To the Editor:

In passing through this fair city of the southland, I deem it a pleasure New Orleans, to extend to all concerned my heartiest congratulations on the birth of our new SIU constitution, and also a word of thanks to our negotiating committee for its excellent work in giving us finer freight and tanker agreements.

As usual, our SIU continues to provide for us the best in maritime. The hospital, death, disability and maternity benefits under the welfare plan, the vacation plan, the new Union books and the new Union halls in New York and Baltimore, the new scholarship plan along with the new constitution and revised contracts are only a few of the many great advances recently won for our membership through good militant unionism and capable leadership. It is truly an honor to be part of this SIU.

My best regards to everyone at headquarters and all of my shipmates from the Puerto Rico. I will be seeing all of you soon.

John H. Hunt

Hits Political Intellectuals

To the Editor:

The SEAFARERS LOG is one of the best labor papers in the country. I have read the bound volumes going back to 1946 during our current voyage to Greece on the Sunion. I have been especially interested in the editorials on political education.

Labor's League for Political Education certainly deserves the support of every loyal union member in every AFL group. But the fact is that labor political education schemes often fall flat. It is not that the rank-and-file members are opposed to them, but rather that the educational programs fail to arouse interest.

In large part, I think this is because the material used is derived, either consciously or unconsciously, from intellectual sources which ought to be held suspect, and which in fact the rank-and-file worker does instinctively hold suspect. The younger generation in America is overwhelmingly anti-intellectual. We don't like the kind of ideas you find in "The Nation" or "The New Republic," not to mention the "Daily Worker" or "The New York Times." We don't like the educators, writers, professors and other goldbricks who pretend to be on the side of labor, but often work for the interests of the bosses.

Intellectuals Are 'Phony'

For example, in the Sacco-Vanzetti case, the "liberals" made a great fuss and then secretly made a deal with the reactionaries to throw the fight, as a result of which two innocent working stiff were put to death. The same happened with the Kronstadt sailors

in Russia. They let the Russian intellectuals put over a fast one on them. The American intellectuals are much like Russian intellectuals, which is why they were such bosom friends in World War II. The American intellectual is a traitor by habit and choice. We young Americans won't be suckers like Sacco and Vanzetti to the fake caprices of phony liberal defenders like John Dewey, the fake educator who mentally enslaved two whole generations of young Americans and delayed the growth of the labor union movement by 50 years.

Labor needs a mental house-cleaning. We need political education to be sure. But the labor writers, union officials, and ship-board delegates who promote political education, should get away from the ideas of the intellectuals, and should get nearer the interests of the rank-and-file. The place to find out what workers are thinking is from the workers themselves, not from the college professors.

Morris Horton
Radio Operator

Sends Photo Of Seamonitor Men

To the Editor:

Enclosed you will find a snap taken aboard the Seamonitor, which is shuttling between Japan and Korea.

There are a bunch of swell fellows aboard and she is a good feeder. Steward Moses and his entire department are keeping the



Bosun W. L. Brabham, chief mate R. F. Heagney, R. R. Paschal, OS, are some of the fellows on the Seamonitor.

boys' waistlines in good shape. We have been out five months and expect to spend the Christmas holidays in Japan.

R. R. Paschal

Gives New Idea On Scholarships

To the Editor:

There has been some discussion concerning Seafarers who wish to take advantage of the new educational benefits, which have been secured by our Union officials.

The problem is that most of the members, who wish to try for these benefits, have been out of high school for several years, and will find it very difficult if not impossible to compete against the younger students. Since the purpose of the welfare plan is to benefit the majority of SIU members, and because most members do not have children of college age, it is my suggestion that two of the four scholarships be set aside exclusively for members of the SIU and the remaining ones be offered to children of members. I think such a system will be most fair and will save members the trouble and disappointment of having to compete with the kids.

James Tarrant

Maiden Voyage Of New Mariner

To the Editor:

The maiden voyage of the SS Keystone Mariner culminated as her sleek, graceful steel body sheared the blue ribbon with braced smoothness into the English Channel in record time, riding out a gale-swept ocean, pitching waves, while daily weather reports talked about "intense depressions... vigorous deepening lows... severe gales reaching force 9 to 10," which dominated the Atlantic.

The world's newest and fastest freighter, the Keystone Mariner was welcomed in New York on October 17, 1952, as she steamed into the harbor from the Sun Shipbuilding Yards at Chester, Pa., and was hailed as the first of her class of atomic age cargo ships. Under US Army charter, she loaded at the Brooklyn Army Base, leaving New York on October 23, 1952—fully loaded.

It was a rough maiden trip across, but she proved capable of speed sufficient to outrun submarines, and under the guidance of Captain T. E. Bodden she proved

"the most maneuverable ship I have ever seen." Among the external protective features are folding hatch covers, so massively steeley they seem able to withstand bombs and shield inflammable



Antrotter

cargo in her lower holds. Her decks are wide and roomy enough to allow helicopters to land and take off.

The Keystone Mariner passed Bishop Rock Lighthouse in record time, averaging well over 20 knots, and the joke passed around by Captain Bodden was that he went by so fast he couldn't shake hands with the lighthouse keeper. Now and then he asked the radio operator where the SS America was so he could go over and wave to her captain in the breeze. Now and then the Keystone Mariner did roll from side to side, but even this was with apparent sluggishness.

Thus the first load of cargo for the US Army in Germany was delivered, and unloading was begun at Bremerhaven, Germany, after a crossing of 7 days and 16 hours. This beats her predecessors, the Liberty, the Victory and the C-2 by a long shot. In addition to the technical advance of this modern cargo ship, she got the approval of the entire crew for the interior features which make for personal comfort.

This ship, to the captain and the crew, is truly a close approach to a floating hotel in this atomic age, as cargo ships go. All the comforts of home strike the eye—dark maroon-colored curtains on each side of the portholes; bedspreads to match; dark green-colored bulkheads; green leather settees; door curtains for privacy when it is hot and the door must be open; bottle openers in shower rooms; nylon-rubber shower curtains; either individual showers or facilities shared between two rooms; rooms with little alcoves; fluorescent lighting over writing desks and over the soft-mattressed bed-bunks plus a community washing machine and dryer.

H. B. Antrotter
Radio Officer
SS Keystone Mariner

Thanks Brothers For Flowers

To the Editor:

I wish to express my appreciation to the crew of the SS Quartette for the flowers sent to my departed brother.

I also hope to rejoin them soon.

Crowder Story

Ship Seizures Sparked American Revolution

Back in the days when the North American continent was dotted with fairly widely separated British colonies, merchant shipping was, perhaps, the most important of their enterprises, for it gave the colonists the easiest flow of trade among the coastal colonies and supplied their only link with England and Europe.

It was the importance of their shipping, together with what was happening to it, that brought about some of the earliest blows in what later became the Revolutionary War.

While British warships had taken to stopping the colonial vessels on the high seas and "impressing" seamen to serve in their crews, the British customs vessels operating off the colonies raised even more indignation by the methods they employed.

'Liberty' Was First

It was the actions of the British customs sloop *Liberty* which brought about one of the earliest demonstrations of resistance on the part of the colonists of Connecticut.

The British Commissioners of Customs assigned the armed sloop *Liberty* to Newport in 1769, and she was assigned to cruise Long Island Sound, then the only avenue to the sea for the vessels of Connecticut.

During her first sweep through Long Island Sound, the *Liberty* seized a sloop and a brig, both belonging to Connecticut, and sent both vessels to Newport with a prize crew aboard.

Captain Protests

The captain of the brig protested and reported that he had filed a report of his cargo before he sailed and maintained that all his papers were in order. His protest, however, was ignored, and the vessel held under guard in Newport. After being held there for two days, the Captain filed another protest, and when he found that there hadn't even been any charges filed against him yet, he decided to go aboard the *Liberty* and protest to her skipper.

With a few of his crewmembers, he went aboard the *Liberty* and asked to see the captain. The crew of the customs cutter, however, began to hurl jibes at the men from the brig and the men from the two vessels soon got into a fight. The colonists from the brig left the *Liberty*, but they were followed across the bay by fire from small arms aboard the *Liberty*.

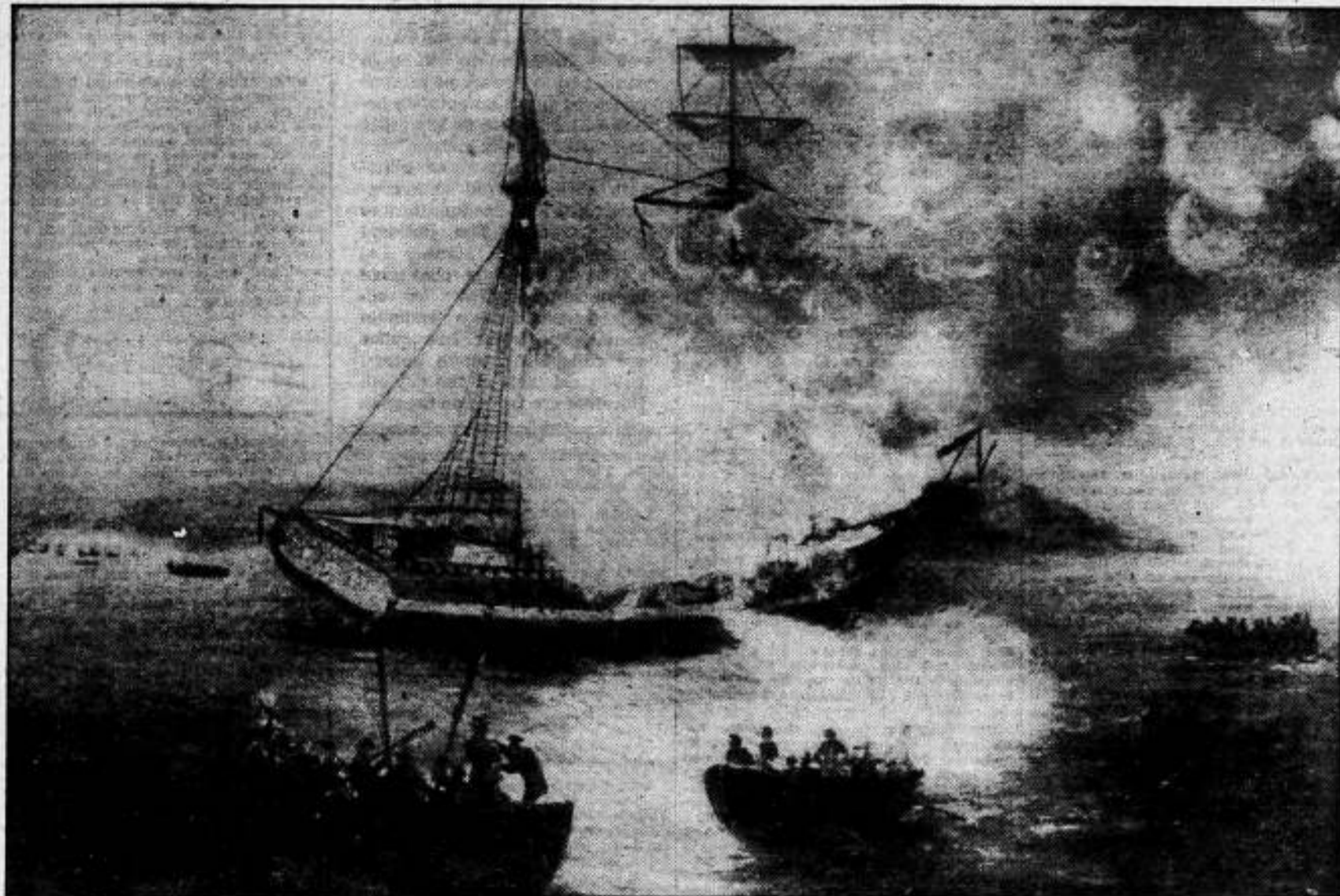
Then, the brig's crew went into Newport, collected a number of colonists, and went back to the British customs cutter. This time, they cut loose her moorings and the vessel drifted ashore near Long Wharf. Once the vessel was ashore, the seamen led the crowd back aboard her, and they cut down her masts and threw all her armament over the side after subduing her crew.

Burn Her

The crowd left, and she floated at high-tide, only to drift over to Goat Island and run ashore again. This time, the seamen led the colonists aboard again, and burned her.

In 1772, the Commissioners of Customs, not profiting from the fate of the *Liberty*, sent the armed schooner *Gaspe* to Narragansett Bay. After a short period of operation, it became apparent to the colonists that the *Gaspe* was even worse than the *Liberty* had been.

One of the things that angered the colonists most was that the property seized by the *Gaspe*,



Colonists pull away in their longboats as the second British revenue cutter, the *Gaspe*, goes up in flames on Long Island Sound. One of the first blows struck for liberty, the raid was led by colonial merchant seamen, who had become sick of the persecution they had been suffering at the hands of the British vessel while carrying supplies to and from the various colonies.

usually illegally, was sent to Boston for trial instead of being held for trial, as provided by law, in the colony in which the seizure took place.

The Last Straw

The last straw came when the packet *Hannah* left Newport for Providence. The *Gaspe* gave chase, and the *Hannah's* crew, fed up with the *Gaspe*, ran before her. Drawing less water, the *Hannah* led the *Gaspe* on a merry 25-mile

chase, and then led the *Gaspe* into some shallow water at Namquit Point and the *Gaspe* ran aground.

The *Hannah's* crew passed the word as soon as they got into port, and they soon had collected a group of colonists who were determined to take some steps against the *Gaspe*.

Some eight longboats were gathered, and the colonists piled in and started out to the *Gaspe*. By the time they reached the British ves-

sel, it was dark and they were able to approach fairly closely before being challenged.

Kill Captain

The man who challenged them was the *Gaspe's* captain, William Dudington, who quickly fired a shot into the lead boat. One shot from the colonists killed Dudington, and then one of the colonists announced that he was the sheriff and was bringing his men aboard. The *Gaspe's* crew offered no

further resistance until the colonists were aboard and they saw that there was no "sheriff" heading the party. After a brief scuffle, the *Gaspe's* crew was tied up and dumped in the bottom of the longboats.

After setting some matches, the colonists drew off and watched the *Gaspe* burn completely, throwing flames higher in the air than the *Liberty* had done three years before.

When Red Tape Cost The Lives Of 13 Sailors

Some 50 years ago, an albatross wearing a peculiar-looking collar swooped down from the sky and landed on a beach at Freemantle, Australia. The landing of this bird set off a string of red tape that stirred up such public indignation that it was heard around the world.

A few boys were playing on the beach when the albatross came down out of the skies and landed only a few feet away from them. The bird staggered about the sand for a few moments before the curious eyes of the boys, and then collapsed on the beach.

When the boys approached the bird, they saw that a strange tin "collar" around its neck was just about choking it to death and that it didn't have the strength to escape when they picked it up.

'Collar' Is Message

The "collar" turned out to be the top of a tin can that had been cut apart and then wrapped around the bird's neck. As the boys took it off the bird, they saw that a message had been scratched on the metal, reading, "Treize naufrages sont refugies sur les Iles Crozetes. Au secours pour l'amour de Dieu."

The message aroused the boys' curiosity, and after letting the albatross free, they ran to find someone to translate it for them. After some delay, they found a man who

could read it, and he informed them that the message stated that 13 sailors were stranded on Crozetes Island and that they were appealing for help.

The strange way of getting a message out to the world appealed to the imagination of the people, and the press in Australia took up the story.

'Investigation' Started

The Government, meanwhile had been given the message, and it began an investigation to determine when the message had been scratched into the metal.

While the public began clamoring for a rescue vessel to be sent to the shipwrecked sailors, the Government continued its investigation. After a while, the Government finally announced that its research had shown that the message was probably no more than about 12 days old when it had been found. This had been determined by the amount of wear and rust on the metal, and other tiny details.

Meanwhile, well over a week had gone by since the message had been found. More weeks went by, while the Government agencies de-

ecided upon the rescue ship and outfitted it.

Rescue Ship Sails

Finally, some weeks after the albatross had dropped to the Freemantle beach, a rescue vessel put out for Crozetes Island. It finally reached the island, and sent a boat ashore.

The crew of the boat searched the island, and finally came upon a fairly recent campsite, where the 13 sailors had apparently stayed. The only thing that remained was another message scratched upon the top of another tin can.

This final message said simply that the group had run out of food and that they had decided not to stay on the island any longer. The message said that they were leaving the island in a smallboat and were going to try to locate civilization.

Civilization, after getting the news, waited anxiously for a smallboat with the sailors to put into some port, but the news never came. The second message found on the tin can at the campsite was the last that the world ever heard of the 13 shipwrecked sailors.

The incident, however, was not without a good result, for the public, aroused by the loss of the 13 sailors, raised such a ruckus that

finally, rescue arrangements and procedures were adopted that did away with the red tape that had cost the sailors' lives. Since that time, rescue vessels and rescue parties have steadily become more efficient and speedy, until now Australia, like the rest of the world, has rescue vessels that are able to put to sea within an hour or two after a message is found, as well as being able to dispatch vessels that are already at sea and in the vicinity of the message's origin.

Report Lost Baggage Check

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

... DIGEST of SHIPS' MEETINGS ...

THE CABINS (Mathiasen), October 5—Chairman, W. W. Coleman; Secretary, F. Waamer. Delegates reported no beefs. Motion was passed to increase the milk supply from 150 to 180 quarts. Crew wants the ship fumigated as rats have been found. Rat will be shown to the inspector. Powder for bugs and roaches is also needed. Messman should bring up all kinds of jellies and new bacon, not salt pork.

MALDEN VICTORY (Mississippi), September 7—Chairman, Beck; Secretary, Jack D. Brock. Ship's delegate reported on the captain not giving shore leave or launch service while at anchor for repairs. Dan R. Phillips was elected ship's delegate. Steward reported on the lack of fresh milk, due to holiday when the trucks didn't come through the gates to deliver. First assistant engineer should be contacted about the laundry drain. Cleaning of the recreation room should be divided up.

OCEAN ULLA (Ocean Transportation), September 1—Chairman, Michael Dellano; Secretary, William F. Barth. Most repairs have been taken care of. One bookman was promoted to third assistant engineer. Steward asked the crew to turn in all linen at the time of issue.

SANTORE (Ora), September 28—Chairman, Charles Hostetter; Secretary, Max Olson. Captain sent word that he was pleased with the steward and cooks, and hoped they stay on. Engineers sent thanks for good stewards department work. Ship's delegate will let the Union know that getting rid of the company steward and having an SIU steward and cook is the reason there are no beefs. He asked for a vote of thanks for the steward and chief cook. This was passed unanimously. All delegates will make up a repair list and turn it over to the steward for typing. All coils and linen should be returned to the linen locker before leaving the ship. There should be less noise in the passageways during the day. No one should leave the ship till they are cleared by immigration.

IBERVILLE (Waterman), October 5—Chairman, R. Martini; Secretary, A. Servier. Repair lists will be made up and given to department heads. Hugh Randall was elected ship's delegate. Radio operator asked the crewmen not to pull the plug out of the messroom speaker. Mate will see that the ship is secured before leaving the deck after dark as forward lights will not be turned on while under way. Messman should clean the coffee urn after meals. There is \$17.90 in the ship's fund.

CALMAR (Calmar), October 1—Chairman, W. N. E. Ekins; Secretary, E. P. Czoznowski. W. W. Smith was elected ship's delegate. Motion was passed to have deck and engine departments keep the laundry clean at all times, and the steward department take care of the recreation room. Each man will put his own cup in the sink.



COUNCIL GROVE (Cities Service), October 5—Chairman, R. Corney; Secretary, B. Dornellas. The \$70 in the ship's fund will be used to buy new parts for the washing machine and a few magazines. The steward, who is not a member of the SIU was invited to the meeting and asked to explain why he has not been issuing two face towels to the crew, as stated in the agreement. He was asked to get more milk. He said we are only allowed 120 quarts and promised to issue face towels in accordance with the contract in the future. Milk beef will be brought to the patrolman, as well as the need for painting the deck and engine footles. Lockers need fixing. Keys are needed for footles.

CARROLL VICTORY (South Atlantic), October 5—Chairman, E. C. Burton; Secretary, C. V. Berg. Captain will put out \$30 draw to men with allotments and \$40 to those without before arrival in New York. Footles not painted this trip will be taken care of on the next. Ship's delegate asked each department delegate to make up a repair list. Vote of thanks for the good food and service was given to the stewards department. Discussion

was held on keeping the messhall clean. Sobriety at the payoff was suggested.

SEAGALE (Seafarers), September 14—Chairman, R. Blanchard; Secretary, A. A. Blais. New refrigerator should be installed in the messhall. Chief engineer was contacted on repairing the old boxes, as the cold plate system does not work in the hot climate. Mate was contacted about painting showers and heads. Ship's delegate will speak to the captain about taking care of the refrigerator while the ship is lying in New York. Garbage drums should be placed in a convenient location while going through the Panama Canal. Ship's delegate will find out about removing tubs from aft to the laundry midship.

KATHRYN (Bull), October 5—Chairman, A. Melendez; Secretary, W. Lechance. Many repairs were finished. Footles painting was started. Steward was left sick in Ponce. Motion was passed to check the quantity of ship's stores. Motion was passed to contact the patrolman about the variety and amount of cigarettes allowed the ship. Ship's laundry is not being taken care of properly. Men using the washing machine should cooperate more.



CATAHOULA (National Nav.), October 4—Chairman, B. Varn; Secretary, A. Cross. New lockers were ordered. Ship's delegate asked department delegates to make out repair lists. Fireman who missed ship in Corpus Christi will report to the patrolman. Ship's delegate got a vote of thanks and was reelected. \$2 will be donated to the ship's fund by each man to purchase a radio and record player.

DEL MAR (Mississippi), September 7—Chairman, Norman Garm; Secretary, R. Callahan. Patrolman said the payoff was very good and thanked the delegates. He told the ship's delegate that each department delegate should turn in performers when in New Orleans. Ship's delegate turned \$40 from the Mar Log over to the ship's fund and said he would get the typewriter next trip from the hall. Treasurer reported a total of \$160 on hand. \$15.35 was spent for games and books in New Orleans; this will be deducted from the ship's fund. Motion was passed to use the ship's fund for crewmembers only this trip. Ship's and department delegates will decide what to buy the chief electrician for a present for showing the movies. Crew's drinking fountain needs more pressure.

MONROE (Bull), September 21—Chairman, Eddie Abualy; Secretary, D. Piccerelli. Ship's delegate will see the chief engineer about crew's scuttlebutt in crew messhall. Second mate will be contacted about crew's messhall clock. All delegates should have repair list ready before the ship reaches port. October 5—Chairman, Joe Brooks; Secretary, D. Piccerelli. Chief mate will be contacted about the messhall clock. Patrolman will be contacted about repairing the signal bell in meat box, scuttlebutts, lights, water pumps. Crewmembers should be sober at the payoff.

CHIWAHA (Cities Service), September 28—Chairman, J. A. Phillips; Secretary, D. Y. Mann. There is \$40.43 in the ship's fund. Rotating list for cleaning washing machine and laundry was posted. Iron cost \$11.95. Deck delegate collected \$18.23. Motion was passed to fumigate the ship on arrival and to increase the supply of milk. Repair list should be turned in by each department. Ship's radio should be left alone on the shelf. Steward will be contacted about changing the night lunch. Radio should be repaired from the ship's fund.

SUZANNE (Bull), October 5—Chairman, not listed; Secretary, Jimmy L. Jones. Louis Rivera was elected ship's delegate by acclamation. In case the ship's delegate leaves the ship, a new one will be elected before sailing. Discussion was held on the messhall's use at night. Those using it for recreation should donate a few dollars to the crew's messman who cleans up at night.

CLAIBORNE (Waterman), September 21—Chairman, not listed; Secretary, not listed. Crew voted unanimously that the

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

food preparation needed improving. Harry N. Peterson was elected ship's delegate by acclamation.

SALEM MARITIME (Cities Service), September 12—Chairman, Louis Gardier; Secretary, J. M. Heffer. There is one man missing from the deck department. Motion was passed to have the ship's delegate contact the captain about cleaning the messroom and pantry. Discussion was held on keeping the messroom clean, putting used cups in the sink. A vote of thanks was given to the cooks.



DEL CAMPO (Mississippi), October 11—Chairman, L. B. Brown; Secretary, John Young. Motion was passed to have shore officials check wash water tanks. Steward or mate should carry spares to repair bunk springs.

MASSILLON VICTORY (Eastern), October 15—Chairman, M. Dellano; Secretary, Charles Elzey. All locks were taken and a new drinking fountain was put on board. All footles are being painted. Ship's delegate told the boys that they

PERSONALS

Patty Flynn
Contact H. Coggriss c/o Rainbow, 455 Dauphin St., Mobile.

Paul Koenig
Get in touch with Erwin Kay Kaufman, 70-16 Fleet St., Forest Hills, NY.

Theodore M. Henkle
Please contact Box 652, Sulphur, La., regarding a motorcycle stored there.

William Seltzer
Please get in touch with Mrs. Margaret Williams, 2473 Seventh Avenue.

John Richardson
Get in touch with C. D. Slick, c/o SS Penmar, Steamship Services Corp., Sparrows Pt., Md.

Lognie C. Cole
Get in touch with your mother at Seagrove, NC.

Edward E. Casey
Please contact John L. Hubbard through the LOG. Your gear is at the Cities Service office, 70 Pine St., NYC.

Homer D. Hardin
Get in touch with your mother at 2312 Daisy St., East Chattanooga, Tenn.

Joe Haas
B. Drummond
Write M. Woodard at 131 South 19 St., La Crosse, Wis.

The following men are asked to contact Evelyn Bolton, 1230 North Broadway, Baltimore 13, Md.
James Lee, Terrance Jones, Joe Camp, Walter Welcome, Benny Vajales, Andy Lundie, Frank Rhyne, Red Griffen, Dell.

Johnny "Ski" Walter Czajkowski
Get in touch with E. T. Laws, c/o Bailey, 527 Esplanade Avenue, Sharp Park, Cal

will get cigarettes in foreign ports if needed. Cups should be returned to the pantry and not left on the railings. Laundry should be kept clean at all times. Brother Flanagan will make a sign stating that the washer should be turned off after use.

BEAUREGARD (Waterman), October 12—Chairman, Ramon Ferreria; Secretary, Al De Forest. Considerable discussion was held about night lunch being available to soldiers assigned to the ship. Motion was carried to keep the night lunch locked up so that only crew gets it. Ship's delegate stated that the captain ordered 150 tons of water and this was cut to 100. Unless consumption is cut down, showers may be shut off. Only leftovers should be given to non-crewmembers, to conserve food. Discussion was held about the turkeys stolen last night and ways and means to prevent this happening again.



IBERVILLE (Waterman), October 17—Chairman, A. Ortega; Secretary, M. O. La Points. Some repairs have been done; the rest will be taken care of on arrival in Mobile. Motion was passed to donate \$10 from the ship's fund to the American Seamen's Friend Society. Action should be taken against the captain for giving the crew a hard time. Repair list will be sent to Mobile from Miami. There is \$17.90 in the ship's fund. Steward thanked the crew for keeping the messroom clean. Cook and baker got a vote of thanks for a job well done.

CALMAR (Calmar), October 11—Chairman, W. N. Ekins; Secretary, W. W. Smith. Crew has cooperated well in keeping the messhall, recreation room and laundry clean. Two men failed to report for duty for two days. Steward was requested to call the hall for replacements after 12 noon on sailing day. These facts will be referred to Baltimore and included in the ship's minutes. Crew

Photos Faded In New Books

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible.

John Said, S-193; Stanley Stevens, S-196; Joseph Stodolski, S-157; Rafael Santos, S-199; Tony Sparrow, S-211; Richard Shaffner, S-218; Walter Sibley, S-218; Reginald Sirois, S-221.

Charles Sanderson, S-224; Feroynand Szoblik, S-225; Benjamin Sumaki, S-237; Viadik Suska, S-238; Jose Silva, S-246; Oliver Thompson, T-25; James Terry, T-26; Nicholas Tatar, T-27.

Bernard Tener, T-28; Frank Throp, T-29; Daniel Ticer, T-32; James Tarrent, T-42; Jose Torres, T-43; William Talley, T-44; Sidney Turner, T-53; Eladio Torres, T-54.

Arthur Thompson, T-55; Rafael Torres, T-56; Bernard Torrick, T-57; Lawrence Tefft, T-59; Benjamin Tolbert, T-60; Wilson Torres, T-64; Lawrence Tryon, T-65; William Tobin, T-66.

Leonard Turi, T-69; Carmine Tufaro, T-70; Ivan Tarkor, T-91; William Todd, T-92; Frank Tetti, T-93; William Thompson, T-97; Eduardo Toro, T-98; Rafael Torres, T-99.

Lish Taylor, T-100; Enrique Taniae, T-101; Bertram Temlin, T-102; James Thomas, T-103; Patrick Taurasi, T-104; Berry Tippins, T-105; Harry Thrash, T-106; Harold Tuttle, T-107.

Louis Thomas, T-133; Sam Telech, T-134; Julio Torres, T-136; Roy Theiss, T-137; Samuel Tate, T-138; John Ullis, U-22; Basel Undertallo, U-23.

William Vidal, V-6; Modesto Velez, V-7; Luis Valentin, V-16; Francisco Vega, V-18; John Vertilla, V-21; Emanuel Vledok, V-49; Jose Vargas, V-50; Samuel Vandal, V-51; Albert Van Dyke, V-55; Ray White, W-2.

John Ward, W-4; Willie Wade, W-10; Douglas Wood, W-14; Lewis Wafe, W-29; Wayne Westbrook, W-34; Luis Williams, W-37; James Waller, W-41; Emil Wagner, W-42; Barney Whittaker, W-43.

Marvin White, W-47; Guy Walter, W-55; Ter Worsoe, W-70; Vernon Warren, W-71; James Welch, W-74; James Williams, W-75; Herman Webber, W-77; Osborne Williams, W-78; John Waith, W-79; Zigmond Wydra, W-81.

Clarence Wallace, W-83; Frank Ward, W-84; Carl Wayne, W-85; Christian Wallander, W-112; William Wrubel, W-113; Albert Weatherell, W-114; William West, W-115; Hewt Williams, W-116; William Woerzas, W-117; Druey Waters, W-119.

Charles Wysecki, W-120; George Waas, W-121; Buford Watson, W-122; Cecil Wallick, W-123; Frederick Walker, W-125; Willie Walker, W-126; Albert Waastrop, W-147; Joseph Wehletz, W-148; Leonard Wright, W-149.

Jose Wiscoviche, W-154; James West, W-152; Blanco Williams, W-155; Spurgeon Woodruff, W-157; Karl Wetterhorn, W-158; George Woods, W-159; George Watson, W-160; Charles White, W-161; Laurie Welch, W-166.

Saul Wartelsky, W-167; Cameron Wooten, W-168; Leroy Williams, W-169; Henry Wirts, W-171; Wesley Yong, Y-3; David Zuniga, Z-4; Walter Zananc, Z-7; Roberto Zaragoza, Z-8.

messman was told to keep adequate supplies in the messhall at all times.

PURPLESTER (Trifon), October 12—Chairman, Norman Kaestling; Secretary, Jack S. White. New man signed on in Guam to replace a man who was hospitalized. There was a discussion on the captain's refusal to get milk in Guam. Fans need fixing; new fans are needed as well as a catwalk fore and aft over the deck load. This will be referred to the patrolman. Slopechest supplies and hospital are inadequate. Suggestion was made that ships going to Pakistan, India, and other Far East ports should carry an adequate supply of sulfa and other drugs for dysentery.

OCEAN ULLA (Ocean Trans.), October 12—Chairman, William F. Barth; Secretary, W. J. Meahan. Crew was asked to take care of the laundry. Captain will be contacted about a draw if the ship goes to Copenhagen.

ALCOA PRGASUS (Alcoa), September 21—Chairman, G. S. Gillispie; Secretary, J. M. Hillman. Delegates reported no beefs. Hot water in the tanks are making (Continued on page 25)

NOTICES

The following crewmembers of the Cecil N. Bean, Voyage No. 10 are requested to contact Dry Trans, Inc., 25 Broadway, New York, NY.

Olsen, Souza, Maher, Varn, Daupheny, Young, Scherchans, Gardner, Dietz, Corcoran, Cooper and Morales.

Angel C. Diaz
Your discharge from the Fort Hoskins has been found and can be gotten at the LOG office in SIU headquarters.

Ex-SS Mauldin Victory
All members of the crew who made the last voyage to Japan and paid off in Seattle with overtaking disputed for restriction aboard ship while anchored in San Francisco harbor can collect same by writing Mississippi SS Co., Hibernia Bank Building, New Orleans, La.

Ex-SS William H. Carruth
The following named men on voyage No. 16 should contact Capt. H. A. Sweeney c/o Trans-Fuel Corp., 25 Broadway, NYC, regarding a draw: Thomas Donald, AB; Ernst Ekstrom, AB; Frank Nierling, FWT; Dario Rios, chief cook.

Joseph Barron
Contact Martrade Corp., 44 Whitehall St., NYC, as soon as possible.

Ex-SS Cape Mohican
The following men have wages coming from the Mar Ancha Corp., 99 Wall St., NYC: Hugh Duffy, Lee Mullen, Albert Kerns, Wilkie, Judge, Emil P. Wagner, A. Rodriguez, J. Rivers, J. Morrelli;

A. Williams, Reginald Servis, William Scott, Archibald Anderson, Christian Voss, Arthur Graf, Rosco Hampton, Frank Lutella, Clayton Frost, Jr., Benita Centino, William Thomas, James D. Moore, Armand Stephanian;

Jose Marrero, Pau Curzi, Oswald Pederson, Albert Tacey, Carl Jackson, Robert Holt, Edgar Starns, Joseph Phillip, Francis Sullivan, Rafael Ramos, Alphonse Tolentino, James Snell, Thomas Mack, Fred Sullivan;

Joseph Kumar, Armando Rosales, William Thompson, Jr., Robert J. Macell, Grady Kneec, Patrick J. Dorrian, Jr., M. Groschowski, Bernard Toner, Charles Butlgr, Elroy Cox, Highbert Stratton.

In order for headquarters to issue new books to the following members, it will be necessary for them to send two passport-size photographs to headquarters:
L. B. Moore, G-1; W. T. Ammermann, 39565; E. W. Barnberger, 50138; C. L. Graham, 51377; C. M. Ponce, 28254; L. M. Schroeder, 50821; H. A. Thomson, 48181; E. P. O'Brien, 21788; J. M. Henkle, 51332; W. T. Baker, 25946.
L. Nelson, 1171; L. J. Goodwin, 3764; M. J. Sluski, 51239; W. J. Davis, 7577; J. F. Moore, 102578; W. D. Burke, 109735; W. A. Driver, G-147; H. C. Kemp, 50783; R. Scholer, 20598; O. Norm, 576.
H. L. Leil, 41027; H. E. Vall, 49335; A. Maciello, 51273; M. F. Calder, 35441; H. R. Gordon, 23991; J. N. Thompson, 32013; J. De Ahar, 21089; C. Geurich, 50834; E. J. Berlin, 102378.

Editor,
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CITY ZONE STATE

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

ing it almost impossible for the crew to take showers in Trinidad. Discussion was held on the men mending ship. Bosun will fix a place for men to keep cleaning gear in.

September 30—Chairman, Bill Butts; Secretary, C. L. Shireh. Ship's delegate will send the repair list to the Union and advise officials that the company has not been doing required repairs. Patrolman should talk to the mate about the running of the stewards department.

October 16—Chairman, W. H. Butts; Secretary, F. E. Hughes. Repair list was referred to the New York patrolman. Ship's delegate was reelected unanimously with a vote of thanks for a job well done. Crew should keep the laundry cleaner.

No date—Chairman, William W. Arrau; Secretary, Charles L. Shireh. Deck delegate will take up a few beefs with the patrolman. Washing machine should be fixed as soon as possible, preferably in Mobile. Crew should cooperate with each other.



ALCOA RUNNER (Alcoa), October 14—Chairman, Charles Garris; Secretary, A. R. Neuman. Action will be taken against all performers. Ship's delegate was insulted by the steward in Laguna when he spoke to him about a legitimate beef about the absence of ice, dessert and salad. Whereabouts of the ship's fund was questioned. Unauthorized personnel should not be brought aboard the ship, as one member had cigarettes stolen. Wire should be sent to the patrolman to meet the ship in Mobile.

REPUBLIC (Trafalgar), no date—Chairman, Frank Demasi; Secretary, John W. Picou. All hands that missed the last voyage will be turned over to the patrolman. Joseph Thomas was elected ship's delegate. Medicine and slop chests should be checked. Screens need to be put in all portholes. All fans should be checked and repaired, as well as ventilator shutters. A new washing machine is needed. Brand of coffee should be changed.

ALCOA CLIPPER (Alcoa), September 12—Chairman, E. J. Riviera; Secretary, Bob White. Port officials should check to see if something can be done about the heat in the galley. Sufficient quantity of linen should be placed on the ship prior to sailing. Brother Smith thanked each member who contributed to his family's medical care.

SEAVICTOR (Bournemouth), October 8—Chairman, Jose M. Melendez; Secretary, Paul Viani. Delegates and a representative from the stewards department should check the next food requisition, since there have been disagreements with the captain on this. There was much discussion on food. Motion was passed that soldiers be allowed to avail themselves of coffee and extra food after the crew has been fed, and the courtesy of showers. Canned milk should not be carried off the ship by either Koreans or soldiers.

STEEL ROVER (Isthmian), October 4—Chairman, Charles Bush; Secretary, Charles A. Terry. There is \$30.15 in the ship's fund. Stephen Bogucki was elected

ship's delegate, Charles A. Terry, deck delegate; Floris R. Clark, engine delegate and Marty Culp steward delegate. Discussion was held on the filthy condition which the previous crew left the washing machine in, as well as the mechanical damage. A member of the engine department will see that the room is kept clean in the future. Deck department will clean the recreation room and the stewards department, the mop room.

AMERSEA (Blackchester), October 5—Chairman, J. L. Hodges; Secretary, W. Moore. V. A. Reid was nominated ship's delegate. Discussion was held on getting milk in Italy. Patrolman will be contacted on the soap situation. If the ship does not tie up, new mattresses should be put aboard. Repair lists should be started now. Engine department quarters will be painted after leaving Italy. Stewards department will keep recreation room clean; deck department will take care of the laundry. Everybody will clean up after using the washing machine.

STEEL ADMIRAL (Isthmian), July 6—Chairman, Pete Perotti; Secretary, M. Senkevick. Breakfast coffee will be made at 7:15 AM; men who want it at 8 AM should make it in the percolator. There should be a different cold drink at every meal. Coffee urn should be washed out daily. \$91 in the ship's fund was turned over to the ship's delegate.

August 16—Chairman, Pete Perotti; Secretary, W. Onofrichuk. Steward turned over two bats, balls and gloves from the previous crew to the ship's delegate. There should be more fruit juices in the morning. Coffee bag should be changed right after coffee is made.

October 5—Chairman, Onofrichuk, Walter; Secretary, Anderson, Jasper. Deck department beef against the chief mate should be referred to the patrolman in New York upon arrival.

SEATRIN TEXAS (Seatrains), October 25—Chairman, Y. E. Pedraza, Jr.; Secretary, J. L. Allen. Patrolman will see the port captain about repairs. There is \$8.25 in the ship's fund. Motion was passed to see if washing and drinking water tanks can be cleaned and cemented when the ship goes to the shipyard. A repair list from each department will be turned over to the patrolman and the captain. Second cook should take more pains in cooking breakfast. Steward should have hot cakes more often and ham a little more often for breakfast.

PORT HOSKINS (Cities Service), October 11—Chairman, James E. Pewitt; Secretary, "Honest Al" Whitmer. "Honest Al" Whitmer was elected ship's delegate by acclamation. Pumpman left the ship at the last minute. David D. Baugh was elected Stewards delegate by acclamation. Communication on closed main deck doors will be sent to New York for clarification, as well as name of the pump man who caused the ship to sail short. Report will be made to headquarters on man who held the ship's fund, saying that it was stolen from him on two occasions and he refused to pay it back to the crew. Stewards department got a unanimous vote of thanks for their excellent preparation and serving of food. It has been extremely good so far.



LONE JACK (Cities Service), October 22—Chairman, Lewis Lack; Secretary, M. N. Byrd. Two men missed the ship—one in Linden, NJ, the other in Lake Charles. New motor for the washing machine was bought for \$26.95 and a \$5 trade-in in Lake Charles. Ship's fund now stands at \$18.21. Recommendations was made that messhall, pantry and galley scuppers be cleaned out, the passageway fountain be repaired and the blower system checked.

LUCILE BLOOMFIELD (Bloomfield), October 11—Chairman, Mike Sikorski; Secretary, H. R. Dombrowski. No one should pay off until overtime and all beefs have been settled. Iced drinks should be put out. Patrolman will check to see if fresh fruits and vegetables can be obtained in other ports. Wiper put off the ship sick in Mexico should have his book checked by the patrolman. All rooms should be left clean for the next crew and all old linen should be turned over to the steward before leaving.

SANTORE (Ore), October 18—Chairman, D. Stone; Secretary, Max Olson. Former steward took the ship's fund of \$28. Vote of thanks went to the stewards department for its efforts. Steward asked everybody to bring cots down from the deck and return linen to the linen locker before leaving ship.

DEL ORO (Mississippi), September 7—Chairman, G. F. More; Secretary, Ralph W. Tindell. Ralph O. King was elected ship's delegate by acclamation. Deck delegate went ashore and got books and magazines. Crew should help keep them stacked in messhall. Laundry and washing machine should be kept clean. Company promised a new washing machine at the end of the present voyage.

EDITH (Bull), October 14—Chairman, R. Brock; Secretary, L. Rizzo. David Lynch was elected ship's delegate. Washing machine will be repaired. Greater menu variety was requested. Laundry service at Port Sulphur was discussed.

OLYMPIC GAMES (Western Tankers), October 21—Chairman, D. Browning; Secretary, J. T. Lelinski. \$62 was turned over to the ship's delegate. Recreation room radio was donated by the chief engineer. Wind scoops will be ordered. E. Baris was elected ship's delegate. Repair lists will be sent to Boston to the patrolman. Vote of thanks went to the stew-

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.

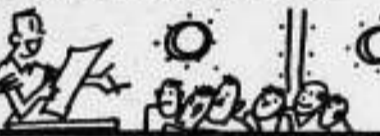
If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

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

ards department. Ledger should be bought for the ship's minutes. In Puerto La Cruz, you pay your cab fare and say nothing, because if you give them any lip they lock you up and then fine you \$50 or \$60.

OREMAR (Ore), October 12—Chairman, L. Thomas; Secretary, A. H. Reasco. Delegates reported all well. Ship's delegate will see the chief engineer about having the washing machine repaired, as well as the toaster and ice box. Other repairs are needed too. Motion was passed to start a fund for the ship's delegate to get an iron and ironing board for the next trip.

SAND CAPTAIN (Construction Aggreg.), October 2—Chairman, Joseph Mutchinsky; Secretary, not listed. Lawrence Hogan was unanimously elected ship's delegate. Launch service will be referred to the ship's delegate. Discussion was held on the noise in the passageways, and the sanitary conditions in black gang quarters. Delegate will see about souzeering and painting. Starboard ventilator in the fire room has not worked all trip.



STEEL FLYER (Isthmian), October 19—Chairman, Jack Howards; Secretary, no name. Delegates reported no beef. Deck delegate requested the installation of medicine cabinets in each fo'c'sle. There was a discussion on the use of different departments' toilets.

STEEL ARTISAN (Isthmian), October 12—Chairman, L. Bugajewski; Secretary, S. Hanks. Brother's injury was discussed and clarified. One member missed the ship in Penang. Repair list will be made up and turned over to the delegates; sea chest list will be turned over to the steward before reaching Halifax.

CECIL N. BEAN (Transfuel), October 12—Chairman, W. J. Reidy; Secretary, L. Rodriguez. Member who is said to have pulled a knife on the first assistant will be referred to the patrolman. Stewards department got a vote of thanks for a job well done. Coffee urn jacket should be kept full at all times so that there is boiling water to make fresh coffee. Messman asked for more quiet during meal-times, so he can keep the orders straight. Repair list will be compiled by the ship's delegate.

ROYAL OAK (Cities Service), October 12—Chairman, G. W. Champlin; Secretary, T. J. Moore. Motion was passed to purchase from the ship's fund bound volumes of 1950 and 1951 LOGS. Men were asked to see the third engineer instead of snatching light bulbs from fo'c'sles. Mechanist will repair washing machine. All hands will help keep the messroom clean. Pantail, which is very seldom washed down, will be brought to the chief mate's attention. Painting has been promised for three weeks, but nothing has been done.

YOUNG AMERICA (Waterman), October 5—Chairman, Nels Larson; Secretary, Vyrrel G. Suth. Jesse L. Green was elected ship's delegate by acclamation. All departments will submit repair lists, including items not previously taken care of. These will be turned over to the chief mate. Last man on standby of each watch will police the coffee pantry. Each man should remove his own clothes only from the laundry drying room. Garbage should be dumped carefully so as not to litter the deck.

BIENVILLE (Waterman), October 6—Chairman, Joseph Declinque; Secretary, Joseph Snyder. There is \$10 in the ship's fund. Ship's delegate reports captain called him up regarding performing of stewards department members. Man missed one day's work, other was performing, sleeping in passenger bunk and after being removed by captain, using profanity to him. Captain claims he will bring him in front of patrolman; delegate recommended fine. Discussion was held on captain's indiscriminate firing of .22 calibre rifle at seagulls and cormorants; at one time firing over heads of men at work on No. 2 hatch, to kill a bird perched on the foremast. Messman claims shortage of china and silver. Shortage of food was discussed.

SEATRIN NEW JERSEY (Seatrains), October 19—Chairman, Sir Charles; Secretary, S. U. Johnson. Brothers were asked to cooperate in keeping washing machine in order, as it was just fixed.

There is \$37.18 in the ship's fund. Wastrom was elected ship's delegate. All brothers should be properly clad in the messroom. Cots should be folded up and replaced after use. There should be more and greater variety of night lunch.

SUNION (Keel), September 28—Chairman, T. M. Griffith; Secretary, W. R. Rein. Galveston patrolman will be contacted about the former repair list. T. M. Griffith was elected ship's delegate. He will see the captain about the draw in Galveston.

CANTIGNY (Cities Service), October 20—Chairman, D. R. Leavy, Jr.; Secretary, B. C. Slaid. D. R. Leavy, Jr., was elected new ship's delegate. Ship's fund stands at \$32.93. Discussion was held on who is carrying news topside. Someone unknown to the crew is dumping garbage; this is deck department overtime.

SUZANNE (Bull), October 21—Chairman, Jimmy Jones; Secretary, Jim Murphy. Delegates reported no disputes and no beefs.

SEANAN (Orion), October 12—Chairman, Thomas M. Collins; Secretary, Joe Kidd. Captain refused to get the washing machine repaired in Yokohama because of the cost. All crewmembers were told to keep their gear locked up. One member was left in Otaura. Japan with heart condition. Steward was left in Otaura with kidney trouble. Someone has been breaking into the dry storeroom and stealing and selling the lemon extract.

STEEL WORKER (Isthmian), August 24—Chairman, S. Thayer; Secretary, W. E. Kennedy. Washing machine water, fountain spigots need fixing. Painting of quarters was begun. Messman will wear short pants in the messhall. Sanitary workers will divide up the cleaning of the library, laundry room and gunner's head. Ships bound for the Persian Gulf should have more fresh tomatoes aboard in the future.

October 5—Chairman, Bacon; Secretary, William Hubbard. Patrolman will be contacted about the lack of medical attention by officers. All hands will put in for launch service at Basrah and subsistence while the ship was in drydock in Maryland.

OLYMPIC GAMES (Western Tankers), October 26—Chairman, C. M. Smith; Secretary, J. T. Lelinski. Exterminator company should be gotten for fo'c'sles and store rooms. Washing machine should be kept clean, as well as passageways.

THE CABINS (Mathiasen), no date—Chairman, Donald F. Oman; Secretary, John Fitzsimmons. Stewards department was commended for a job well done. Water pump on the washing machine needs fixing. Crewmembers leaving the ship should turn over their linen to the steward and leave their fo'c'sles clean.

WINTER HILL (Cities Service), October 28—Chairman, J. A. Scoper; Secretary, J. Leavens. Repair list was turned in but few repairs have been made. This will be called to the attention of the patrolman at the payoff. Television set will be sent ashore in Philadelphia for repairs. Inventory will be taken on previous purchases from the ship's fund. Record player should be tuned low because of men sleeping. Ship's fund has \$58.24 so far.

STEEL ADVOCATE (Isthmian), September 28—Chairman, C. Hall; Secretary, M. Kalkis. Two men went to the hospital—one is sick and the other was hurt. Repair list has been turned in. Messman beefs will be turned over to the patrolman. Flour is full of weevils; steward and delegates will see the patrolman about this. Cooking is good, but there is not enough. Chief cook was asked to provide more and get black pepper and pepper sauce. Steel wool should not be used on pots and pans. Men leaving the ship should leave their rooms clean for the next brothers.

SEATRIN GEORGIA (Seatrains), October 26—Chairman, Norman Kirk; Secretary, J. D. McGoldrick. Discussion was held on the purchase of a television set. Ship's delegate will find out how they work aboard ship before this matter goes any further. Stewards department got a vote of thanks for the fine work in preparing and serving meals.



CHIWAHA (Cities Service), October 27—Chairman, K. P. Goldman; Secretary, James A. Phillips. Ship's fund has a balance of \$33.42. Ship's delegate told boys to be careful of their drinking. Ship's delegate should see the steward about running corned brisket and lamb on the same menu. Men should come to the messhall properly dressed.

ALCOA PARTNER (Alcoa), October 12—Chairman, D. (Red Sully) Sullivan; Secretary, L. Franklin. Delegates reported everything okay. Port agent will be contacted to see the captain about draws. Each department will get up a repair list before the ship arrives in port. Brother who returned from shore drunk apologized for misconduct and promised to keep a clear record during the voyage. First assistant will be contacted about repairing the crew's washing machine.

CITRUS PACKER (Waterman), October 14—Chairman, Red Kowse; Secretary, Blackie Fleishman. Motion was passed for all hands to give the crew messman and pantryman a hand by returning cups and glasses to the pantry sink after use. Two tables should be left without tablecloths for use at coffee time. There

were beefs about the reluctance of the captain to buy stores at Manila.

KATHRYN (Bull), October 18—Chairman, J. C. Bernard; Secretary, W. Lachance. Washing machine and laundry should be cleaned and painted before entering port. Steward will get aluminum sugar cans. Ship's delegate will contact the chief mate about cleaning and painting the washing room as promised.

MARORE (Ore), August 15—Chairman, Bozz; Secretary, Cain. Drinking fountain needs a charge of gas. First assistant will take care of this next week. Rooms should be sougeed or painted. Steward will see the patrolman about this. Urn in pantry should be thoroughly cleaned. Mops, brushes, paint brushes, acid are needed. There has been no hot water for two days.

JAMES MCHENRY (Bloomfield), September 21—Chairman, Paul L. Whittey; Secretary, C. Kavanaugh. All quarters have been painted out, although we would have liked to have a clean looking ship when we first left the States. One man was picked up in Sasebo to replace man hospitalized in Pusan. Steward got a vote of thanks for the good job he did.

JOHN B. WATERMAN (Waterman), September 14—Chairman, not listed; Secretary, T. A. Jackson. Delegates reported no beefs. Repairs were not done in Baltimore. First aid kits are needed for the engine and deck departments. Messman was told by the captain that he could see a doctor in the Canal locks, but no doctor came aboard.

October 9—Chairman, W. Shirley; Secretary, J. Singer. Aft quarters should be fumigated and new mattresses obtained. Galley repairs should be done on the west coast before sailing east. Delegates will make out repair lists. Refrain from putting glasses in the sink.

October 25—Chairman, Sibley; Secretary, John Singer. Electrician room should be sougeed and painted. No milk should be brought aboard in Puerto Rico, nor should bread be gotten there. Discussion was held on hospital care in Panama Canal.

No Set-up For Jobless Pay In NSA

(Continued from page 7) states with the exception of New Jersey. Claims for that state are handled at 1763 Broadway, in Manhattan.

Arrangements have been made between the New York office and the other states to handle each other's claims and forward them. In this way, a Waterman employee could file in New York and collect Alabama benefits, provided he meets the requirements of the Alabama unemployment insurance law.

Combining Claims
Then too, certain states, but not all, will combine claims. For example, to qualify in New York, a seaman must have worked for New York companies in 20 different weeks in the past year. However, if he worked 15 weeks for New York companies and ten weeks for out-of-state companies he could collect benefits, provided that state has an agreement with New York to combine claims. All of the maritime states with the exception of New Jersey have such agreements.

In order to collect on New York claims, the seaman goes to the Joralemon Street address with his social security card, his seamen's papers, his discharges for the past year and his Union shipping card. It's a good idea too, to bring all payoff vouchers for the past year as this will speed up the handling of the claim.

In addition, if he has ever applied for unemployment insurance before, he should bring his old unemployment insurance book along. The amount of money he will get ranges from \$10 to \$30 a week, depending on his average earnings in the previous 52 weeks. Payments will continue for 26 weeks, or until the man ships out again. Regulations covering unemployment insurance in other states will be printed in the next issue of the SEAFARERS LOG.

- ### Quiz Answers
- (1) Chicago stockyards.
 - (2) \$157.50.
 - (3) Robinson Crusoe. Defoe was the author.
 - (4) Not one bit, ruled the North Carolina Supreme Court. "It's a wife's marital duty to follow her husband to the home of his choice and it is not right to charge him for doing her duty," the judge stated.
 - (5) Six degrees.
 - (6) Iran.
 - (7) Ninth.
 - (8) Since 72 pounds covers only 60 percent of his gear, he must have had 130 pounds altogether, 48 pounds over the limit. At 15 cents for each extra pound, it would have cost him \$7.20.
 - (9) Welsh rabbit is correct, but there's no rabbit in it. Bombay Duck is the same type of dish. It's not fowl, but fish with curry.
 - (10) The right hand.

Puzzle Answer

SEVEN	SEATTLE
ALICE	PATRIOT
SENATORS	ANOVA
HMS HAY	SWATH
HER GIL	
MAKER LOG	HAM
ADEN LID	CUBA
NAY WET	DAKAR
SAG LED	
LASTS DEL	GAS
IDEA FAIRPORT	
MARINER IRANI	
AMBROSE OILER	

Keeping Up With The Babies



Savannah's David Williams (upper left) was happy about speedy service on his maternity claim. Port agent F. B. Tilley delivered check and bond for new daughter, Brenda Joyce. Mike Kane (upper right) practices handling first child, Barbara Joan. Below, Mrs. Rokiah Samat (left) shows off daughter Bessie while Mrs. Saul Wartelsky has Steve all dolled up for first photo.

RECENT ARRIVALS

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

Steven Michael Wartelsky, born September 29, 1952. Parents, Mr. and Mrs. Saul L. Wartelsky, 206 Feronia Way, Rutherford, NJ.

Sandra Pacheco, born October 13, 1952. Parents, Mr. and Mrs. Herminio Pacheco, 215 East 111 Street, New York 29, NY.

Dennis Earl Herbert, born October 9, 1952. Parents, Mr. and Mrs. Earl Herbert, 52 Tacon Street, Mobile, Ala.

Faye Marie Brand, born April 30, 1952. Parents, Mr. and Mrs. Thomas J. Brand, 9 East 38 Street, Savannah, Ga.

Rhoda Lee Richoux, born September 27, 1952. Parents, Mr. and Mrs. Joseph D. Richoux, 2005 North Rampart Street, New Orleans, La.

Yvonne Diana Davila, born October 14, 1952. Parents, Mr. and Mrs. Manuel J. Davila, 109 1st Avenue North, Texas City, Tex.

Anthony Wayne Muncil, born September 8, 1952. Parents, Mr. and Mrs. Salvator Muncil, 417 North Ninth Street, Miamisburg, O.

Donna Jean Kennedy, born September 15, 1952. Parents, Mr. and Mrs. Hubert W. Kennedy, 352 A. Ninth Street, Chickasaw, Ala.

Michael Bruce Steinmetz, born October 8, 1952. Parents, Mr. and Mrs. Robert Steinmetz, 637 West Lullwood, San Antonio, Tex.

Michelle Elaine Negri, born October 11, 1952. Parents, Mr. and Mrs. John L. Negri, 6509 Flora, Bell, Cal.

Cheryl Anne Field, born October 10, 1952. Parents, Mr. and Mrs. Warner M. Field, 182 1/2 Park Lake Avenue, Orlando, Fla.

Rosemarie Helen Burns, born October 26, 1952. Parents, Mr. and Mrs. Robert J. Burns, 161 Clark Street, Portland, Me.

Leo John Doucette, Jr., born September 29, 1952. Parents, Mr. and Mrs. Leo John Doucette, 804 Summer Street, Lynn, Mass.

Richard Joseph Lord, born October 16, 1952. Parents, Mr. and Mrs. Alfred J. Lord, 292 K Street, South Boston, Mass.

William Michael Wiley, born October 4, 1952. Parents, Mr. and Mrs. Robert G. Wiley, 66 Torrey Street, Dorchester, Mass.

Daniel Michael Connor, born October 14, 1952. Parents, Mr. and Mrs. Robert H. Connor, 38 A Donazetti Street, Wellesley, Mass.

Erika Gerda Gonsalves, born October 1, 1952. Parents, Mr. and Mrs. Orlando Gonsalves, 638 East 138 Street, Bronx 54, NY.

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 | Gerard M. McGillen |
| Louis A. Brown | Paige A. Mitchell |
| Henry K. Callan | Ramon Ramirez |
| John R. L. Dodds | B. H. Richerson |
| Donald L. Duvall | A. B. Seeberger |
| Gorman T. Glaze | Corrie L. Shartzler |
| Robert M. Godwin | L. J. Sheehan |
| Jose A. Griffith | Roy Thompson |
| William C. Hall | Albert Turkovitch |
| John L. Hoffman | A. Voyevotaki |
| Delbert F. Horwath | Thomas Walecki |
| Stamatios Kazolios | James Wall |
| Marvin F. Kramer | R. T. Willoughby |
| Cyril J. Magnan | E. Engebretson |
| Jacob B. Malenke | |

NORFOLK GENERAL HOSPITAL NORFOLK, VA.

T. Lee Conner

USPHS HOSPITAL NORFOLK, VA.

- | | |
|-------------------|------------------|
| Harold J. Gillan | Luis Lopez |
| Roger W. Horton | S. E. Roundtree |
| John N. Hull | Arthur Ronning |
| Leslie M. Jackson | J. S. VanDerEnde |
| Thomas J. Kustas | H. R. Whismont |
| I. Laskoratos | |

FRENCH HOSPITAL NEW YORK, NY

E. Hadjimiditrou

USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY

Eugene Nelson

USPHS HOSPITAL STATEN ISLAND, NY

- | | |
|-------------------|-------------------|
| David C. Archia | L. Kristiansen |
| Victor Arevalo | James R. Lewis |
| Alejandro Banes | Martin Linsky |
| Joseph T. Bennett | Erling Melle |
| Maurice Burnstine | J. J. Meyerchak |
| Wilson O. Cara | Herbert Muncie |
| Jose Espinoza | Alfred Mueller |
| John Galvin | Kurt A. Nagel |
| Bart E. Garanick | Robert E. Quinn |
| Ogul C. Harris | William E. Pepper |
| William Herman | Virgil Sandberg |
| Stanley F. Koenig | George Wass |
| Fred Hohenberger | Benno Zielinski |
| Chester Krupinski | |

SEASIDE GENERAL HOSPITAL WILMINGTON, CAL.

- | | |
|-------------------|-----------------|
| N. M. Armiger | Angelo S. Saenz |
| John A. Menville. | |

USPHS HOSPITAL GALVESTON, TEX.

- | | |
|-------------------|------------------|
| W. C. Brown | J. E. Markopolo |
| Warren W. Currier | James R. Mathews |
| Charles Gregory | William Mitchell |
| C. T. Ingram | Shirley Poole |
| Carl R. Johnson | Carey E. Purvis |
| Ralph L. Jones | J. H. Shonkwiler |
| E. J. Kolanowski | John J. Smalling |

USPHS HOSPITAL NEW ORLEANS, LA.

- | | |
|------------------|--------------------|
| J. H. Ashurst | Jessie A. Clark |
| Lloyd T. Bacon | F. Cruz |
| F. P. Barbour | John F. Dixon |
| M. L. Brooks | Edgar W. Dodds |
| Ira C. Brown | Thomas L. Dugan |
| Harold T. Brown | B. D. Foster |
| Ralph A. Canniff | Walter C. Gludry |
| Frank C. Carroll | Charlie Givens |
| N. R. Cartwright | Clarence T. Hafner |
| Oliver Celestine | Arthur Henderson |

- | | |
|------------------|-------------------|
| Rufus W. Johnson | Edward Poe |
| W. R. Kelley | Karl Raana |
| Johan T. Kismul | Abram A. Sampson |
| Leo H. Lang | R. W. Saunders |
| Clyde H. Lanier | J. L. Sauviac |
| Sam W. Martin | S. Schieffler |
| W. L. McLellan | Wilbur H. Scott |
| T. D. McLemore | Charles M. Silcox |
| J. A. McWhinney | Clyde L. Still |
| John H. Parsons | William Vaughan |

USPHS HOSPITAL SEATTLE, WASH.

- | | |
|------------------|-------------------|
| Thomas D. Dailey | Jacob Lauer |
| A. DeFilippis | William J. Meehan |
| Jonas Heidt | Newel D. Merrick |
| S. Heiducki | H. Murphy |
| F. W. Henderson | Clyde A. Virgin |
| Marcel J. Jette | |

FIRLAND SANITORIUM SEATTLE, WASH.

Emil Austad

USPHS HOSPITAL DETROIT, MICH.

Tim Burke

USPHS HOSPITAL SAVANNAH, GA.

- | | |
|------------------|--------------------|
| Warner W. Alfred | Jack D. Morrison |
| H. L. Carter | Guillermo Pena |
| J. M. Hall | Richard W. Schultz |
| William J. Hutto | John L. Sikes |
| Louis C. Miller | Joseph P. Willis |
| J. T. Moore | |

USPHS HOSPITAL SAN FRANCISCO, CAL.

- | | |
|--------------------|-------------------|
| Louis Ballestero | George Petusky |
| Andrew Franklin | Earl J. Sillin |
| Louis M. Henriquez | Peter Smith |
| Frank A. Hobson | D. K. T. Sorenson |

USPHS HOSPITAL BRIGHTON, MASS.

- | | |
|--------------------|--------------------|
| John P. Fifer | Richard P. Bowman |
| Michael A. Pittosa | Santiago Laurente |
| John J. Flaherty | Jos. E. Senneville |
| William Girardeau | Donald S. White |

USPHS HOSPITAL FORT STANTON, NM

- | | |
|--------------------|--------------------|
| Adion Cox | Thomas Isaksen |
| John G. Dooley | Donald McDonald |
| Otto J. Ernst | Archibald McGuigan |
| Francis I. Gibbons | Renato A. Villata |
| Jack H. Gleason | Bruno Barthel |

GRASSLANDS HOSPITAL VALHALLA, NY

Lawrence DuBeau

USPHS HOSPITAL MEMPHIS, TENN.

Bomar Cheeley Virgil Wilmoth

USPHS HOSPITAL FORT WORTH, TEX.

Joseph P. Wise

USPHS HOSPITAL LEXINGTON, KY.

Bernard F. Morillo

POTTENGER SANITORIUM MONROVIA, CAL.

Edw. L. Pritchard

USPHS HOSPITAL SAN JUAN, PUERTO RICO

Elmer B. Frost

Getting It From All Sides



Both hands are kept busy as Seafarer George Benitz Ramos collects his maternity benefit, a \$200 check handed to him by Walter Siekmann (left), and a \$25 bond from Paul Sanford.

Who Gets SIU Benefits?

Following are the requirements for two of the benefits under the Seafarers Welfare Plan:

Maternity:

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

Disability:

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

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

SEEIN' THE SEAFARERS



With WALTER SIEKMANN

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

We can't emphasize too much the importance of keeping in touch with the draft board through the postcard system, but some of the boys keep on getting into hot water because they just don't follow the procedure. It'll pay off in the long run if you mail out a Selective Service postcard every time you pay off and sign-on, even if it's the same ship each time. If you don't, the draft board will get on your tail for sure and then you'll have to spend plenty of time explaining why they didn't hear from you at such and such time. Avoid the fuss later on by using those postcards.



Marshall

On the beach now, brother Louis Marshall will probably be here too for a good while yet sweating out the winter. Lou, who originally hails from New Orleans, got off the Massillon Victory with a bad wing and now he's in a fix about his cold weather gear. He doesn't know exactly how long he'll be here or if it pays to send down south for his overcoat and heavy clothes. Some of the fellows think it would be a good idea to send for your gear, Lou, or we soon won't be able to tell you from a snowman.

Hospitalized In Germany

Due back in the States soon after being hospitalized over in Bremen, Germany, John Liknes is reported coming along fine after an appendicitis operation over on the other side. John, who sails as bosun, was on the Hurricane when it all happened, but he apparently was treated to some fine treatment to put him back in shape.

Mr. and Mrs. John "Mike" Galas glowing with pride because they're "expecting" around the first of the year. John, who's been sailing 10 years in the engine department, just celebrating his own birthday, but he and his wife Catherine are looking forward more to the time when they'll be celebrating one with the expected junior addition.



Galas

Here's another reminder to those fellows who have been having difficulty collecting maintenance and cure benefits and their regular earned wages. After reporting their illness and how it came about, a lot of boys have found that the people who were supposed to take care of it aboard ship failed to report the information to the companies and this held up the payments indefinitely. A good way to avoid this is to have one or two witnesses with you when you report sick or injured and to keep track of their correct names and addresses for the time when you may have to call on them. Make sure you get a full name, not just a guy's nickname or his job. In fact, it's a good idea to do this whenever you need a witness because it'll save a lot of grief later on when you may have to get in touch with him.

Another one of the members off the Massillon Victory who came off there on the West Coast is Mike Delano, who sails in the steward department. Mike will be back around the hall now for a time, as he'll be an outpatient at Staten Island for a good while. The members who know Adolph Iverson will be glad to hear that he's ready to ship after taking outpatient treatment for a long spell. Adolph just got his "fit for duty" papers and will probably be moving out soon after becoming a familiar figure at headquarters where he visited regularly.



Iverson

Taken Off In South America

Shirley Poole is coming back in shape down in Lake Charles where he's on the beach recovering from an illness that floored him down in South America. He had to get off his ship down there and finally made it back to the US just a short time ago.

The rumors are still flying hot and heavy about the provisions in the McCarran Act affecting alien seamen, but we want to urge our members who are aliens to sit tight and not get panicky in this score. Most of the stories passing around are groundless, as nobody knows yet for sure just what the law says. We'll pass it on to you through the LOG as soon as we get it.

FINAL DISPATCH

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

Allen H. Kramer, 47: On September 23, Brother Kramer died in the Baltimore USPHS Hospital from a skull fracture received falling down a flight of steps. Born in Pennsylvania, he was a charter member of the SIU, and sailed as OS. Burial was at Chamberhill Cemetery, Harrisburg, Pa., and is survived by his brother, Fred, 1739 William Street, Baltimore.

Middleton Hillard McKay, Jr., 24: On August 4, Brother McKay died in an auto accident on Highway 87 in Galveston, Mississippi.

Born in Mississippi, he joined the SIU in 1949, and sailed as FOW and wiper. Burial was at Pelahatchie, Miss. He is survived by his mother, Mrs. Hillard McKay, Route 1, Pelahatchie, Miss.

Milo Barrick, 37: Brother Barrick died of asphyxiation drowning in Rouge River, Wayne County, Mich., on August 4. He was buried in the Hillcrest Cemetery, Boyle County, Ky. He leaves his father, W. E. Barrick, of Perryville, Ky.

Charles Ray Huneycutt: Brother Huneycutt died on October 2, 1952. He leaves a sister, Mary Doris Huneycutt, of 509 Beaumont Avenue, Charlotte 4, NC.



Maurice Burnstine is hard at work on an ornamental belt made with standard ship's knots, at the Staten Island hospital. Belts shown hanging on wall were turned out by Seafarer Charles Cothran, another hospital patient.

Legless, He Keeps Chin Up

Having had a long siege in the hospital with plenty of troubles to boot, Maurice Burnstine is one Seafarer who is happy about the SIU welfare set-up. For the SIU system of continuing benefits for as long as they are needed is just what the doctor ordered for a long-term patient like Brother Burnstine.

Burnstine was steward on the Coeur d'Alene Victory when he was hospitalized in Quebec back in June, 1951, with infection in one leg. Subsequently, the left leg was amputated in the Staten Island USPHS hospital. He was discharged in December only to have to go back in again for removal of the other leg. He is still undergoing treatment in the hospital for diabetes.

Getting Artificial Limbs

Despite his misfortunes, Burnstine manages to keep up his good spirits. The regular visits from the SIU representative, and those weekly benefits coming through like clockwork, take a load off his mind. At present he is being fitted with a new-type artificial limb which clamps on in such a way as to relieve pressure. He hopes to be able to put them to use shortly and be able to get around again.

Seafarer Praises Smooth Handling Of His \$\$ Claim

Not the least of SIU Welfare Services consists of making it easy for Seafarers to collect money that's rightfully due them. When a man is sick or injured it isn't always easy for him to take care of red tape and

paper work necessary to collect money due from a company. That's where the Union steps in to handle the details and assure the man everything that's coming to him.

Broken Hand

That's the way it worked out with Seafarer Angel Feliciano, who suffered a broken hand when he was aboard The Cabins, a Mathiasen tanker. The accident took place on a rainy night off Venezuela. The port-hole in Feliciano's foc'sle had no chain and hook and when he tried to close it, it slammed on his hand breaking some small bones.



Feliciano

Since the company's head office is in Philadelphia and it has no branch in New York, it would have been pretty hard for Feliciano to collect his maintenance all the while undergoing treatment here. The Union's welfare services stepped in and took care of all the paper work for him, with the result that he's now getting his maintenance checks every two weeks on the head. These checks cover the \$8 daily maintenance and cure called for under Union contract. All mailing and correspondence involved is being handled by the Union, and the checks are being sent back to the Union where Feliciano can have them cashed immediately.

In addition the Union assisted Feliciano in securing settlement of his injury claims against the company.

Death Payment Big Help For Seaman's Wife

The protection offered by the SIU death benefit was underscored by the case of Seafarer Charles Kerstens. The 66-year-old veteran of the black gang, like many seamen, had no personal insurance policy. So when he passed away in the Staten Island hospital on October 7, there was no money available to take care of funeral expenses, let alone provide a cushion for his widow in the emergency.

However, the SIU Welfare Services stepped into the breach and picked up the check for funeral expenses, thus assuring Brother Kerstens of a decent burial. The balance of the \$2,500 was then paid to his widow.

"I wish to extend my deepest thanks," Mrs. Kerstens wrote, "to the Seafarers Union for the courtesy and benefits extended to me during my husband's illness and death."



Mrs. Ruby Kerstens, widow of Seafarer Charles Kerstens, chats with SIU Welfare Services Representative, Walter Siekmann, after he delivered death benefit check to her home.

**"I'm an SIU
Tankerman!"**

"My name is Jimmy Dawson. I've just shipped as AB on the Cantigny, a T-2 tanker. When I board her I know I'll find a Union patrolman to square things away at the sign-on. He'll look around with the boys to see she's all shipshape, and that the repair list put in by the last crew was attended to. He'll check with the galley gang to make sure that all stores are aboard, so she can be a good feeder—SIU style.

"When she gets underway, I'll be working under an SIU contract. I'll have my overtime sheets handy whenever the mate assigns it, and I can check it with my delegate if it's disputed. I know I'll get whatever the contract calls for, because the delegate will square it for me on the ship, or the patrolman will take care of it at the payoff. Either way, the company can't stall me off, and I'll get paid for the work I do.

"We'll hold our regular ship's meetings and elect our delegates. At our meetings we'll bat around any beefs that come up and then decide what we want to do about them.

"Nobody will be buck-passing beefs like on Atlantic ships. No bucko mates or skippers will be handing me that old Atlantic line 'if you don't like it— get off.' I know what I'm talking about because I've sailed those wagons before. You get that line every time you open your mouth about the crummy conditions on those scows.

"I won't have to turn to off-watch after midnight without getting my regular rest periods with overtime. I'll get my \$7.50 clothing allowance when I clean a tank, plus the OT rate. I'll get my hour off for a hot lunch when I'm working continuous OT at night, and continue drawing it right through the meal. My buddies and I are sure of having electric washing machines and an electric refrigerator. Try and get all that stuff and more like we have on SIU ships on an Atlantic scowl. Try, and see how far you get.

"I've been sailing tankers for years— Cities Service, Mathiasen, Carras and lots of other outfits. I've sailed 'em non-union and Union. I know that without my Union I'd get the fast boot when I raised a beef. And there wouldn't be any Union hiring hall to get another job from.

"That's why I'm with the Seafarers all the way. That way you get the best."

