

MEMBERS VOTE OK TO FREIGHT PACT

—Story On Page 3

New Alien Law Now In Effect

—Story On Page 2



New Pact Goes To Work. Taking the deck at the Mobile branch membership meeting (inset), Seafarer Jack Parker, bosun, moves for approval of the new standard SIU freight agreement. His motion was adopted unanimously, as were similar motions at A&G meetings on all coasts. Later, at the sign-on in New York this week, the Robin Kirk became one of the first SIU-manned vessels to sign on under the pace-setting contract, which provides pay rises and OT boosts for all ratings. (Story on Page 3.)

Variety of Union Gains Mark 1952

When Seafarers look back on 1952 it will long be remembered as a year of new directions. Not only did the Union set the pace on economic gains, but it also expanded into many new fields, all of them providing services to Seafarers that never existed before. This was particularly true with regard to welfare benefits as well as a wide variety of other services.

The opening of the new headquarters building, just before the end of 1951 contributed considerably to these new gains. The headquarters gave the Union the facilities and administrative space needed to embark on many new ventures it undertook during the year.

AB School Opened

When the year opened, the country was in the midst of a huge shipping boom created by coal and grain shortages overseas. The Union took fast action to meet the need for trained seamen by opening an AB training school in its new headquarters. SIU representatives let the Government know it

could man all the ships without having to turn to Government-operated training schools.

January was the month too, that the Flying Enterprise went down in an Atlantic storm, and the crew of the SIU-manned Southland played a major role in rescuing the survivors.

Pay Increases Approved

Towards the end of the month the WSB came through with its long-awaited decision on the SIU contract, okaying a new wage scale calling for a 6.2 percent increase, a 40-hour week and the SIU's revolutionary Vacation Plan, first of its kind in the industry. No sooner had this approval come through than the Union started polling crewmembers on the ships on their ideas and suggestions for the next contract.

Meanwhile the Union was continuing its program of aiding other

unions. The membership voted \$1,250 contributions to striking insurance agents who finally won themselves a new contract and lauded the SIU for its aid.

Vacation Pay Begun

On February 11 the Union put its Vacation Plan into effect paying Seafarers cash for every day of seetime. In the first five weeks alone, \$300,000 was paid out.

Meanwhile, the NMU was desperately trying to catch up to SIU standards. It complained bitterly about "inequities" in its contract, which meant that the SIU was far out in front on working rules and conditions.

Sea Chest Opens

No sooner had the Union got its Vacation Plan working, than it instituted another service for the membership. It opened the Union-operated Sea Chest in headquarters with a full line of sea gear and shore wear for the membership at prices below the prevailing retail levels.

March was an equally busy

month for the Union, with activity going on in all directions. The Union negotiated a \$30 increase for daymen under the contract clause which permits the SIU to open negotiations on wages and conditions at any time. The Sea Chest, meeting with a warm response from the membership, extended its services to ships in port, with Sea Chest representatives going aboard with sample cases and order blanks.

SIU Art Contest

Also in March, the SEAFARERS LOG, in a copyrighted story, charged that this country's security was being endangered by un-screened seamen on foreign-flag ships, particularly Panamanian ships, who had access to vital waterfront facilities. The charges attracted wide national interest, and subsequently became the subject of a lead-off article in the Saturday Evening Post. Since then, new immigration laws have provided for screening of seamen on foreign-flag vessels.

That same month, the Union announced the First Annual Seafarers Art Contest, with prizes offered to Seafarers in four different categories. Work also went ahead on sorting and classifying crewmembers' suggestions for a new contract.

At the end of the month, SIU representatives met with those of other maritime unions in Chicago and revised and strengthened the Maritime Trades Department, preparing the groundwork for future activities on a national scale.

Port O' Call Opens

Back home in headquarters, the Union's Port O' Call bar opened with a full fledged entertainment program and the best of food and drinks at moderate prices in pleasant surroundings.

April opened with the Seafarers Welfare Plan putting another \$250,000 in interest-bearing Government bonds. The total bondholdings of the Plan were now a million dollars, and the revenue

(Continued on page 17)

New Immigration Law In Operation; Rules Still Hazy

New regulations affecting alien seamen under the McCarran Immigration Act went into effect this week. The regulations which became effective December 24 call for every alien seaman, whether resident or non-resident, to carry a new form, known as I-95. The form will be issued by the master of the ship and will have to be checked by Immigration in the first US port the ship touches.

Meanwhile, the provisions of the law calling for examination of seamen on foreign ships touching US ports has roused considerable resentment in some countries. In order to conduct these examinations, especially on passenger ships where there are large numbers of men and a quick turnaround, the inspectors have to ride the foreign ships. Danish, Norwegian, British and French seamen have protested the proposed examinations, and several governments are reported

considering official protests on the procedure.

In many instances, the foreign sources critical of the law point out that American seamen have free run of their ports without cross-examination by government inspectors.

New Procedures

As far as alien seamen on US ships are concerned the Act sets up several new procedures which have to be followed by both the men and the shipping companies. The resident alien has to carry the I-95, but he keeps the form for a full year from the date of issue. The form will permit him to land in the US whenever he returns from a voyage. When the year is up, he will surrender the I-95 and get another one.

A non-resident alien who is homesteading a ship on a regular run from the same US port to a foreign port can also keep the I-95 for a year provided he has been okayed by the Immigration officer as admissible for temporary landing in the United States.

Where the alien pays off one ship and signs on another, the procedure is somewhat different. In that case, a new form I-95 is prepared for the alien on each arrival and is given to the crewman by the captain of the ship.

Non-Resident Leave

When the non-resident alien arrives in the US and presents his I-95 to the inspector, the inspector may grant the alien the standard 29-day shore leave if he is satisfied that the alien will sign on another ship. However, there is nothing in the regulations which says the inspector will extend the leave beyond 29 days as has been done in the past. On the contrary, the regulation specifically says that the leave is "not to exceed 29 days from the date of the crewman's arrival in the United States." W will happen to

(Conti on page 17)

Father Neptune Takes 'Em All



Water pours into the Norwegian freighter Fernstream as it slowly sinks in San Francisco Bay, after being rammed by the Matson freighter Hawaiian Rancher, which is standing by. Part of the Fernstream's wrecked superstructure lies scattered over the after deck. No lives were lost in the mishap.



The US ship Grommet Reefer, lies on the rocks in two parts after breaking up off Leghorn, Italy. The sea kept pounding the two sections while 37 seamen were left on the stern. The seamen were finally taken off the vessel in breeches buoy, after the line was parted a number of times by the gale force winds. The refrigerated ship carried Christmas dinners for GIs.



A Coast Guard cutter plays water on the fishing schooner Evzone after she was ripped by an explosion off Portland, Maine. She finally sank despite the efforts to save her by the Coast Guard and her own crew. The five men who made up the crew of the fishing vessel were all taken off by the cutter.

SEAFARERS LOG

Dec. 26, 1952 Vol. XIV, No. 26

- As I See It.....Page 13
- Burly.....Page 16
- Crossword Puzzle.....Page 12
- Seafarers In Action.....Page 18
- Editorial.....Page 13
- Did You Know.....Page 19
- Galley Gleanings.....Page 20
- Inquiring Seafarer.....Page 12
- In The Wake.....Page 12
- Labor Round-Up.....Page 16
- Letters.....Pages 21, 22
- Maritime.....Page 16
- Meet The Seafarer.....Page 12
- On The Job.....Page 16
- Personals.....Page 24
- Quiz.....Page 19
- Ship's Minutes.....Pages 24, 25
- SIU History Cartoon.....Page 8
- Sports Line.....Page 20
- Ten Years Ago.....Page 12
- Top Of The News.....Page 6
- Union Talk.....Page 8
- Wash. News Letter.....Page 5
- Welfare Benefits.....Pages 26, 27
- Your Dollar's Worth.....Page 7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. STerling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.



NEW ORLEANS—Seafarers in recreation room of SIU hall huddle over new freight agreement. They are: (left to right), Lee de Farlier, steward; Cosby Linson, waiter; Johnny Medvesky, FOW; Bill Storey, AB; Bill Gillespie, MM.

All Ports Ratify New Freight Pact —OT Line Settled

SIU members in meetings in all ports on December 17 gave their unanimous approval to the new standard freight agreement calling for five to 15 percent wage increases for all hands. The new contract, which has been signed by the operators, is considered the best document of its kind in maritime.

In addition, settlement has been reached on the sole remaining item in the contract dealing with the dividing line on overtime rates. All ratings receiving \$298.49 per month or more will receive the higher overtime rate of \$1.87 per hour.

Men receiving less than that figure will get \$1.48 an hour.

The new overtime dividing line means that such ratings as AB, oiler, FWT and cook will now receive the higher overtime figure along with the bosun, carpenter, electrician, steward and others who got the top rate in the previous contract.

Last Issue Erred On Daymen Rise

In the negotiating committee's report in the last issue of the SEAFARERS LOG, an error was made in reporting on the wage increases in the deck department. The bosun's increase was \$14.27 a month, not \$44.27 as reported.

As a result, the listing of the old wage scales in the last issue of the LOG was incorrect for daymen. A comparison of old and new wage scales, with the dollars and cents increase for each rating, is carried in this issue of the LOG on page 17.

Since the old overtime rates were \$1.29 an hour for all but the top ratings, who got \$1.63, the increase in overtime for the AB and others in his wage range will be 58 cents hourly.

WSB Action Awaited

The money provisions of the agreement are not yet in effect because they have to be approved by the Wage Stabilization Board in Washington. This may take some time because the WSB has a backlog of several thousand cases to dispose of. In any event, money terms of the contract will be retroactive to November 18, and Seafarers will collect retroactive pay accordingly.

Working rules of the agreement go into effect when ships sign on from now on, or three days after copies of the agreement are received by the ship's captain. In any case, the working rules are to be effective not later than January 1, 1953.

The new and old freight wage scale appears on page 17.

Upon approval by the WSB, the new agreement will provide wage increases ranging from \$11.32 up to \$42.63 a month.

New Working Rules

As previously reported, the new agreement was completely rewritten and contains a large number of changes in general rules and working rules all of which will provide more overtime for crewmembers. The changes should also eliminate any disagreements and disputes caused by the wording of the agreement. Standardization of the agreement for all dry-cargo companies means that terms and conditions under which Seafarers will work will be the same no matter what company's ship they happen to be on.

The agreement contains the standard SIU reopening clause, permitting the Union to reopen the contract at any time for negotiations on monetary matters.

Copies of the new contract have been mailed to all ships at sea as a supplement to the December 12 issue of the SEAFARERS LOG. Additional copies are available in all ports.



MOBILE—Attentive Seafarers at Mobile membership meeting of December 17 follow reading of new contract before voting approval of the agreement.

Union Vote Ending, May Set Record

Balloting for A&G District officials is fast drawing to a close, with only three more voting days left until the polls in branches all over the country close down.

So far, ballots cast in this election have been running ahead of those in any previous election, and, by the time the final count is made, the total number of votes may well set a new record for the Union.

The polls, which are located in every SIU branch on all coasts, will close next Wednesday, December 31. The 60-day secret vote began on November 1.

On the same day the polls close, next Wednesday, Seafarers at regular SIU membership meetings in each branch will elect a rank-and-file tallying committee from the floor.

It will be the responsibility of these tallying committees to accurately count the ballots that were cast in their port, and then forward their reports and the ballots to headquarters.

Hq Tally, Too

At headquarters, another rank-and-file tallying committee, which will be elected by Seafarers from the floor at the regular headquarters membership meeting, will again count all the votes, check the reports of the outport tallying committees, and then make a final report to the membership.

Seafarers have 75 candidates on the ballot in this election. They will pick men to fill 49 official posts in the District. Of course, in addition to the 75 names that appear on the ballot, all ballots have spaces next to each post to be filled in which write-in votes may be entered.

The number of posts to be filled by this election is an all-time high for the Union. It was explained that the additional posts were put on the ballot in order to get the necessary manpower to handle the greatly increased functions of the Union.

The number of candidates on the ballot is also a new record for the Union.

At stake in the two-year election are the posts of secretary-treasurer for the A&G District, six assistant secretary-treasurers, nine port agents for the various outports, and 33 patrolmen covering all ship's departments as well as a number of joint patrolmen in headquarters and the outports.

New SIU Tanker Rules Completed, Closely Follow Freightship Pact

On the heels of a vastly-improved freight contract, SIU negotiators have completed the working rules of a brand new standard agreement for all tanker companies. The old contract has been rewritten and the new general rules and working rules that were put in the freight agreement have been incorporated in the new tanker contract.

Still remaining to be negotiated are wages and overtime rates for tankermen. Except for money matters, the new contract is complete. It has been accepted by the negotiators for the tanker operators, although there will be no signings until the money matters are decided.

With very few exceptions, the text of the tanker agreement follows that of the new dry cargo contract. Some additional clauses dealing with tanker work have been added and the section on tank cleaning has been revised and clarified.

Repatriation Clause

Included among the general rules are the clauses on repatriation, upkeep and transportation providing protection for crewmembers left in foreign ports because of illness or injury. This clause insures immediate payment of wages due or payment of \$8 a day in lieu of wages, as well as the \$8 daily maintenance and cure.

The contract carries the other freight-agreement clauses on non-discrimination in hiring, money draws in US currency, full statement of earnings and deductions with payoffs, adequate launch service, \$300 to \$500 compensation for damages or loss of gear due to accident or loss of ship, overtime

for lifeboat drills on weekends, provision for full crew complement while cargo is being worked, and other provisions.

It also contains a new "commencement of employment" clause, providing that pay starts when a

man reports aboard with gear, ready to work.

Bosun's Overtime

Departmental working rules contain additional important changes. A new clause calls for the bosun (Continued on page 25)

Co's Echo SIU Men —Praise Slopchests

Moving as rapidly as circumstances permit, the Union-operated Sea Chest has now supplied slopchests to ships belonging to a dozen different SIU-contracted companies.

Waterman, Robin Line, Victory Carrier and Bull Line ships have been equipped along with those of other SIU operators. In all, 22 ships have been supplied to date.

As the Sea Chest extends its service, favorable reaction has been received not only from the Seafarers but from the shipping company representatives themselves. Letters have been written to headquarters by the operators, praising both the price and the quality of the products supplied by the SIU Sea Chest.

They stressed the fact that the Sea Chest goods were often of better quality than those previously supplied by private slopchest

dealers, and generally lower in price.

One company, Seres Shipping, which operates the Trojan Seaman and Trojan Trader, wrote:

"We wish to take this opportunity to commend Seafarers Sea Chest Corporation for the low prices and high quality of slop chest items furnished the above two vessels.

"For your guidance we have made a comparison of slop chest items furnished by Seafarers as against those supplied by competitor firms and as a result are pleased to make the above statement."

This sentiment was echoed by (Continued on page 25)

Seafarer Deflates Russian Apologist



Seafarer Ed Larkin's camera catches a group of representatives from various English labor unions with Castle Harlech, built in 1260, as a background. Larkin is attending Coleg Harlech at present on a labor scholarship.

Seafarer Ed Larkin, who is attending Coleg Harlech in North Wales under a Ruskin Scholarship, one of a group of scholarships offered every year in the US to persons in the trade union movement, has reported that he has finished his first term there with top grades.

Right now, he is on a three-week vacation before starting the second term. He plans to visit London, Paris and perhaps Switzerland, before returning to school.

The course that he is taking is of a general nature, but has an emphasis on the trade union movement, and related fields. He said in his report to the LOG that his favorite courses, so far, include economics, political science and the theory of politics.

Busy With Studies

Most of his time, he said, is spent keeping up on his studies, but he has had a number of interesting experiences while going to school there.



Larkin

One of the most recent came when he crossed swords with David Daniel Evans, the assistant secretary to the South Wales Miners Federation of the National Miners Union there.

Evans, Larkin said, had just returned from a visit to Russia and made a speech at the college on the trade union setup in the Soviet Union. One of the things that Evans stressed, Larkin said, was that the Russian unions were the only ones in the world which distributed cash welfare and death benefits to the members.

As soon as Evans had finished his speech, Larkin hit the deck and told Evans and the large audience about the SIU's Welfare Plan. He debunked what Evans had said, by explaining that the SIU administers its own plan, without any outside insurance companies or anything of that sort.

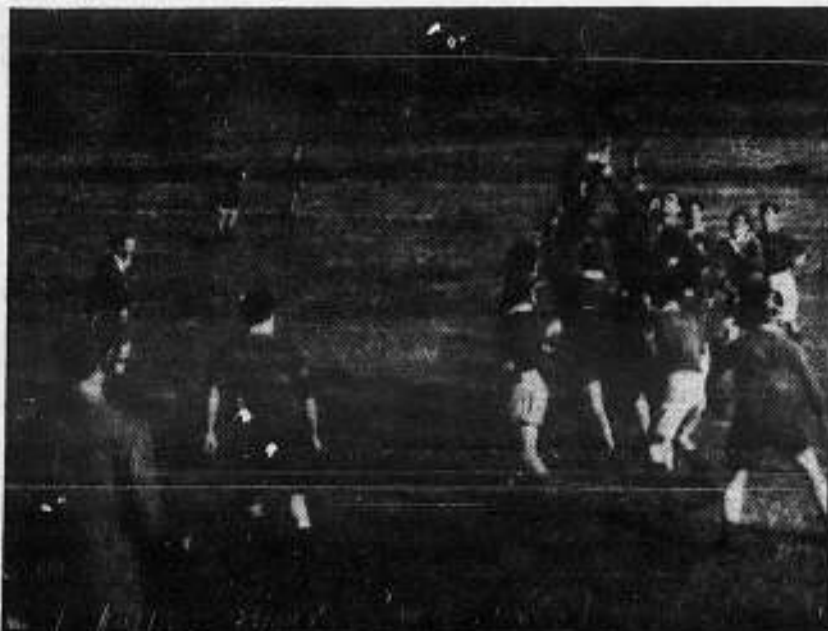
Explained SIU Plan

He told how the Seafarers Welfare Plan distributes cash benefits for hospital, maternity, disability and death to the members, and also explained the other parts of the plan, such as the number of college scholarships that are offered to Seafarers and Seafarers' children every year.

Larkin also explained the fact that personal contact and personal service are the two big factors in the Seafarers' Welfare Plan, and pointed out that Union patrolmen are also present at ports and sign-ons, and also straighten out beefs on SIU ships that make port in-transit.

Another aspect of attending college there, Larkin said, is that he has made a number of friends among the officials of many of the unions in the area. He has also made a number of friends among the students themselves and the numbers of the unions in the vicinity.

He says that food rationing is still very tough in England, but that his stay at the college has been extremely pleasant and interesting so far. The scholarship that he has will end this coming summer.



A fast game of Rugby, the English version of football, is seen as the team from Coleg Harlech takes on the team from the nearby Forestry College in North Wales, where Harlech is located.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 12-7-52 To 12-20-52

No. Seafarers Receiving Benefits this Period	1212	
Average Benefits Paid Each Seafarer	60.62	
Total Benefits Paid this Period		73,470.26

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4,695.00	
Death Benefits	5,600.00	
Disability Benefits	260.00	
Maternity Benefits	5,200.00	
Vacation Benefits	58,215.26	
Total		73,470.26

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	253,845.00	
Death Benefits Paid Since July 1, 1950 *	441,924.23	
Disability Benefits Paid Since May 1, 1952 *	3,770.00	
Maternity Benefits Paid Since April 1, 1952 *	67,800.00	
Vacation Benefits Paid Since Feb. 11, 1952 *	1675,712.76	
Total		2,443,051.99
* Date Benefits Began		

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	361,186.52	
	Welfare	557,682.99	
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			2,945,330.45

COMMENTS:

The past two week period has seen many men filing for their vacation benefits as well as their maternity benefits. The highest mark reached in quite some time in Vacation Benefits paid out in one day was reached this past week when \$9,123.77 was paid out in one day.

A large number of applications have been filed relative to scholarship benefits on which first examination date is January 20th. Any information relative to this benefit can be secured through the office of the administrator at 11 Broadway, New York 4, New York.

Submitted December 20, 1952

Al Kerr
Al Kerr, Assistant Administrator

... and, remember this ...

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

SIU NEWSLETTER from WASHINGTON

Looking ahead in 1953, Government maritime officials say that increased competition from foreign-flag operators may be expected. The introduction into service of many new foreign-flag dry-cargo ships and a probable decline in cargo offerings will present the American merchant marine with its most severe test.

The increase of foreign-flag competition in the passenger field may be expected to be even more substantial, in view of the many passenger vessels now being constructed for foreign operators.

Pan-Atlantic SS Co., a subsidiary of Waterman SS Corporation, has just won a Court decision, as a result of which it will be allowed to expand its US Atlantic-Gulf service so as to operate to the ports of Houston and Galveston, Texas. Two competing lines, the Newtexas Corp., and Seatrain Lines, had opposed the Pan-Atlantic extension right up until the final decision by the US Supreme Court.

However, the High Court overruled these protests and confirmed the judgment of a district court of three judges.

On December 1, 1952, the US merchant fleet (ships of 1,000 gross tons and over) totaled 1271 vessels of 15,243,452 deadweight tons.

This total was divided into 823 dry-cargo and passenger vessels of 8,498,417 tons and 448 tankers of 6,745,035 deadweight tons.

Some months ago, the Defense Production Administration and the Maritime Administration set a goal for construction of 100 new tankers, as a target for meeting emergency requirements. However, only 36 tankers have been delivered or contracted for the year, all for operation under the American flag.

The 100-goal tanker construction program was necessitated by the continuing world-wide increase in oil consumption.

It is well recognized how the American merchant marine was aided by the large quantities of cargoes that moved under the ECA/MSA programs. However, Secretary of Commerce Charles Sawyer, after an extended visit abroad, reports that the theme "Trade, not aid" has struck a popular note among European nations. He says that interestingly enough, the matter of continued economic aid from America was not heavily stressed.

The world's first merchant ship to be propelled by a gas turbine, the 12,000-ton tanker Auris, has completed her first year's successful operation, according to British publications. Operating with three Diesel engines, the turbine continuously bore more than its full share of the propulsion of the ship, British authorities report that the basic marine requirements of reliability and low maintenance costs will be met by gas turbines of this type.

If things go right on the international front, late next year may see the wind-up of the National Shipping Authority as a Government unit. NSA was the agency that controlled the operation of hundreds of Government-owned ships during the height of the Korean campaign, and its aftermath.

The new Republican administration coming into power in January will be looking around to see what Government expenditures may be eliminated, and it is quite likely they will seize upon NSA, among others, to drop the axe.

The program calling for screening of alien seamen before entering the US will be undertaken in such a way as not to delay the turnaround of vessels, the US State Department has promised certain foreign nations who made direct protests over the program. The screening process, called for under the Walter-McCarran Act, was protested vigorously recently by a member of European and Scandinavian nations.

The State Department says that if it is envisaged that alien seamen will obtain visas from American Consulates soon which will relieve them of the screening process.

The House Merchant Marine and Fisheries Committee, which is the group within the House of Representatives that considers most of the maritime legislation, may be hard hit by large-scale resignations early in the new session to begin in January.

The reason is that many members of the Committee, including, peculiarly, Republicans, find it difficult to get along with the hard-hitting new Chairman, Representative Weichel (Rep.) of Ohio. In any event, it's a safe bet that up to five or six Committee members will ask to be relieved of their chores so that they might become associated with other committees of the House.

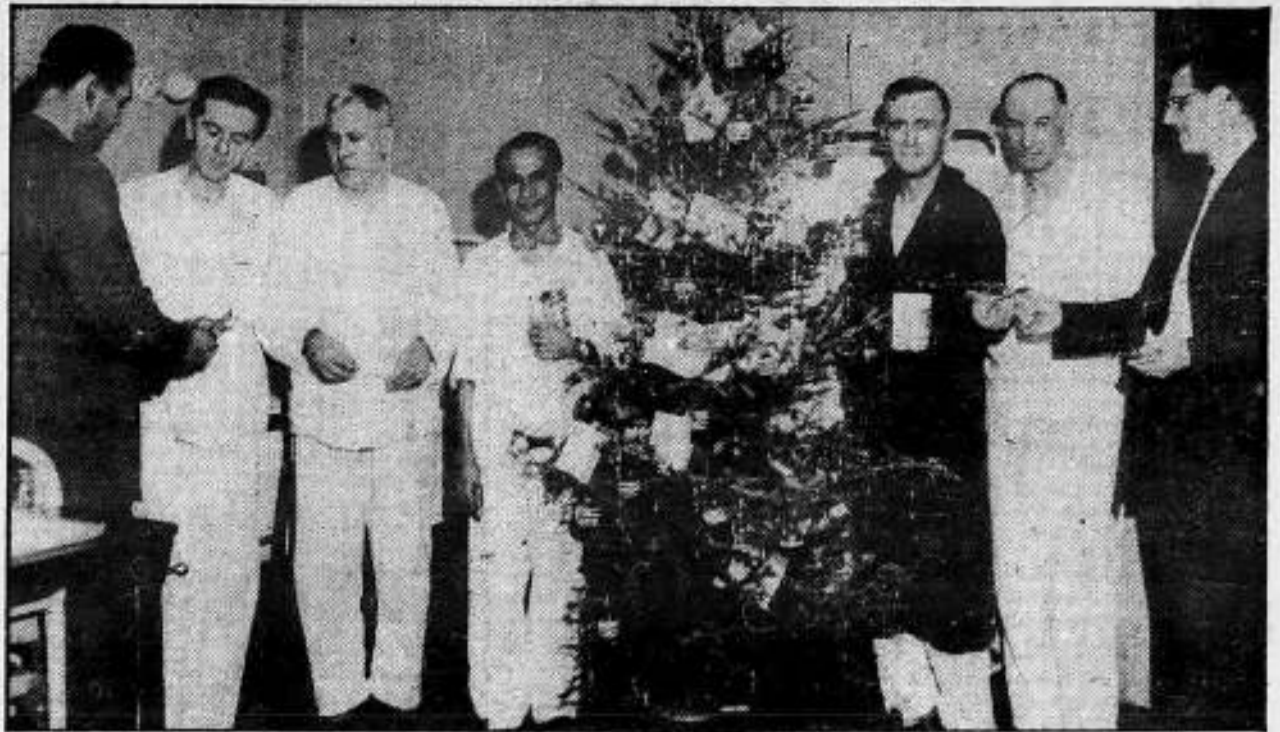
If the US Government intends to collect an additional \$10,000,000 from the United States Lines Co., as an added amount for the construction of the superliner United States, it will have to take the matter to court. The ship cost about \$75,000,000 to build, and the United States Lines Co. says it will not pay more than \$30,000,000 of this amount, the balance representing subsidy paid by the US Government.

The Comptroller General of the US claims that the contract, under which the vessel was built, contains numerous errors and miscalculations to the financial detriment of the Government. If the case goes to Court and the Court should decide in favor of the Government, the US Lines Company is expected to turn the ship back to the Government.

Under new policy, the Military Sea Transportation Service is returning to the National Shipping Authority two Government-owned Victories for each Mariner-type vessel assigned to MSTs. As of November 30, 1952, MSTs had a total of 84 Government-owned Victories under agency operation (along with 24 vessels of other types). Of the 35 vessels in the Mariner shipbuilding program, 14 have been launched, but only 6 have been delivered.

Four S.I.U. Washington Reporter

Christmas Cheer For Seafarers



Tom Gould (left) and Walter Siekmann (right) distribute the \$25 Christmas bonus plus regular \$15 weekly benefit checks to some of the 200 Seafarers in US hospitals who got the extra Christmas money from the Seafarers Welfare Plan. Getting the money at Staten Island hospital are, left to right: Kurt Magel, Ludwig Kristiansen, Vic Arevalo, John Murdock and Alfred Mueller.

SIU To Poll Calmar Crews To Check Food Standards

Steps to assure top feeding practices on the Calmar Line ships have now gotten underway, with the Union planning a poll of all Calmar crewmembers on the food question. In the near future Seafarers on these ships will be interviewed by Union representatives to determine if the company is living up to its pledge to stock its ships with an adequate supply of stores, as well as with the large variety of foods that is customarily carried on SIU-manned ships.

The polling of the crews is part of an agreement that was reached with the company when it signed the standard freight contract on December 2. At that time the company promised to take the necessary steps to bring feeding back up to SIU standards, and put an end to the policy it had instituted of understocking the ships and limiting the variety of food that was available to the crew.

January 31 Deadline

As part of this agreement, it was arranged that Calmar ships should be checked by the 31st of January, by which time all eight ships will have replenished their stores. On that date, a joint Union-management committee that has been set up to keep watch over the feeding, will report on steps that have been taken to improve storing.

Should the Union find through its checkup of the crewmembers that proper improvements have not been instituted, it has the right to cancel the agreement as of the end of January. The Union would then be free to take appropriate action on the problem.

Next Meeting New Year's Eve

The next regular membership meeting of the SIU A&G District will be held in all branches next Wednesday, December 31, at 7 PM.

If attending this meeting will work an undue hardship on any Seafarer, he may send a telegram to the dispatcher asking to be excused. All such communications, however, must include the registration number shown on the man's shipping card. If the registration number is not included, the telegram cannot be honored.

New Pact Makes Jobless Pay Collection Easier

Seafarers filing for unemployment insurance benefits in Alabama, and Louisiana, as well as other states, will have an easier time proving their right to collect as a result of a clause in the new SIU freight contract. This is the provision which ends the practice of the company's automatically stamping "quit" on slips indicating a Seafarer's reason for leaving employment.

Alabama and Louisiana are the home states for three of the larger SIU-contracted companies: Alcoa and Waterman in Mobile, and Mississippi in New Orleans. Consequently, Seafarers sailing these companies' ships, no matter what the port of sign-on or payoff, must apply for unemployment benefits through those states.

Can Demand Slip

In both states, as in others, a Seafarer (or shoreside worker for that matter) can't collect unemployment insurance if he left his job without good cause. In order to show that he left his job for good cause, such as the ship being laid up, or some other satisfactory reason, the Seafarer can now demand a slip from the employer showing the specific reason for which he is paying off.

The reason that the companies had been stamping "quit" on the slips up until now lies in "experience rating" clauses of the two states' unemployment insurance regulations. In both states, an employer pays less taxes into the fund if a smaller number of his employees collect benefits.

In other words, it is to the financial interest of a company in those states to see to it that as few of its employees collect benefits as possible. The difference in the employer's tax rate is considerable. In Alabama, the tax varies from 1/2 of one percent up to a high of 2.7 percent; in Louisiana from .9 percent to 2.7 percent. (It will go down .3 percent next year.) This is a feature that is widespread in state laws, having been adopted in

New York as well just two years ago.

In both states, the Seafarer cannot collect benefits after paying off a ship at the end of a voyage, if the ship signs on again. Nor can he collect in any state for service on a Government-owned ship that is under charter to a private company. He can only collect if a privately-owned ship is laid up or if he was compelled to leave the ship for good reason that did not involve misconduct on the job.

In Alabama, weekly benefits vary from a low of \$6 to a high of \$22. Twenty weeks is the most a man can collect for, and it could be less if he has not earned enough during his "base period." This period takes in a year preceding the three month period before the one in which he filed. In other words, a Seafarer filing in December of this year would collect benefits based on his earnings for the four quarters that began in July, 1951, and ended in June, 1952. The three month period, July to September, 1952, would not be counted in the base period, nor would the September to December, 1952, period be counted.

Strikers Not Eligible

No benefits can be collected in Alabama if the company is being struck. Nor can they be collected in the first week of unemployment. Alabama has arrangements with other maritime states to pool claims so that men sailing for several different companies have an opportunity to collect.

Regulations in Louisiana differ only slightly from the Alabama law. The base year is the same, and the benefits are figured the same way, on the basis of earnings in the highest quarter. Weekly benefits in Louisiana range from a low of \$5 to a high of \$25 with the 26 week maximum applying.

Gov't Ships On Charter Drop To 168

The US Department of Commerce, in an end of the year report, has announced that there was a total of 168 Government-owned ships still operating under General Agency Agreements or bareboat charters.

At the height of the shipping boom, at the beginning of 1952, there was a total of 642 vessels operating under General Agency Agreements and bareboat charters.

The department said that 15 GAA ships had been recalled during November, leaving a total of 108 vessels still operating under GAA. No more of these ships were scheduled for recall during December, the Government said.

Sharp Contrast

This total of 108 ships operating under GAA is in sharp contrast with the total of 530 ships that were in operation during the height of the shipping boom at the beginning of 1952. Since last March, when the recalls began, a total of 422 GAA ships have been laid up according to these figures. Most of the laid-up ships have been used to carry coal to Europe during last winter's shortage.

There were two vessels under bareboat charters that were recalled during November, leaving 59 still in operation. However, under a recent Government order, 13 more of these 59 ships will be recalled in the very near future. This will leave 46 vessels operating under bareboat charters.

At the beginning of the year, there were 112 Government-owned ships operating under bareboat charters.

German Union Rep Sees NO Hall



Impressed by the SIU's rotary snipping system was Karl Geins, Mainz, Germany, regional treasurer of the German Trade Union Federation, who was conducted on a tour of the New Orleans hall by Lindsey J. Williams (left), SIU port agent. Geins came to New Orleans on a study tour of American trade unions sponsored by the US Department of Labor.

Curran Moans: 'Co's Aren't Being Nice'

Joe Curran, head of the National Maritime Union, CIO, called in the press last week and cried on the shoulders of the reporters because the companies have been hard-timing him. He even went so far

as to say that the NMU was thinking about "getting tough" and actually enforcing their contract if the companies weren't kinder.

One of Curran's biggest beefs, he told reporters, was that the companies did not want to give the NMU the same things that the SIU and the SUP had won by fighting for them.

Curran pointed out that the SUP had recently won wage and over-

time gains for its members by staging a 63-day strike. Then, Curran said, the operators were "so mean that the NMU was forced to go to arbitration to get any increases. He also complained that the SIU had won wage and overtime and working condition increases in its new contract, but that the operators were so mean they wouldn't give the NMU the same gains, and were even going to court to cut down the overtime gains they had given the NMU before.

This business of being treated so badly by the companies, said Curran, really has the NMU mad. The "New York Times" reported that Curran, "said that in the interest of peaceful relations, his union has overlooked many problems on ships, but now it was going to insist that its contract be carried out..."

Curran also complained to the press that the companies were merely sending "messengers" to "negotiate" with him. He told the press that if the companies would not give the NMU the things which the SIU and the SUP have won for their members, the NMU would start to get tough.

Curran, however, was not so mad that he didn't leave the back door open—just in case. He hinted that if the companies would only be a little bit kinder and "cooperate" on the "major beefs," the NMU would continue to "cooperate" with the companies and "overlook" the beefs that the members have.

First Group Readies For Scholarship Test

Seafarers and the children of Seafarers have filed a total of 18 applications so far for the first group of scholarships being offered by the new Seafarers Scholarship Fund, and the number of applications is growing every day.

The applicants will be competing for a total of four \$6,000 college scholarships. The winners will get \$1,500 a year during the four years of college. Under the plan, four of these scholarships will be offered every year to Seafarers and the children of Seafarers.

The applications are coming from all over the country, with applications so far received from Manchester, Md.; Spring Hill, Ala.; Hoboken, NJ; Dalton, Ga.; Puerto Rico, and a number of other places.

5 Seafarers Apply

Of the total number of applications filed so far, five of the applications have come from Seafarers themselves, while the rest are made up of applications from the children of Seafarers.

The office stressed that applicants who want to take the College Entrance tests on January 10, had to have their qualifications in by December 20. A second series of College Entrance tests will be given March 14. The winners of the four scholarships will then be selected, with the scholarships beginning with the start of the Fall term in 1953.

Under the plan, the winners of the scholarships may go to the college of their choice. The \$1,500 annual payment will be enough to

cover room and board, books and tuition and other fees. In most cases, there will even be money left over for incidental expenses.

The members of the SIU Scholarship Advisory Committee, which will advise the winners of the scholarships, were named in the last issue of the LOG. The five committee members were chosen from recommendations made by the Educational Testing Service, and all have high standing in the field of education and are familiar with the College Entrance Examination Board procedure.

Blood Saves BME Wife

Blood donations by volunteers from the SIU headquarters hall saved the life of Mrs. Angus Perrier, wife of a BME engineer. Mrs. Perrier is now recuperating at her home after two serious operations.

Thirteen Seafarers contributed blood for Mrs. Perrier's use, assuring her more than enough for her needs. All in all, she received half-a-dozen transfusions during her illness.

Since the BME is an SIU affiliate whose offices are located in SIU headquarters the appeal went out in the shipping hall for donors. More than enough men responded to meet Mrs. Perrier's needs.

In appreciation for the lifesav-

ing aid rendered by Seafarers, Perrier asked permission to address the headquarters membership meeting on November 19. "On behalf of my two daughters, my wife and myself," he said, "I want to thank the men of the SIU for their quick response when my wife needed blood donors. We are very grateful to them, because without their help there was some doubt that she could have pulled through."

Top of the News

EISENHOWER CONFERS ON KOREA—After making a three-day trip to the battlefield in Korea, President-elect Eisenhower has been holding a set of conferences with members of his cabinet and others. He also had a meeting with General Douglas MacArthur who, in a public speech before the National Association of Manufacturers, claimed that he had a "plan" for ending the war on Korea. This brought an angry outburst from President Truman who denounced MacArthur for not submitting his plan to the Defense Department, and Eisenhower for, as he put it, "demagoguery" in making his Korea trip.

LATTIMORE INDICTED ON PERJURY CHARGE—A grand jury in Washington has indicted Professor Owen Lattimore on charges of perjury arising out of his testimony before the Senate Internal Security subcommittee. Lattimore has been accused of lying under oath before that committee on several counts, including statements that he did not know that certain individuals were Communists.

BUSINESS GROUP ASKS MORE FOREIGN TRADE—A group of business men who have toured Europe in company with Secretary of Commerce Charles Sawyer have submitted a report asking for more US buying abroad as well as reduced restrictions on imports. They recommended extension of the Reciprocal Trades Act to reduce American tariffs, declaring that foreign trade should replace American financial aid to European countries.

SOUTHERN DEMS WILL GET JOBS—Republicans in Washington are preparing to cement their alliance with those southern Democrats who supported the Republican ticket, among them Governor Byrnes of South Carolina, Shivers of Texas and Kennon of Louisiana. The plan calls for distribution of patronage through the Democrats as well as the Republicans in the South. In Congress, the Republicans may set up special vice-chairmanships on House and Senate committees for the Democratic Eisenhower backers.

AIR FORCE CRASH KILLS 86—The worst death toll in aviation history was recorded when a huge Air Force transport Globemaster crashed near Larson Air Force Base in Washington. Of the total of 116 men aboard, 86 were killed with many of the survivors in critical condition. Most of the men aboard were servicemen hitching a ride homeward for Christmas. The plane crashed on take-off when it failed to gain enough engine speed for altitude.

RIOTS FLARE IN MOROCCO—A large number of French and native residents of Casablanca were killed and hundreds arrested when street riots broke out in Morocco as an aftermath of unrest in Tunis. The riots followed upon the unsolved murder of a Tunis leader who was one of the heads of the independent movement in that country. Proposals that the United Nations take up the Tunis question were put off, and the French compelled the Bey (ruler) of Tunis to sign decrees putting certain French-directed reforms into effect.

SUPREME COURT THROWS OUT STATE LOYALTY OATH—The Supreme Court has ruled that an Oklahoma law requiring teachers to take a loyalty pledge is unconstitutional. The oath had been challenged by teachers at Oklahoma A&M College who were fired for refusing to take it. The court decision pointed out that the oath included a disclaimer of past membership in subversive organizations. It ruled that it was improper to punish people for past associations that they might since have broken off. Also, it noted that the law made membership automatic grounds for dismissal without taking into account the conditions under which the individual joined.

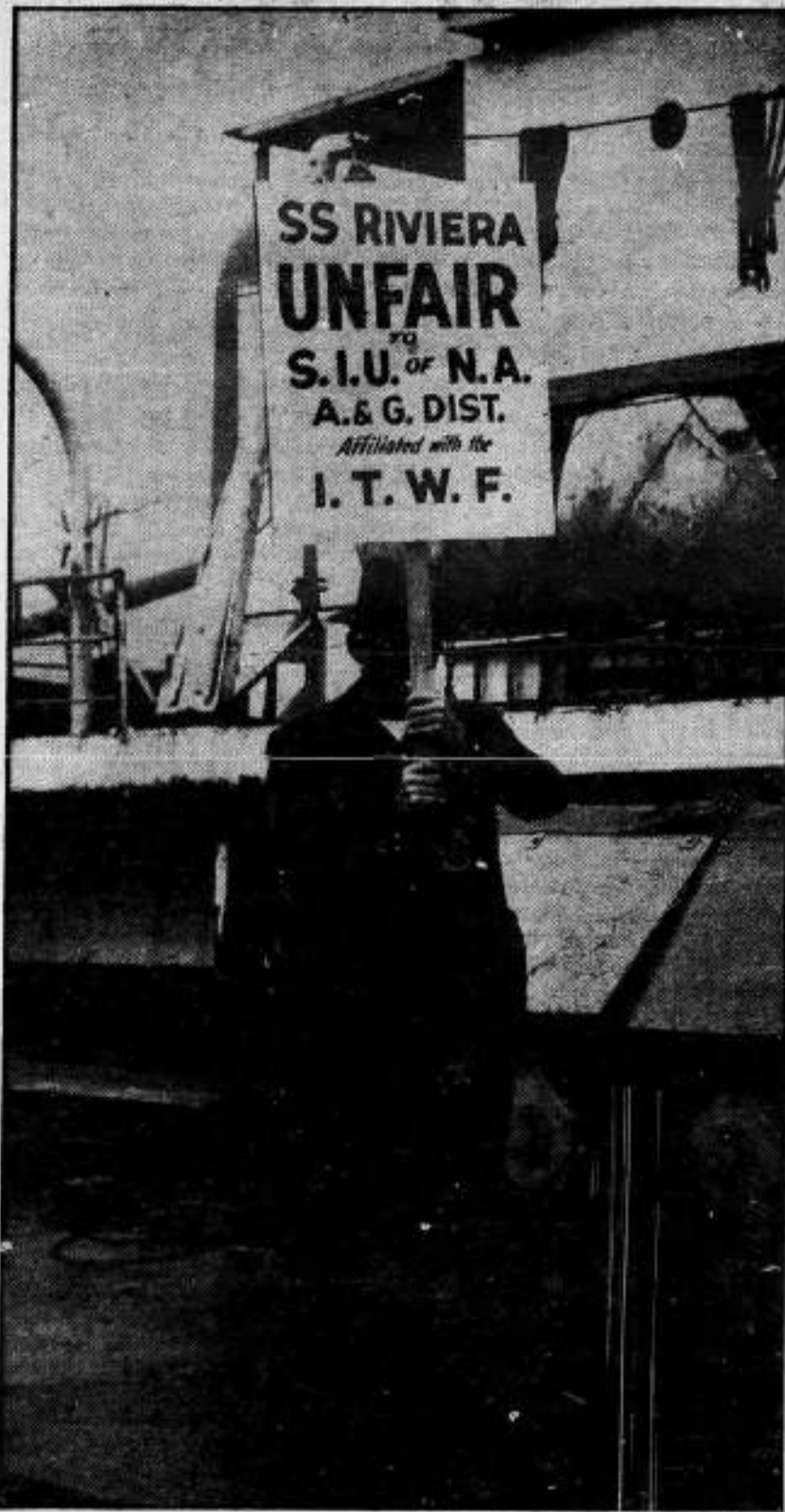
MANY KILLED IN KOREAN PRISON OUTBREAKS—A mass breakout attempt by Chinese and North Korean prisoners in a camp on Pongam Island led to 87 deaths and 120 injuries. The prisoners on Pongam were those who had been moved from Kojie after the prison riots there last summer. The break-out attempt began with prisoners linking arms and marching down the steps leading out of the camp. Rifle and machine gun fire was ordered, putting an end to the demonstration. The Army said that the location of the prison camp barracks on terraces above the surrounding area made use of tear gas ineffective.

FRENCH PRIME MINISTER RESIGNS—The seventeenth post-war French cabinet headed by Prime Minister Antoine Pinay resigned last week when it became apparent that the cabinet wouldn't get a vote of confidence from the Assembly. The resignation came on a very minor legislative issue, but Premier Pinay claimed he couldn't continue in office without solid backing. The real causes of the government's collapse are the troubles the French are having in Tunis, Morocco and Indo China. The Pinay cabinet has been in office for nine months, which is the third longest term in postwar France.

SEE PRIVATE USE OF ATOM ENERGY—The National Security Resources Board has recommended changes in the Atomic Energy Act to permit private, commercial operations using atomic power. At present the law prohibits ownership of facilities that can produce fissionable materials in sizable quantity. The board has in mind development of atomic sources for electric power to supplement use of coal, oil and water power.

HOUSE GROUP URGES ACTION ON MASSACRE—A special House committee that has been investigating the mass murder of 14,000 Polish Army officers and soldiers in Katyn forest sometime in 1942 has placed the blame on the Soviet government. The committee called for action to be taken against Russia by the International Court of Justice, to be initiated in the United Nations General Assembly. Previously, the Soviet government had accused the Nazis of responsibility for the mass deaths. Nothing much was expected to come of the move because the Soviet Union could not be brought before the court unless it agreed to become a defendant.

The End Of The Line



Last SIU picket, J. R. Johnson, takes his turn in front of Liberian ship Riviera, before picketing was barred by court injunction. Ship, whose crew sought aid on their many beefs, is still idle in Portland, Oregon.

Union Gives Labor Board Evidence Of Atlantic Unfair Labor Practices

Documentation of an additional 20 unfair labor practice charges against the Atlantic Refining Company is already underway, following the filing of NLRB charges by the SIU last week on behalf of 29 Atlantic tankermen. In seven separate counts, the company is charged with "financial and other assistance" to the AMEU.

After appearing personally to file the charges at the regional office of the labor board in Philadelphia, SIU Organizing Director Keith Terpe said the board has promised an immediate investigation into all phases of the campaign to determine where Federal labor law had been violated. The issues at stake are charges of discriminatory hiring and firing as well as discriminatory practices against SIU supporters on the ships.

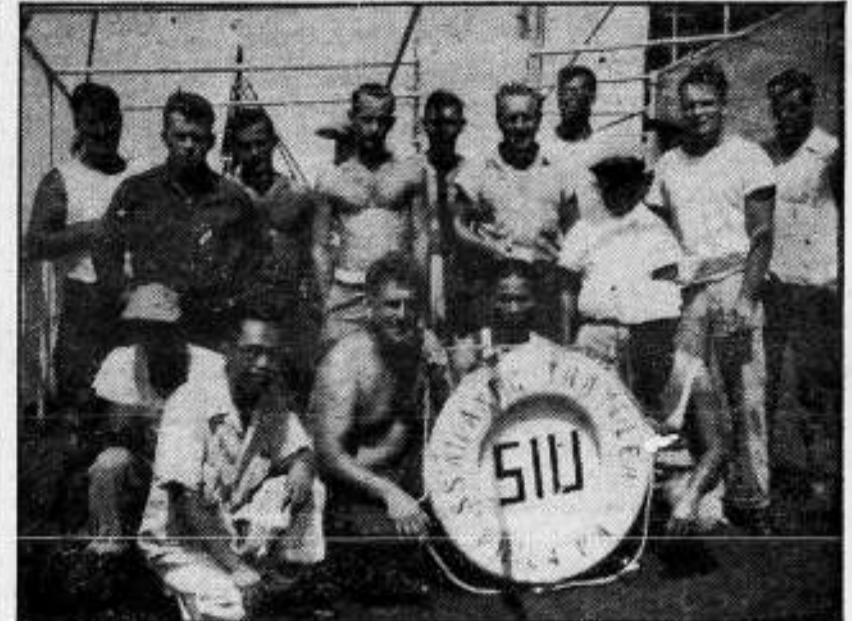
Union Means Business

"This is our way of showing Atlantic and the AMEU that we mean business," Terpe asserted, "despite their constant yammering in past weeks that the SIU Tanker Organizing Committee would never take a definite step toward backing up its supporters in the ranks of the fleet. We expect it will drive home the point that if the company and the 'union' want to continue their present tactics, they're going to find it a mighty expensive proposition the same way Cities Service did not too long ago."

The unfair labor practices initiated by the company during the extended Cities Service campaign wound up costing CS over \$200,000 in back wages, besides the need to offer reinstatement to dozens of its former seamen who were fired unfairly.

The feeling of many Atlantic tankermen when they were apprised of this latest development in the drive was that the filing of charges was "one of the best Christmas presents we can get. The best way to stop the fear campaign being started on some of the ships is to show these people they can't get away with discriminating against a seaman simply because he supports the Union he wants as his bargaining representative."

In addition to the discriminatory



One of the Atlantic tanker crews sure to be pleased by the filing of charges is the gang on the Atlantic Traveler, who make no bones about their SIU feelings. Pictured (kneeling, L-R) are: E. Barrito, 2nd cook; F. Callante, MM; G. Bassler, OS; W. Lee, MM; M. Semlissio, MM; (standing), H. Coenig, DM; R. Ingram, OS; J. Takacs, DM; ship's delegate L. Diering, AB; K. McCullough, FWT; E. Goodwin, AB; M. Ohstrom, bosun; C. Ramos, MM; C. Downs, chief pumpman; K. Swanson, OS; C. Bonner, DM. The photog was R. Bohn, eller.

treatment accorded SIU supporters, the company and the AMEU are apparently working jointly on a new gimmick aimed at getting pledged men to withdraw their support to the SIU by means of petitions circulated on at least two ships so far.

In one case, nine of the 13 men on a ship who signed one of these petitions were from the engine department. Pressure and harassment by ship's engineers, who are supervisory employees of the company, succeeded temporarily when direct threats against the men's future livelihoods were made. Most of them subsequently signed pledge cards all over again just to show that they meant it the first time

anyway. In addition, the scare tactic became the basis for a specific charge against the company in the batch filed last week.

More Charges Coming

Forecasting that another group of 20 or more charges would be filed by the SIU as soon as the proper processing is completed. The SIU Tanker Organizing Committee pointed out that many tankermen have grown weary of the false job security that's been drummed into them and have learned to recognize the puny AMEU benefits for what they are.

"The intimidation and fear campaign is doing the AMEU more harm than good," the Committee noted.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Saving On Car Expenses

A car is a costly possession these days. Price tags on cars themselves have gone up more than most other goods. Cars cost 114 per cent more than in 1941—meaning that a "moderate-price" model that cost \$1,000 then, now commands \$2,140. Gas, tires, batteries and other necessities all have sizable price tags. So it pays extra these days to take care of your car and shop smartly for the things you need for it.

Here are tips to help you keep down the high costs of operating a car:

Engine: To preserve your engine, avoid racing it during the warm-up. Shift into high gradually. After a long run, let the engine idle a minute before switching it off. When you notice the clutch slipping, have it relined to prevent engine wear.

If the body of your car is still good, but the engine isn't, consider a replacement. Generally a new motor, including installation, will cost about one-sixth to one-fifth the price of a new car of the same make. This is what is known as a "short-block assembly," using the old crankcase and other stationary parts. You may find some mechanics prefer to install an entire new engine rather than the less costly short-block assembly, so it's smart to check at least three stations to get their version of which your car needs, and the cost.

However, before you start shopping for a new engine, find out if a major tune-up will pep up your present one. The tuneup includes overhaul of carburetor and distributor, new plugs and replacement of valves.

If your engine eats a lot of oil, with no leaks to explain it, that's your cue to have its compression tested. Uneven compression indicates bad cylinders or valves, and there's no cheap remedy for that. If the rest of your car is sound you might consider, in order of ascending cost:

1. Having your own motor rebuilt—possible if not too many components are shot. Chief factor that will decide whether the engine is worth rebuilding is whether the cylinder walls must be rebored. So before you order the job, compare the estimate for the overhaul with the cost of replacing the motor altogether. Sometimes a ring-and-rebore job, or replacing a cracked block, is as expensive as replacing the engine.

2. Another alternative is trading in your engine for a factory-rebuilt generally about two-thirds the cost of a brand-new engine. Use the Sears Roebuck catalog for comparing local estimates. Sears gives the cost of rebuilds without labor charges—but remember to consider the freight as well as the catalog price.

3. Third alternative is a new engine, as described above.

Rest Should Be OK

But there's not much use undertaking a major engine renovation unless the rest of the car is sound, especially the clutch, transmission, differential, front end and steering assembly. Before you spend a lot of money on the engine, it would be wise to get an estimate of what other repairs might cost within six months.

If you replace the engine, make sure you get credit for your old one if it's suitable for rebuilding.

Your written guarantee for a rebuilt engine or major overhaul ought to cover at least 30 days. On a factory replacement engine, you're entitled to a new-car guarantee of the engine.

Tires: It pays to retread tires if the body is sound. About 75 per cent of your investment is in the body. Cost of retreading is generally about half that of a new tire.

In new tires, best buys are the private brands of the large mail-order houses and auto-accessory and service-station chains. These cost 15-20 per cent less than the nationally-advertised brands but are made by the same

manufacturers with the chief difference usually on the design of the tread.

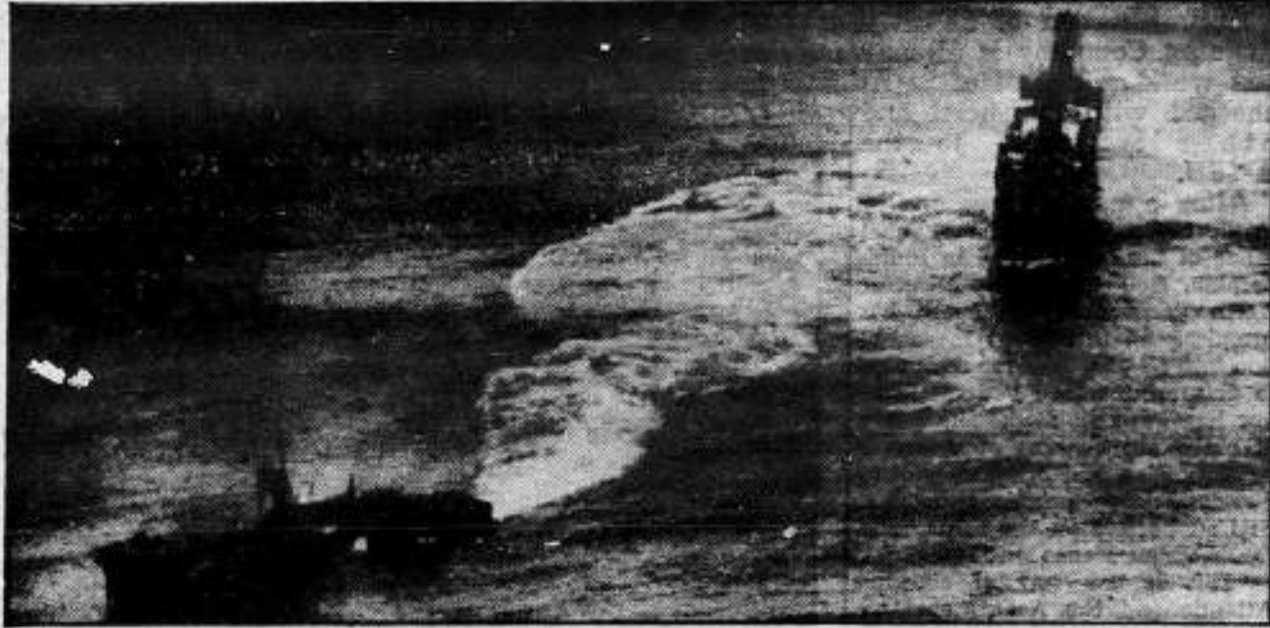
Keep tires properly inflated. Under-inflation alone robs the average owner of 20 per cent of his tire life. Also: be sure wheels are balanced and aligned (toeing in or out wears treads rapidly); check brakes regularly because they cause uneven tread if out of adjustment; rotate your tires every 5,000 miles, including your spare, so all your tires share the heavy rear-wheel work. Speed and heat are enemies of tires. Making tires squeal on turns, jamming on brakes for stops, etc., scuff and burn the rubber and strain the tire fabric.

Batteries: Your battery needs a full charge in the winter especially. Because lubricants congeal in cold weather, it takes 200-250 per cent more power to crank the engine, but the battery itself will deliver only 40 per cent of its normal power in winter weather. If you've already had the battery tested for a full charge but find you're still using more current than the generator restores, examine the cables and terminals. If necessary, clean the terminals with a soda solution, remove corrosion, tighten the cables and replace any that are worn.

If you do need a new battery, you'll generally find best values in the private brands of the mail-order houses and auto-accessory chains. To select the type of battery best suited for your needs, compare the number of plates, ampere-hour capacity and length of guarantee.

You may find the more expensive batteries with longer guarantee are not only more powerful but less costly in the long run. For example, a 12-month battery at \$9 costs 60 cents a month if you turn it in for a proportionate refund but a 24-month one at \$12 would cost only 50 cents a month. In any case, the shorter-life batteries are advisable only for mild climates. Certainly the more accessories you have drawing juice (radio, heater, etc.) the more desirable are long-life batteries with their extra plates.

Quartette Cracks Up On Reef; Yorkmar Refloated; Crews Safe



The tug Salvage Chief (lower left) kicks up a heavy wake as she pulls the SIU freighter Yorkmar off the beach near Aberdeen, Wash. The tug refloated the Yorkmar after trying to pull the freighter off for a total of eight days. Heavy seas and strong gales made the work tough.

One SIU-manned freighter was breaking up on a rocky reef in the Pacific this week, while another SIU-manned freighter was freed from a Washington beach where she had been aground for 10 days. In both cases, all the crewmembers were safe.

All 37 crewmembers of the freighter Quartette (Carras) were safely taken off the ship after she ran up on Pearl and Hermes Reef, 90 miles east of Midway Island.

She had been headed from Galveston, Tex., to Pusan, Korea, with a cargo of grain when she rammed the rocks. The No. 1 hold was completely flooded, the bow crushed and the double bottom in danger of cracking.

A report from the ship when she

ran aground this past Monday said sea swells had been pouring into the ship's ripped hull, and had prevented the men from lowering the boats. On Tuesday, however, word was flashed that the American freighter Frontenac Victory and a Navy patrol boat had gotten all the men off. The crewmembers were all aboard the Frontenac Victory and were taken to Midway Island.

The captain and other officers

stayed aboard the patrol boat and stood by the wreck, waiting for the arrival of a salvage tug, to see if there was any chance of saving the ship or its cargo.

The SIU-manned Yorkmar (Calmar) was finally freed from a beach near Aberdeen, Wash., by a salvage tug after 10 days. The vessel was reported in good shape, but was taken to a shipyard for a complete inspection.

The Yorkmar, driven by gale-force winds had run aground on the beach on December 8. The force of the wind and the surf finally drove her so far up on the beach that the crew was able to walk completely around the ship without ever getting in water above their waist.

Coast Guard vessels had stood by at first, but when it was evident that the crew and the ship was in no real danger, they left the Yorkmar to the salvage tug Salvage Chief.

Finally, 9 days after the Yorkmar had gone aground, the Salvage Chief managed to move her enough to break the bottom loose from the sand. The next day, December 18, the tug got the Yorkmar off the beach and afloat.

UNION TALK



By KEITH TERPE

There are some folks around Atlantic—especially the company stalwarts—who might say it was a little "unkind" of the SIU to drop 30-odd unfair labor practice charges in the lap of the Atlantic Refining Company at this season of the year. After all, it could be argued that we were somewhat out of line to make our bid now and thereby drop the bottom out from the feeling of universal brotherhood which is supposed to prevail around this time.

But if we carry this reasoning to its natural conclusion (and this is no apology for our action incidentally), it could be argued even more persuasively that the action of the Union in filing its first batch of charges in this campaign before the NLRB is more in line with the spirit of the season than anything else.

Best Possible Time

Considering the absence of good feeling between Atlantic tankermen and the company right now—a direct result of the discriminatory policies directed exclusively at SIU supporters—we believe this the opportune time to make it clear that such attitudes will have to go. In the event they don't, it will turn out to be mighty expensive to pursue them, as was shown conclusively in the back pay awards for unfair labor practices in the Cities Service drive. Management cannot detract from its offenses by sermonizing 12 months a year about "freedom of choice" and "pleasant working conditions" in Atlantic.

We might point out too that the rumors carefully circulated throughout the Atlantic fleet that we would never take a definite step towards filing charges died down considerably about two weeks ago when it was announced we would do just that within ten days or less. Furthermore, even in the event we did file before the labor board, there were plenty of veiled assurances issued from the Fleet Council meetings in Philadelphia that someone who knew his way around in the right places would get the charges squelched without too much effort.

We put no faith in either of these equally fantastic notions; they're just so much "whistling in the dark . . ." But they do show the contempt the "independent union's" bigwigs have for the men they allegedly represent, in their hope to fog the actual issues and perhaps buoy up their own confused supporters.

More Charges Coming

Actually we are already going to work on another stack of unfair practice charges, because judging from the pile of sworn affidavits on file at headquarters, conditions in Atlantic are going from bad to worse. The piddling "gains" realized by the AMEU in its recent negotiations, in which it finally secured improvements cemented into SIU agreements of long standing, plus the unwholesome atmosphere of intimidation plaguing Atlantic tankermen, have swung some of its more ardent boosters away from the fold. As we've said many times before, you cannot insure yourself the allegiance of others who expect you to lead them in a forward direction by standing still, or worse yet, switching into reverse.

'Give 'Em Enough Rope . . . !

We admit we are counting on that factor, because we're great believers in the old adage about giving a person enough rope with which to hang himself. There is just such a situation in Atlantic, because it's almost as if the manipulators there were trying to sell themselves down the river by their own doing. They've become so infatuated with the script laid down by the prime movers in the notorious Cities Service drive that they haven't laid the book down once since they started reading. The pattern of anti-union activity follows the same line identically in many respects and this is perhaps one of our biggest assets in the drive.

These people are so overcome with their anticipation of the tricks they can still pull a la Cities Service, that they haven't read the final lines of the play. It's a terrific finish. They'll probably gag when they come to it!

Tugmen Seek Pay Boost

Local 333, United Marine Division of the International Longshoremen's Association, AFL, which represents some 3,500 tugboat workers in New York Harbor, has presented its new contract demands to the companies.

The union, which is a member of the AFL Maritime Trades Department, has scheduled negotiations to start next week. Its present contract expires on January 31.

The union is demanding wage increases of from 70 to 75 cents an hour, which represents increases ranging from 30 to 50 percent. The demands also include payment at

double time for all overtime, instead of the time and a half rate now used.

'No Comment'

None of the employers have officially commented on the union's demands, so far.

Captain William V. Bradley, president of Local 333, is chairman of the union's negotiating committee.

Cartoon History Of The SIU

SIU's Postwar Program

No. 27



While the NMU was busy with its "reading, writing and no striking" program, and promoting "bundles for Russia," the SIU was preparing for the end of the war. Under the slogan, "The SIU For Post-war Jobs, Wages and Conditions," an educational program was launched in all ports.



With postwar objectives established, it was decided to purchase Union halls and equip them wherever possible, and to streamline Union operations so no "retrenchment" or delay would be needed in meeting postwar problems, and so the SIU could operate with little or no outside help.



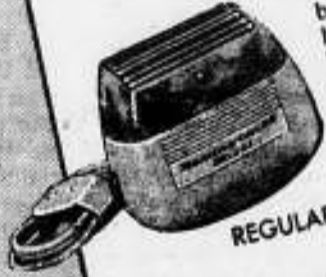
The Union's offices were organized to maintain a maximum of personal contact with members. It was set up as a large organizational machine, for the SIU realized that, with the end of the war, the SIU could fix its sights on the unorganized field, and extend its benefits to more seamen.

the SEA CHEST

OWNED AND OPERATED BY THE SEAFARERS INTERNATIONAL UNION • A & G DISTRICT • A. F. L.

WORLD'S FINEST ELECTRIC SHAVER

The All-New Remington 60 DeLuxe. No nicks, no cuts, no blades, no soap or brushes to buy. Six extra-long shaving blades perform over 24 million cutting operations per minute. Easy on your face and your pocketbook!



REGULAR PRICE ELSEWHERE . . . \$27.50

SEA CHEST PRICE \$23¹⁰

These are but six of a variety of values in stock at your SIU Sea Chest . . . everything geared to your needs . . . from a pocket comb to a handsome dress suit . . . from a sou'wester to a smart saddle leather bag . . . all at the SIU Sea Chest!

QUALITY TEE-SHIRTS

Fine soft, pliant combed cotton by Reis. A cinch to wash. Sizes—small, medium, medium-large and large.



REGULAR PRICE ELSEWHERE . . . \$1.00

SEA CHEST PRICE 85¢

The HICKORY WORKSHIRT

Form-fitting, tough-wearing, pre-shrunk cotton Hickory workshirt by Headlight. Flap pockets that button down. Perfect mate for your dungarees or Frisco Jeans. In neck sizes 14 to 18.

REGULAR PRICE ELSEWHERE . . . \$3.95

SEA CHEST PRICE \$3⁴⁹



DUNGAREES WITH GUARANTEES

You can't miss with these pre-shrunk, heavy-weight, navy denim dungarees backed by Sweet-Orr, Lee and your Sea Chest. Waist sizes 28-50, leg lengths 28-33.

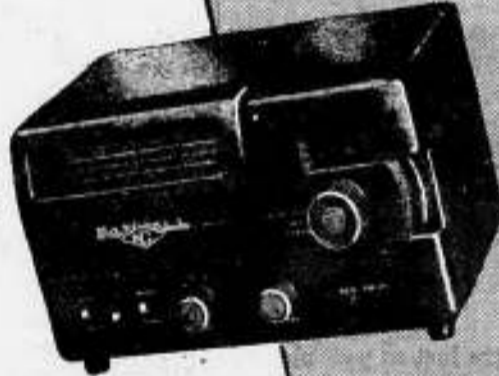
REGULAR PRICE ELSEWHERE . . . \$3.95

SEA CHEST PRICE \$3⁴⁹



TOPS at SEA

You get "more radio per dollar" from National's light, compact receiver. Broad-cast and 3 shortwave bands. Listen to ship and aircraft reports originating thousands of miles away. Measures only 11" x 7" x 7". Finished in wear-resistant enamel. AC-DC operation.



REGULAR PRICE ELSEWHERE . . . \$49.95
SEA CHEST PRICE \$39⁹⁵

ALL WOOL SPORT SHIRTS

Made by Jayson, one of America's top shirt manufacturers. Solid colors—navy, maroon, green, beige, cocoa brown and gray. Small, medium, large and extra large.



REGULAR PRICE ELSEWHERE . . . \$8.95

SEA CHEST PRICE \$7⁹⁵

THREE
WAYS TO
BUY!

at the **SEA CHEST**
675-4th AVE. • BROOKLYN

or from the **SEA CHEST MAN**
WHO MEETS YOUR SHIP



or by **MAIL**

TO: THE SEA CHEST 675-4th Ave., Brooklyn 32, New York

Please send the following:

- National RADIO @ \$39.95
 - Remington Electric RAZOR @ 23.10
 - Hickory SHIRTS NECK SIZE @ 3.49
 - Reis TEE-SHIRTS SIZE @ .85
 - DUNGAREES WAIST SIZE INSEAM LENGTH @ 3.49
 - Jayson Wool SPORT SHIRT COLOR @ 7.95
- SMALL MEDIUM MED. LARGE EXTRA-LARGE

TOTAL ENCLOSED

CHECK OR MONEY ORDER
DO NOT SEND CASH

* THE SEA CHEST
PAYS DELIVERY
CHARGES

NAME:

ADDRESS:

CITY:

* ADD 3% SALES
TAX ON MAIL
DELIVERIES IN
NEW YORK CITY

PORT REPORTS

Galveston:

All Ratings Finding Shipping Plentiful

Shipping has been very good for all ratings during the past two weeks, with future prospects just as hopeful. We had two payoffs and two ships signing on again.

We paid off the Northwestern Victory (Victory Carriers), and Isthmian's Steel Director, signing the ships on again after the pay-off. In-transits were the Del Mundo, and North Platte Victory (Mississippi); Seatrain - Louisiana, New Jersey, and Texas (Seatrain); Archers Hope (Cities Service); Trinity (Carras); Petroleum, Choctaw, Paoli, Michael, and the Royal Oak.



Collins

A typical SIU man is Charles E. Collins who joined the Union in 1941. He ships as a bosun and AB out of Galveston. Collins had his book in retirement until recently, but since hearing about all the benefits gained by the SIU he has reactivated his book and is shipping once again.

Only news on the labor front that we have is that we are being kept busy with the Atlantic Fleet in Harbor Island.

Keith Alsop
Galveston Port Agent

Wilmington:

Galmar Food Supply Finally Makes Grade

Shipping has been so hot during the past two weeks that we are beginning to run out of ratings. Ships have been coming in for payoffs, and the beach is beginning to be strained clear. For those men wishing to ship, we have the famous Rose Bowl game and the Tournament of Roses, with those beautiful gals riding on floats. It is worthwhile coming out here for a look.

We paid off the Ames Victory and the Mankato Victory of Victory Carriers, and Mar-Trade's John B. Kulukundis, with the latter vessel signing on again. In-transits were the Fairport, John B. Waterman, and Hastings (Waterman); Tainaron and Steel Artisan (Isthmian); Amersea (Amerocean); Alamar, Pennmar, and Portmar (Calmar); Heywood Broun (Victory Carriers); and the Ocean Ulla (Ocean Trans.).

The John B. Kulukundis came in sweet with no beefs except the mistaken belief that the company could not hire both foreign winch drivers and sailors. We straightened out this beef to the satisfaction of all hands. The Ames Victory was just the opposite with nothing but beefs and all of them against the chief engineer, mate and skipper. Some of the work promised was not done, and we took this up with the port captain who will square it away. The Mankato Victory came in with minor beefs which were completely squared away.

In line with the new agreement with Calmar, the company took 500 pounds of Grade A steak and prime ribs. I guess the company has finally come to realize that we mean business and is going along with our demands.

Men Missing Ships

It may be the Christmas season, but men missing ships are increasing. Perhaps today with jobs fairly easy and money rolling in, the \$50 fine is not enough. The time is rapidly approaching when we will

have to crack down harder on men missing ships than the present fine system now calls for.

A discussion was brought out concerning the customs situation in this port affecting men paying excessive duties on items they bring into the country. It was brought to the attention of the membership to study the sheets that headquarters has put out regarding this situation, and not to buy expensive things in the Orient, as it will cost them dearly to clear customs.

We held our first meeting in the new hall, and with a wide, comfortable auditorium, it was a pleasure to run. Membership approval of the new contract was instantaneous, and widely commended, with many parts of the agreement, such as affecting West Coast Transportation, hitting the spot.

Sam Cohen
Wilmington Port Agent

Norfolk:

Port Without Bookmen As Idle Ship Crews Up

Shipping has increased a little in the past two weeks, but from the looks of things it will continue to get better from now on as there is some general cargo being moved out of this port.

We are going to crew up the Eugenie which has been in idle status for three months, so that will just about clean out the bookmen in the port as there are only 29 bookmen on the beach here.

Only one ship paid off since the last meeting, the Logans Fort (Cities Service). All beefs were squared away at the pay-off. There were three sign-ons. They included the La Salle (Waterman); Southern Counties (Southern Trading); and the Logans Fort. In-transits were the Alcoa Puritan and Pioneer (Alcoa); Steel Recorder (Isthmian); Winter Hill (Cities Service); and the Maiden Creek (Waterman).

No coal is moving in the port on American ships because of the freight rate at the present time on coal. American companies just can't afford it, although a large amount of coal is being loaded in this port on foreign bottoms. There is an increased activity in the movement of other cargoes, however, in this port and in others. Proof of this is the Ore company taking two ships out of Norfolk and Baltimore to carry general cargo to the Islands and sugar on the return trip.

Ben Rees
Norfolk Port Agent

Lake Charles:

Expect Tanker Pact To Equal Cargo Gains

Shipping for the past two weeks has really been on the boom, during which period we shipped out 92 men. It also looks good for the coming two weeks, with quite a few boys drifting in all set for the coastwise runs. In a few days we are liable to be calling on the nearby ports for help when it comes to rated men. We have plenty of hands on the non-rated side, although we have only four ABs, four FWTs, two oilers, and three pumpmen available. Not a cook in sight of the hall.

Ships paying off and signing on again were the Council Grove, Bents Fort, French Creek, Archers Hope, Winter Hill, Paoli, and Cantigny (Cities Service); Strathbay (Strathmore); Wanda (Epiphany); Trinity (Carras); The Cabins (Mathiasen); Sweetwater (Metro); and two SUP tankers. All the ships took some men, with the Paoli taking the largest order.

Butchers Strike

On the labor front, we have the Butchers Union here on strike against several of the meat markets and the stores which have markets. According to the strike committee, all is going well and the morale is high. We told them we were ready to aid in any way possible, and were assured of their appreciation of the offer to call on us when and if needed. All labor groups here are behind them. They are asking for recognition and for the owners to sit down and talk things over. To date there is a stalemate.



Farthing

The new freight ship contracts arrived and everyone around the hall has been discussing it. All hands are pleased with the fine gains made by our committee. The men on ships arriving here are just as well pleased with it. Everyone is waiting for the new tanker contract to come out, for judging by the other one, the tanker agreement will also be the tops in the industry.

We tried our level best on Wednesday to round up seven bookmen in order to hold a meeting, but it just could not be done. We fell short by three members.

For the past few days everyone who owned or could borrow an overcoat was using it. The weather down here hit a frigid 26.

We nominate Frederick F. Far-

thing, better known as "Red," for the "Seafarer of the Week." Hailing from Mississippi, "Red" started sailing with the SIU after getting out of the Navy in 1946. He says he has never regretted this move. He was busy figuring up just how many possum hides he could buy with the increase in wages just gained, and, according to his calculations, he will now be able to go back to Mississippi and buy himself three extra pairs of shoes.

Passing through here or on the beach at the moment are E. E. Casey, Ed Parsons, "Tex" Alexander, Lonzie Albritton, George Schneider, C. Vincent, J. Burk, Johnny Mitchell, J. C. Whatley, and Gardner, a steward well-known to the Seatrain boys.

We leave you with this message. To all the membership of the SIU and its affiliates, a Merry Christmas and a Prosperous New Year.

Leroy Clarke
Lake Charles Port Agent

Philadelphia:

Rated Men Cleaned Out As Shipping Holds Firm

Shipping has been moving along at an even keel in this port. With the holidays coming up, we have been left at a loss for rated men, so that any man with a rating who wants to ship has had no trouble doing so.

We had four payoffs and sign-ons and a heavy load of in-transits, with 20 ships visiting the port in the last two week period. We paid off the McKettrick Hills (Western Tankers); Evelyn (Bull); Council Grove (Cities Service) and Trojan Trader (Trojan SS). All four of these ships signed on again.

Our in-transits included a stack of Waterman ships, the Afoundria, LaSalle, Raphael Semmes, Iberville, Azalea City, Fairland, Clairborne and Antinous; Hilton and Inez (Bull); Robin Wentley (Seas); Steel Recorder and Steel Voyager (Isthmian); French Creek, Winter Hill and Logans Fort (Cities Service); Republic (Trafalgar); Southern Cities (Southern Trading); Marven (Int'l Nav.); and Purplestar (Triton).

Those men who were still left on the beach here when Christmas Day came were entertained in style with a big Christmas dinner. This way, none of the men who might not have been able to get home had to go to outside outfits to get a real Christmas feed.

Steve Cardullo
Philadelphia Port Agent

Seattle:

Ship Picketed For Unfair Conditions

In the last two-week period shipping has been fine and is expected to hold along those lines at least until the end of the year.

We paid off the Topa Topa (Waterman); Seanan (Orion); and the Gadsden and Alaska Spruce of Ocean Tow, with the same ships signing on again. In-transits were the Schuyler Otis Bland and the Yaka (Waterman); John B. Kulukundis (Mar-Trade); and the Portmar and Yorkmar (Calmar).

The Yorkmar is on the beach in Gray's Harbor. There isn't any news that isn't hitting the papers, but by the looks of things we will have this ship around here for awhile. One of the brothers died on the Yaka while the vessel was in Portland. He was fireman W. O. Johnson. Another brother, J. Margues, was lost overboard on the Bluestar.

During the past two weeks we placed a picketline around the Riviera because of the unfairness of conditions on board this ship in comparison to American standards. This vessel was one of the Libertys turned over to the South African government and then showed up in the grain charter trade from the United States to India. An injunction was issued barring us from picketing the ship. At the same time, another injunction was issued against the ILA Foremen in their dispute.

Oldtimers here on the beach include S. Heiducki, E. Harriman, F. England, P. Hansen and Zubovich. Men in the Marine Hospital who would like to hear some holiday cheer from their buddies and shipmates are W. Meehan, H. J. Tucker, and H. Alexandis.

Jeff Morrison
Seattle Port Agent

Boston:

All Beefs Settled Aboard Amberstar

Shipping is still good here for rated men, with four ships paying off and signing on again and five vessels in-transit to the Port of Boston.

Payoffs and sign-ons were aboard the W. E. Downing (State); Amberstar (Traders); Olympic Games (Western Tankers); and the Federal (Trafalgar). In-transits were the Steel Recorder (Isthmian); Robin Tuxford (Robin); Archers Hope (Cities Service), and the Antinous and Chickasaw (Waterman).

The Patrolman and I made the Amberstar, which was badly in need of repairs in the galley, among other beefs. The deck in the galley was full of fuel oil where the stove was leaking. The firebox was broken. I told the company it had to be fixed in this port. The mattresses were very bad so we ordered others for the crews' bunks. We went back the next day to see if the repairs were done, which they were. The mattresses came just before the ship sailed. All beefs were settled at the payoff.

We signed on the Waterman's Clairborne which had beefs on the ice box and vents which were not working properly. These were taken care of with the master of the vessel. The Clairborne is going to Germany and the Netherlands this trip.

That's about all except for a Merry Christmas and a Happy New Year to all.

James Sheehan
Boston Port Agent

SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE	14 North Gay St.
Earl Sheppard, Agent	Mulberry 4540
BOSTON	276 State St.
James Sheehan, Agent	Richmond 2-0140
Dispatcher	Richmond 2-0141
GALVESTON	308 1/2 23rd St.
Keith Alsop, Agent	Phone 2-8440
LAKE CHARLES, La	1419 Ryan St.
Leroy Clarke, Agent	Phone 6-3744
MOBILE	411 Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	523 Bienville St.
Lindsay Williams, Agent	
NEW YORK	Magnolia 6112-6113
775 4th Ave., Brooklyn	
STERLING 8-4671	
NORFOLK	127-129 Bank St.
Ben Rees, Agent	Phone 4-1083
PHILADELPHIA	337 Market St.
F. Cardullo, Agent	Market 7-1635
PORT ARTHUR	411 Austin St.
Don Hilton, Rep.	Phone 4-2241
SAN FRANCISCO	450 Harrison St.
H. J. Fischer, Agent	Douglas 2-5475
SAN JUAN, PR	252 Ponce de Leon
Sal Colla, Agent	
SAVANNAH	3 Abercorn St.
E. B. Tilley, Agent	Phone 3-1728
SEATTLE	2700 1st Ave.
Jeff Morrison, Agent	Seneca 4570
TAMPA	1809-1811 N. Franklin St.
Ray White, Agent	Phone 2-1523
WILMINGTON, Calif.	505 Marine Ave.
Sam Cohen, Agent	Terminal 4-2874
HEADQUARTERS	675 4th Ave., Bklyn.
SECRETARY-TREASURER	Paul Hall
ASST. SECRETARY-TREASURERS	Lloyd Gardner
Robert Matthews	Claude Simmons
HEADQUARTERS REPRESENTATIVE	Joe Algina
SUP	
HONOLULU	16 Merchant St.
Phone 5-8777	
PORTLAND	522 N. W. Everett St.
Beacon 4336	
RICHMOND, CALIF.	257 5th St.
Phone 3599	
SAN FRANCISCO	450 Harrison St.
Douglas 2-8363	
SEATTLE	2700 1st Ave.
Main 0290	
WILMINGTON	505 Marine Ave.
Terminal 4-3131	
NEW YORK	675 4th Ave., Brooklyn
STERLING 8-4671	
Canadian District	
MONTREAL	463 McGill St.
Marquette 5909	
HALIFAX, N.S.	128 1/2 Hollis St.
Phone: 3-8011	
FORT WILLIAM, Ontario	118 1/2 Syndicate Ave.
Phone: 3-3221	
PORT COLBORNE, Ontario	103 Durham St.
Phone: 5561	
TORONTO, Ontario	86 Colborne St.
Egin 5719	
VICTORIA, BC	617 1/2 Cormorant St.
Empire 4531	
VANCOUVER, BC	565 Hamilton St.
Pacific 7824	
SYDNEY, NS	304 Charlotte St.
Phone 6346	
BAGOTVILLE, Quebec	30 Egin St.
Phone: 545	
THOROLD, Ontario	37 Ormont St.
Phone: 3-3205	
QUEBEC	113 Cote De La Montagne
Quebec	Phone: 2-7078
SAINT JOHN, NB	177 Prince William St.
Phone: 2-3049	
Great Lakes District	
ALPENA	133 W. Fletcher
Phone: 1236W	
BUFFALO, NY	180 Main St.
Phone: Cleveland 7391	
CLEVELAND	734 Lakeside Ave., NE
Phone: Main 1-0147	
DETROIT	1038 3rd St.
Headquarters Phone: Woodward 1-6037	
DULUTH	531 W. Michigan St.
Phone: Malrose 2-4110	
SOUTH CHICAGO	3261 E. 92nd St.
Phone: Essex 3-2419	

PORT REPORTS

New Orleans:

Coast Guard Lifts Ban On NO Nitrate Cargoes

Shipping was excellent for the past two week period, with prospects of it continuing to the end of the year and beyond.

We had nine payoffs, six ships signing on, and 18 in-transits. We paid off the Del Mar, Del Mundo, Del Rio, and Del Aires (Mississippi); Choctaw, De Soto, and Iberville (Waterman); Genevieve Peterkin (Bloomfield); and National Navigation's Catahoula. Sign-ons were the Del Alba, Del Mar, Del Mundo, Choctaw, Catahoula, and Pan Oceanic's George A. Lawson.

Ships in-transit were: Corsair, Pilgrim, Cavalier, Polaris, and Pegasus (Alcoa); Steel Scientist, Steel Director, and Steel Rover (Isthmian); Del Alba and Del Mundo; Seatrain Savannah and New York (Seatrain); Citrus Packer, Monarch of the Seas, and Lafayette (Waterman); Seacomet (Colonial); Marie Hamill (Bloomfield); and the Edith (Bull).

A big attendance is expected at a gala Christmas Party and Dinner at the hall. Biggest attraction at the affair is the dinner menu made up by stewards department Patrolman Herman Troxelair and announced at the last meeting.



Gerdes

On the beach here for the meeting, but out again too early to be able to spend the holidays at home, was veteran Seafarer Henry Gerdes, "Hungry Henry" to his shipmates, came off the Del Monte and signed on as steward aboard the Del Mundo. The Del Mundo sailed on her regular South American run Dec. 19. He has been packing an SIU book for about 10 years, and was here long enough to enjoy a few days of his favorite sport at the Fair Grounds.

Additional cargo was cleared for handling in this port when the New Orleans Commission Council lifted a ban against discharging calcium ammonium nitrate and ammonium sulphate nitrate at docks here. The ban was imposed after the Texas City disaster, but the Coast Guard now has declassified both compounds as explosives with the result that the Commission Council will permit such cargoes to be deposited here in the future. This decision should provide some additional shipping in this port. The first ship to deposit a load of nitrate was the Dutch freighter Drenthe, which called from Indonesia with a 6,000-ton cargo.

Judging from the remarks of Isidore Newman II, the new president of the Chamber of Commerce, civic interest in building greater maritime trade in the Port of New Orleans will not be allowed to wane. Newman is an enthusiastic supporter of the proposed \$80 million tide-water channel from New Orleans to the Gulf of Mexico.

Construction of the new seaway will mean "fulfillment of the destiny of the city of New Orleans," he says. He recommends that business and shipping interests should ascertain at once if the new administration will build the seaway. If not, he believes local interests should get busy in order to "build it ourselves." The seaway would mean a short cut to the Gulf. It

would provide a more direct 70-mile route to the sea as compared to the present, winding, 110-mile Mississippi River route.

The 30-odd men in the Marine Hospital gave an enthusiastic reception to the announcement of the \$25 Christmas bonus voted to them this year from the Welfare Fund. This little windfall was a real help to them, with expenses piling up at this time of the year.

New TV Set

The Union-donated television set was enthusiastically welcomed by the men in the tuberculosis ward at the New Orleans USPHS hospital. The entertainment provided by the set is appreciated by these patients in particular because their movements are restricted and the regular entertainment facilities are not available to them.

The recent rate of discharge of ailing Seafarers from the hospital has been high. Among those seen back at the hall are Sam Anderson, Tex Liles, Jimmy Jackson, and Arthur McAvoy. Bill Evtitt is also around after undergoing surgery and soon will be ready to resume sailing.

Harold Restucher recently reported the arrival of a baby daughter and has received a bond for the baby and a maternity benefit check from the Welfare Plan.

Lindsey J. Williams
New Orleans Port Agent

Savannah:

Work For All During End Of Year Holidays

For the past two weeks shipping has been holding its own, with the future very bright for the holiday season. Jobs should be plentiful during the holiday season.

We paid off the Bradford Island (Cities Service), and the Seatraders' Seawind, signing both ships on again soon thereafter. Ships in-transit were: the Steel Director (Isthmian); Dorothy (Bull); Michael (Carras); Southern Counties (Southern Trading); Southstar (South Atlantic); Royal Oak (Cities Service); Seatrain Savannah and New York (Seatrain); and the De Soto (Waterman).

I had the pleasure of paying off the Seawind and it was really a smooth pay-off with only one hour of disputed overtime, which I was able to collect for the men involved. Considering the fact that this was a foreign ship (not a South Atlantic) as far as Savannah is concerned, it was really a pleasure to pay it off.

E. B. Tilley
Savannah Port Agent

New York:

Seafarers Stay Home For Holiday Season

Shipping and business have been on the upgrade for the past two weeks in the port of New York. Shipping in all departments has been very good, with engine and steward department jobs remaining on the board for two days, with no takers.

We had two ships come out of lay-up in the past week, the Albion of Dry Trans. and the Ann Marie of Bull. These, along with all of the boys getting off for the holidays, contributed to the shipping boom. We paid off a total of 29 ships in the past two weeks, signed 11 on foreign articles, and had 14 in-transit ships.

The following were the ships paid off: the Frances, Puerto Rico, Kathryn, Jean, Suzanne, Binghamton Victory, and Beatrice (Bull); Chiwawa, Royal Oak, Lone Jack, and Bents Fort (Cities Service); Steel Ranger twice, Steel Voyager (Isthmian); Azalea City, Claiborne, Wild Ranger, Fairland, and Afoundria (Waterman); Michael (Carras); Coe Victory, Jefferson City Victory, and Louis Emery, Jr. (Victory Carriers); Robin Hood and Robin Tuxford (Robin); Lawrence Victory (Mississippi); Republic (Trafalgar); Sweetwater (Martrade); and Julesburg (Mathiasen).

Sign-ons were on the Keystone Mariner (Waterman); Trojan Seaman (Troy); Ann Marie (Bull); Albion (Transfuel); Jefferson City Victory, Coe Victory, Binghamton Victory, Steel Voyager, Republic, and the Robin Hood and Robin Wentley (Robin). Ships in-transit were: Edith (Bull); Steel Recorder (Isthmian); Seatrain New York, Texas, Georgia, Savannah, and Louisiana (Seatrain); Alcoa Puritan and Alcoa Runner (Alcoa); Antinous, and LaSalle (Waterman); Robin Wentley (Robin); Trinity (Carras); and the Longview Victory (Victory Carriers).

All of the ships paid off were done so with a minimum of beefs, with the exception of the Steel Recorder. On this scow, there were 400 hours of disputed overtime in the steward's department, which was brought into the hall for settlement. This has now been settled in the crew's favor, and the men involved can collect the money at the Isthmian office.

The prospects for shipping, in the next two weeks, look very good, with three more Liberty ships due to come out of lay-up, and the Cornhusker Mariner due to crew up on December 30.

The voting on officials for the coming term is very brisk with

about 1,600 votes having been cast in this port. We would still like to urge all of those members, who haven't voted as yet, to cast their ballots before December 31 deadline and help to make this record vote for the SIU.

Claude Simmons
Asst. Sec. Treas.

↓ ↓ ↓

Baltimore:

Balto Building Plans Move Ahead One Step

Shipping during the past two weeks has been very good for all ratings with one or two possible exceptions. We expect this to continue during the next two week period and possibly for some time afterward. There are three or four ships at the docks now in temporary status which should be crewing in the very future, which will be of considerable help.

We had 12 pay-offs, 16 ships signing on, and nine vessels in-transit. There have been no beefs to speak of, and all payoffs were handled to the satisfaction of the crews involved. On two of the ships taking full crews there were extensive repair beefs, the Frederic C. Collins, and the Purplestar. However, we were successful in getting the repairs started and the ships were able to sail without being delayed.

We paid off the Marore, Venore, Santore, Bethore, Cubore, and Steelore (Ore); Government Camp (Cities Service); Mae, Inez (Bull); Calmar (Calmar); Wacosta (Waterman); and Seagale (Seatraders). Sign-ons were aboard the Marore, Venore, Santore, Bethore, Cubore and Steelore; Irenestar and Purplestar (Triton); Mother ML (Eagle); Mae and Inez; Steel Recorder (Isthmian); F. C. Collins, and Holystar (Dry Trans.); Calmar and Wacosta.

In-transits were: Alcoa Runner and Pioneer (Alcoa); Evelyn (Bull); Albion (Dry Trans.); Azalea City, Fairland, De Soto, Iberville, and Antinous (Waterman).

There is not too much to report on the new building at the present time. As yet, no contractor has been accepted to do this job. At a special meeting last week, a building committee was elected to open the bids from contracting companies who submitted bids for renovating work on our building. However, these bids were submitted to headquarters for action and it was recommended that headquarters be given the prerogative of selecting a contractor.

Earl Sheppard
Baltimore Port Agent

Mobile:

NLRB Decision Favors Crewmen Of Pilot Boat

In the last two week stretch, shipping was excellent, with the coming two weeks offering a somewhat slow-down pace with two offshore and four coastwise ships due for payoff and replacements.

Ships paying off were the Pilgrim, Cavalier, Pointer, Polaris, Clipper, and Roamer (Alcoa); Morning Light, Lafayette, and Monarch of the Seas (Waterman). All but the Cavalier, Morning Light and Monarch of the Seas signed on again. In-transits were: the Neva West (Bloomfield); and Chickasaw, Beauregard, De Soto, and Choctaw (Waterman).

Activities of the SIU-affiliated Marine Workers are in the spotlight in the Port of Mobile at present.

Negotiating Contract

An MAW negotiating committee is now working on negotiations for a new contract covering shoregang work in this port. Existing contracts with Waterman and Alcoa expire Jan. 15. A list of demands covering wages, hours and conditions submitted by the membership is being considered by the committee preparatory to the first meetings with management.

Another committee is preparing for contract negotiations with the Mobile Towing and Wrecking Co. This MAW tugboat agreement expires Jan. 31.

One of the first requests made by veteran Seafarer John Little, electrician, when he hit the beach here was for a copy of the new dry cargo agreement. After studying it, Little gave it his wholehearted endorsement. He was particularly impressed by its clarity.



Little

"The new agreement is easy to understand and the new working rules are so clearly written that there is no room for misinterpretation by the company officials," he said. "With just a little help from a duly-elected ship's delegate, there should be no misunderstanding or confusion. The membership should be proud of its officials for drawing up the best contract ever written for seamen."

Other oldtimers on the beach for the holidays include W. A. Young, George Dean, L. Welch, S. M. Stokke, J. Prescott, and George Chandler.

Cal Tanner
Mobile Port Agent

↓ ↓ ↓

Tampa:

Coastwise Runs Making Jobs Abundant For Men

Pretty good is the word for shipping for the past two weeks. The coming fortnight should be just as good with some of the men taking advantage of the holidays to stay home and others shipping out.

Payoffs were below par for the port, but the in-transits include two Waterman ships, the De Soto and the Azalea City.

The affairs of the branch are in good shape, with no beefs pending. The coastwise runs and the Florida are the only ships hitting here at present.

No news on the labor front, with the Union not assisting at present in any beef or organizational work.

Ray White
Tampa Port Agent

A & G SHIPPING RECORD

Shipping from December 3 to December 17

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	29	22	27	78	30	14	18	62
New York	232	176	158	566	257	164	168	589
Philadelphia	60	32	40	132	58	35	45	138
Baltimore	179	123	90	392	184	135	107	426
Norfolk	27	17	13	57	15	14	12	41
Savannah	15	19	16	50	23	23	18	64
Tampa	11	7	10	28	4	7	2	13
Mobile	73	69	48	190	68	53	46	167
New Orleans	94	96	87	277	94	90	97	281
Galveston	60	67	48	175	67	60	42	169
West Coast	101	73	80	254	84	71	63	218
Totals	881	701	617	2,199	984	666	618	2,168

IN THE WAKE

The Bosphorus Strait, which divides the European and Asian parts of Turkey, got its name from the Greek mythological figure, Io, who was transformed into a heifer and was the first one reportedly to swim the 18-mile channel. Bosphorus was derived from the Greek ox-ford. The latest swim across this swift and treacherous current was made in September by US Ambassador McGhee and Senator Long of Louisiana.

Though celebrated for his skill as a navigator and especially for making the first sea voyage round the world, Ferdinand Magellan never completed the trip he began in Spain in 1519. He was killed halfway around in the Philippines when he sided with one group of natives over another in an island uprising. Only one of the five ships he started out with eventually completed the trip in just two weeks shy of a full three years. However, it was Magellan's skill and determination which took the vessels over the greatest unknown portion of the sea, a journey from the strait which bears his name to the Marianas, during which no land was sighted for two months and no provisions obtained in three.

Certain kinds of seaweed are used for food in the Orient and in Hawaii. The Japanese have found these plants so important that they have developed huge seaweed farms. From kelp, a large seaweed, they manufacture a food called Kombu; and they also cultivate a red seaweed which they call Amanori. Agar, a seaweed found in Japanese and Pacific waters, is used to make gelatine, candy, pastry and ice cream; in canning fish, sizing cloth, cloth and clarifying wines; in the manufacture of paper; and as a dressing for some kinds of wounds.

Travelers who migrated across the Atlantic to America and the New World brought more than their Old World customs and language with them. The immigration

westward from Europe is especially noticeable in US place-names when, for example, where England had one Manchester, the US has 26. There are also no less than 37 Berlins, 21 Romes, 19 Viennas, 16 Moscows and 16 cities named Paris. . . . France and England are making plans to complete a hole in the ground begun in 1808 and abandoned during the reign of Napoleon. They are blueprinting a 30-mile tunnel under the Strait of Dover which would carry two railroad tracks and a two-lane highway.

One of the strangest things about New Zealand is that originally it had no land mammals, no snakes, no fruit trees, and no cereal grains or grasses of the kinds that animals eat. There was one poisonous insect, a little spider that lives on some of the beaches. When the Maoris came to the islands, they brought some dogs and a kind of black rat with them in their canoes. Eventually, when the white settlers came, they had to bring into the country all of the cattle, sheep and other domesticated animals, plus clover and other pasture grasses for the animals to eat. Then they had to import bees to pollinize the clover. Today, New Zealand is one of the greatest sheep and cattle countries in the world, and has many fruit trees.

The literary expression between Scylla and Charybdis, used by some to mean double trouble, alludes to a dangerous water passage between Italy and Sicily. Scylla is a notorious rock or promontory 200 feet high on the Italian side of the Strait of Messina which projects into the sea. Almost opposite the port of Messina on the Sicilian side is Charybdis, a famous and dangerous whirlpool. Both points figure largely in Greek mythology and navigation through the channel they made was considered very dangerous by the ancients. Although the whirlpool is still regarded as a danger to navigation, there is no more danger in rounding Scylla than any other cape.

THE INQUIRING SEAFARER

Question: Someone once said, "To be happy, don't marry a beautiful woman." Do you agree?

Arthur Harris, electrician: No I don't agree at all. The way I look at it, you should not only marry a beautiful woman, you should marry a rich one to the bargain. I'm not married myself, and that would be my idea of making a really happy marriage.



Rex Coote, bosun: That statement is right. Nine women out of ten that are good looking know all about it. When they know they are nice looking they will demand a lot from a man and give him a tough time. A beautiful woman can mean a lot of trouble.



Robert Nelson, AB: As far as I can see it doesn't make the slightest bit of difference. If you're happy marrying a beautiful woman, go ahead and marry her. If you don't like them, marry one who isn't pretty. The important thing is to marry whoever you're happy with.



John Fitzgerald, FWT: I disagree with that. I would like to marry a beautiful woman, because I would want to have a wife that I could look at every morning without being frightened. Marrying a good looking woman makes a man feel better, and that makes him happy.



Richard Panerall, wiper: No, that's not so. You have to marry a beautiful woman. When you come home from a long trip it's good to have someone nice waiting for you. You don't want to come to a wife who will scare you back on the ship again when you see her.



Karl G. Karlsson, FWT: That's right, I agree, because a beautiful woman always wants to stay beautiful, but she can't improve with age. The less beautiful girl can do something about improving herself, and in most cases she will keep trying hard to improve and please you.



MEET THE SEAFARER



ERNEST TOCCO: Messman

A wanderlust that broke out after working ashore for the early part of his life, plus the stories that he heard from some Seafarers who were friends of his, are responsible for the fact that Ernest Tocco has been going to sea for the last six years, and happy doing it.

"I would never want to go back to working ashore," the 29-year-old Seafarer said, "I like getting around and seeing different places and different people too much to stay working in one spot for very long."

Ernest had spent some time working in various factories, and in some shipyards around his Yonkers, New York, home before he decided to go to sea. All the while, however, he kept thinking about what the rest of the world was like, and the urge to see the world kept getting stronger all the time.

Decided To Sail

Finally, staying in one place got to be just too much. At the time, Ernest had some friends who were sailing with the SIU, and they kept telling him stories of life at sea, and the various places they had seen since they had started sailing.

The pictures they painted, were all the Ernest needed, and in 1946 he broke the shoreside ties and found himself out on the blue sea aboard an SIU ship bound for Europe.

"I made my first trip in the stewards department," he said, "and I've stuck to that department ever since. I like the work, and the men are always good shipmates."

Ernest has stuck to freighters since that time, too, but has made trips all over the world. "I don't care too much," he said, "whether the ship is going to Europe, the Mediterranean, or to the Far East, or even if it's a coastwise or inter-coastal trip. As long as the ship sounds good to me, I'll take it."

He says that, so far, he's been

"lucky." He hasn't been aboard any ship that has broken down at sea, or been wrecked, or had any real trouble at all. The way he figures it, he gets enough excitement just travelling around the world and visiting new and different places.

In fact, that's the reason he sticks to freighters all the time. "I like the fact that on a freighter," said he, "you get a few days in port and have some time ashore to look the place over a little bit. The trouble with tankers is that you don't get enough port time. If it wasn't for that, I'd probably be sailing on tankers too, but the way it is, I think I'll stick to freighters, and get my time ashore when I get into port."

So far, he's liked all the ports that he has visited. "They're all different," he said. "None of them are the same, and there's always something new to do in each one of them."

He admits, though, that even with six years sailing behind him, he still hasn't seen all of the ports in the world. He's visited almost all the major ones, but there are still a lot of others that he's still looking forward to seeing.

That's one of the things that he said he likes about the rotary hiring system. "That way," said he, "I can pick the run that I want to take, and have an idea of where I'm going."

Another of the things that Ernest liked was the Union's building program. When he first joined the SIU, the Union's headquarters were in Beaver Street. "This new hall that we have in New York," he said, "and the one that we're going to build in Baltimore are a big difference from what we used to have."

"The same thing goes for the Welfare Plan," he said. "When I first started to sail with the SIU, there was no such thing, but now the benefits we get are wonderful, and they keep getting better all the time."

TEN YEARS AGO

The US began a series of heavy air raids on Rabaul, and reported that a number of Japanese vessels in the harbor were damaged or sunk. The US announced that all former disputes between the British and the Vichy French officials in Dakar had been ironed out. The SIU announced it would fight a proposal to "freeze" all merchant seamen in the industry and have the US Employment Service operate as a sort of super hiring hall. The Air Corps announced that it was continuing its bombing raids on Italy proper.

Cairo said that US and British forces and aircraft had reached Wadi Matrat in North Africa, cutting Marshal Rommel's retreating columns in half. US planes struck hard at the Munda area in New Georgia. Balloting for the SIU's officers ended in all branches. British and US planes, operating in relays, stepped up their raids over France and the low countries to include both day and night attacks. Berlin claimed its U-boats sank a 12,000-ton transport and torpedoed a "large liner" off Oran.

Admiral Jean Francois Darlan, 61, self-appointed High Commissioner in French North and West Africa was shot to death in Algiers

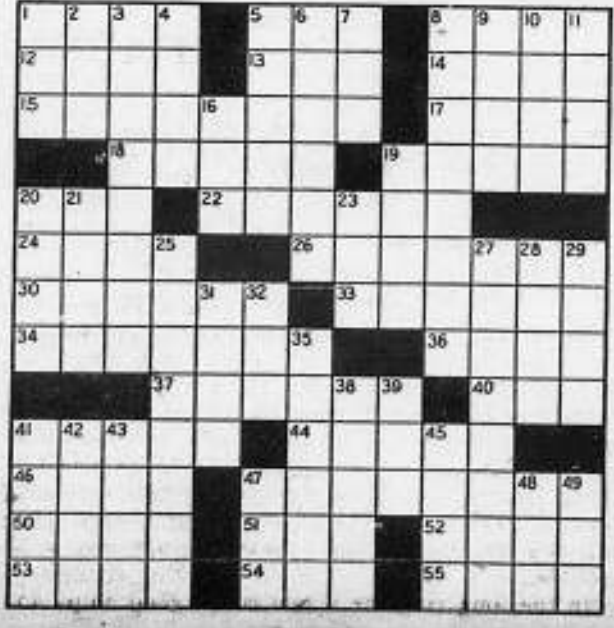
by a 20-year-old member of a French patriotic organization. General Henri Honore Giraud, military leader of the French troops before Tunis and Bizerte, was chosen by the Allies as Darlan's successor. The SUP, which was fighting a move by the NMU and the War Shipping Administration to "move in" on West Coast shipping, got a pledge of full support from the SIU. The British announced that their troops were "advancing slowly" in the Burma area.

In the Buna area in New Guinea, the US announced that its troops were advancing steadily, and had already gained complete control of the main airfield in the area. Japanese planes railed Calcutta for three days in a row. Berlin announced that its U-boats trailed an Allied convoy for two days, attacking repeatedly and sinking 15 ships totalling 85,000 tons, as well as a destroyer and a corvette. Some 15 ships, said Berlin, totalling 79,000 tons were sunk by U-boats in other areas. The SIU reviewed the happenings of the past year, and vowed to keep on fighting for better conditions for seamen during the coming year of 1943. The Allies reaffirmed their determination to "overthrow the barbarous Hitlerite tyranny."

The Seafarers Puzzle

- | | | | |
|-------------------------------------|----------------------------|--------------------------------------|------------------------------|
| ACROSS | DOWN | 19. Seaweed | 32. Jazz band instrument |
| 1. What a good skipper seldom hears | 1. A way to travel | 20. House: German | 35. A creed |
| 8. Aft | 2. Member of B.P.O.E. | 21. Island between Corsica and Italy | 38. Resin from tropical tree |
| 9. Job for the cook | 3. What Ike won | 22. Italian goddess | 36. Price-fixing agency |
| 12. Ocean (Ocean Trans.) | 4. F.D.R.'s dog | 25. One of the sights in India | 41. The Crimson Tide |
| 13. Drive nail sparingly | 5. Smell | 27. Member of the SIU | 42. Hebrew measure |
| 14. Of aircraft | 6. Tricked | 28. Actual being: Lat. | 43. —blanca, Morocco |
| 15. Minimum crew | 7. Four bells | 29. Aleutian Island | 45. What Paul Revere took |
| 17. How fog'sle should be | 8. L.A.'s man-made harbor | 31. Tuesday: Abbr. | 47. Free |
| 18. Noted street in New Orleans | 9. Quick look | | 48. Man's name |
| 19. It's polished by some | 10. Russian mountain range | | 49. Thieves' hide-out |
| 20. Agitated: Slang | 11. Be over-fond | | |
| 22. Deepen a channel | 16. Land's —, England | | |
| 24. Afire | | | |
| 26. Lowest point in world | | | |
| 30. German subs in WW I | | | |
| 33. Take into custody | | | |
| 34. Port in Puerto Rico | | | |
| 36. Tobacco oven | | | |
| 37. Where Tampico is | | | |
| 40. Fire: French | | | |
| 41. — del Toro, Panama | | | |
| 44. Dried coconut meat | | | |
| 46. Nurse, in India | | | |
| 47. Fixed damage | | | |
| 50. Flat tableland | | | |
| 51. Girl's name | | | |
| 52. Take out | | | |
| 53. Russian inland sea | | | |
| 54. — Sud (Mississippi) | | | |
| 55. Where Cobb is | | | |

(Puzzle Answers on Page 25)



SEAFARERS LOG

December 26, 1952

Vol. XIV No. 26

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer

Editor: HERBERT BRAND; Managing Editor: RAY DENISON; Art Editor: BERNARD SEAMAN; Photo Editor: DANIEL NILVAI; Staff Writers: HERMAN ARTHUR, IRWIN SPIVACK, ART PERFALL; JERRY REMER; Gulf Area Reporter: BILL MOODY.



Progress In '52

With Christmas just past and New Year's Day, 1953, coming up fast, it's a good time to take stock and look back on what's happened to the Union in the past 12 months. A review of the year's activities shows a tremendous amount of progress in different directions: New welfare benefits like maternity, disability and scholarships; the successful operation of the SIU Vacation Plan; the opening of new headquarters facilities like the Port O' Call and Sea Chest; a new constitution; a good start on the construction of new halls in the outports, and to cap off the year, a brand new freight contract far better than anything before it.

As can be seen from this brief report "something new has been added." It adds up to a pretty impressive record in a pretty busy year, and is further proof that the SIU is never content to stand still, but looks forward to the coming year as a new opportunity to provide greater benefits for the membership.

The Sea Misbehaves

A rash of ship accidents and disasters in widely-scattered areas has once again pointed up the dangers of seafaring. The latest series of accidents began with the break-up of a freighter in the harbor of Leghorn, Italy. In swift succession the SIU-manned Yorkmar was driven aground off Aberdeen, Washington; the French passenger liner Champollion went aground in the harbor of Beirut, Lebanon, with heavy loss of life; and the SIU-manned Quartette struck a reef in the Pacific and had to be abandoned by her crew.

These serious accidents happen despite every precaution in ship construction and all the modern aids to navigation. They emphasize the fact that men who go to sea always face the risk of injury and death far from the ever-present aid and medical treatment that is usually available shoreside.

Best—As Always

As was expected, the new freight agreement won speedy approval in membership meetings in all ports last week. The membership's favorable reaction is further proof that this new contract is tops, and contains many improvements which never existed in maritime before.

Any doubts about the superiority of the new agreement should be swept away by the anguished howls that have arisen from West 17th Street, the home of the NMU. The NMU, as happens each year, is again complaining about "in-equities;" in other words, about the superiority of the SIU agreement as compared to theirs.

The SIU has always been proud of the fact that sailing as a Seafarer meant sailing as the best in maritime. The new agreement fully upholds that tradition.

Slopchests Welcome

The latest SIU operation, supplying of slopchests to the ships from the Union's own Sea Chest, is progressing rapidly to the full satisfaction of all. As had been expected, Seafarers welcomed the opportunity to get the work gear they need on board at prices well below what they had been accustomed to paying, for the same, or even inferior, quality merchandise. What was more surprising was the equally favorable reaction from shipping companies. Letters have been written to the Union expressing their satisfaction with the Union's handling of the supply problem.

The only people who are unhappy about the whole thing are the private slopchest dealers, some of whom have waxed fat through the years at the expense of the Seafarer. They have set up an organization which is trying with might and main to upset the Union's operation, but so far they haven't made any progress.

The only big problem remaining for the Sea Chest is to obtain the necessary facilities to extend the service to all ships. For the time being, the Union is concentrating its efforts on ships out of North Atlantic ports. The Union will make every effort to extend the service in the coming year as rapidly as possible.

LETTER of the WEEK

Suggests Radio Program For SIU

To the Editor:

Since the SIU is known for accomplishing the unprecedented, the thought of a Union radio program occurred to me as a workable idea.

A radio show such as I propose would be modest and impress upon the listening public the fact that it is merely for information and amusement, telling about life at sea. The whole idea would be to bring the flavor of the sea, and the Union, too, though not too obviously, to the public without trying to sell them anything.

The show could be a medium to make public, over a greater range, any important ideas culled from the highlights of columns in the LOG. Big businessmen and public officials might possibly be invited to the discussions on subjects important to people and Seafarers. In these talks, members from the rank-and-file could contribute their views, such as old timers who could tell how they fared before unions. This would afford an opportunity to allow them to tell about their adventures in cases of shipwreck, being torpedoed in wartime, and world travel, making for interesting listening.

The entertainment should be about the sea, for the most part, with comedy kept at a minimum. I believe the public would approve of good music, sensible discussions, and dramatic adventure tales, so comedy would not benefit such a program. Of course, it is necessary to keep the program on a light, airy plane, but this can be done more through rapport than low comedy. Sound effects connected with the sea are plentiful and could offer intriguing background to the main program theme, be it drama, discussion or music.

Talk About Halls

Talks could be presented about the headquarters hall, what other halls in other ports are doing, and highlights from the "Port Reports" pages of the LOG. This attack would offer an honest picture of the SIU without making it overly obvious as to the intention of the program. Through this means, the public might tend to visit the halls and learn more about seamen, unions, and SIU life in general.

In the discussion or informal conversations chosen, they could be made to sound different, away from the commonplace, if a narrator was used. Somebody with a voice like George Raft's, for example, would sound unique, matter-of-fact, and down-to-earth with no two-dollar words, not even two-bit words. The narrator could introduce and describe a scene or subject, then a second party could follow up with his talk until a break in the sequence which the narrator could exploit as a program highlight before switching back to the other party.

A public relations committee could provide material, make up scripts, schedule rehearsals, prepare texts for discussion, and choose the music and guest participants, if any.

This would be another SIU first.

William Calefate

'Good Shipmate'



As I See It

by PAUL HALL



WITH THE END OF THE year coming up, it's the customary thing to take stock of what has happened in the Union in the past 12 months. Looking back at what the Union has done shows how far the SIU has gone beyond just getting porkchops for its members. The SIU has made great strides toward protecting the seaman from people who would cheat him out of his dough, giving him a helping hand when he is in trouble through our Welfare Services, and extending Union benefits to his family.

There are some who may still wonder why the SIU is taking on these additional responsibilities. We could limit ourselves to the bread and butter issues and still be filling our job as a Union. But there's a very good reason why the Union feels it's important to go beyond that.

In the old days, when going to sea was a real tough way of not making a living, the seaman generally was responsible to himself and nobody else. He had no family obligations. Sometimes he had no permanent home. If he got robbed of his payoff in some waterfront dive, if he got sick and had to spend a few months in the hospital, if he got hurt and was cheated of his due—he was usually the only one who suffered. Nobody else was affected but himself.

But when the Union got going and began to deliver good conditions and good wages for the seaman, things started to change. The Seafarer wanted to have all the benefits of good living he had been denied before. That meant a home, a wife and kids, a car, an education for his children and all the other things that go with family life.

Family Hurt

Now if the seaman is mistreated, a lot of other people are hurt besides him. If he is cheated or robbed of his payoff, it means more than just one man having to go on the bum until he can catch a ship. The wife and kids will go hungry, payments on the house will fall due and he is in for a mess of trouble.

In the long run, the whole com-

munity suffers, because the city or town where the seaman makes his home will have to pitch in and help his family get by.

That's why the Union is doing all the things it has done in the past year like providing bars and other recreational facilities in halls it has built or will build. Or like providing maternity benefits to help out with those heavy bills that come along with new babies, or disability benefits for the man who can't work anymore. Or like seeing to it that the Seafarer is assured of what is due him under law when illness or injury hits him.

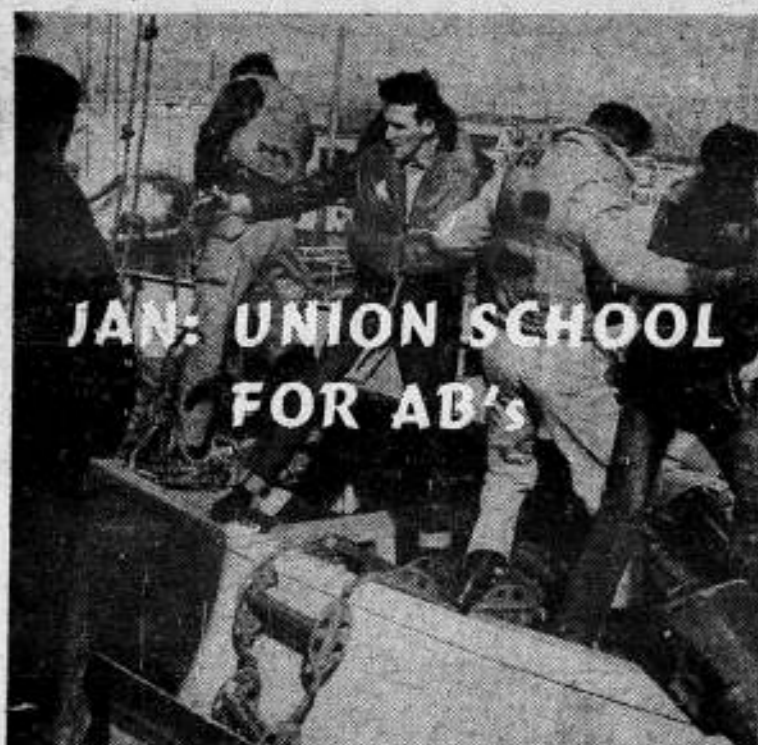
And when special individual problems arise that the Seafarer can't handle himself, we have our Welfare Services Department to take care of them. It might be a little thing like writing a letter to his wife when a man is hurt letting her know he's okay, because he can't write it himself at the moment. It might be something like helping a man get his citizenship. Either way it adds up to protection for the whole family, not just the man himself.

Your Union feels that taking on these tasks is a proper function of a responsible labor organization. In its own way they are just as important as the porkchops. After all, the Union is part of the community just like the Seafarer and wants to live up to its community obligations.

IT'S PRETTY WELL AGREED

by all hands that the past year has been a good one for our Union. The Union has been able to accomplish what it has done because all Seafarers have stood together in carrying out the program of their Union. There may be some problems coming up in the next few months that could make for difficulties, but your Union is confident that it can handle them in fine style, being that it has the solid kind of support that Seafarers have been giving it.

At this time we would like to wish every Seafarer the best in the coming year—good shipping, good ships and a good payoff.



JAN: UNION SCHOOL FOR AB'S



DEC: SIU SLOPCHESTS ON SHIPS



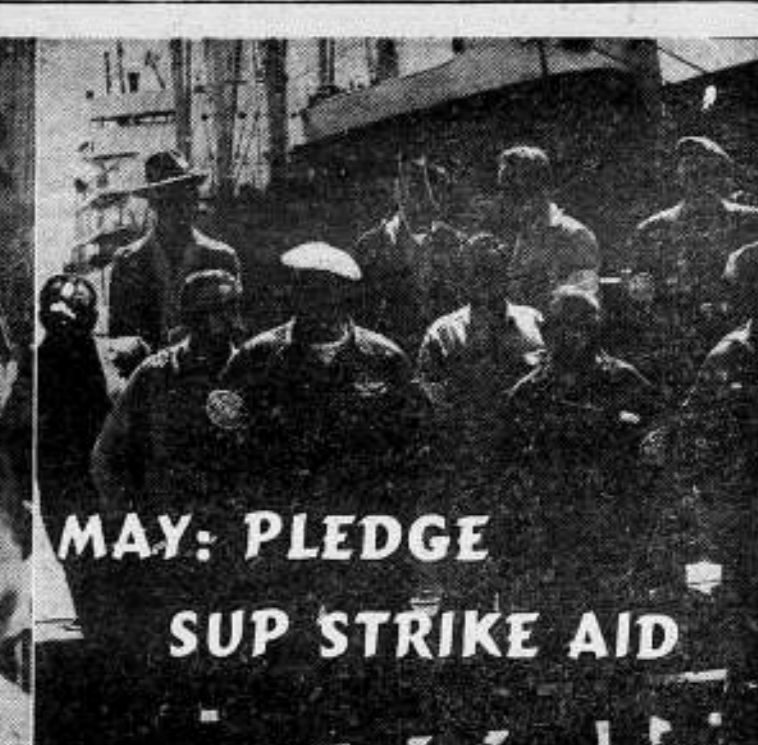
NOV: WIN GULF SHOREGANG PACT



FEB: UNION'S SEA CHEST OPEN



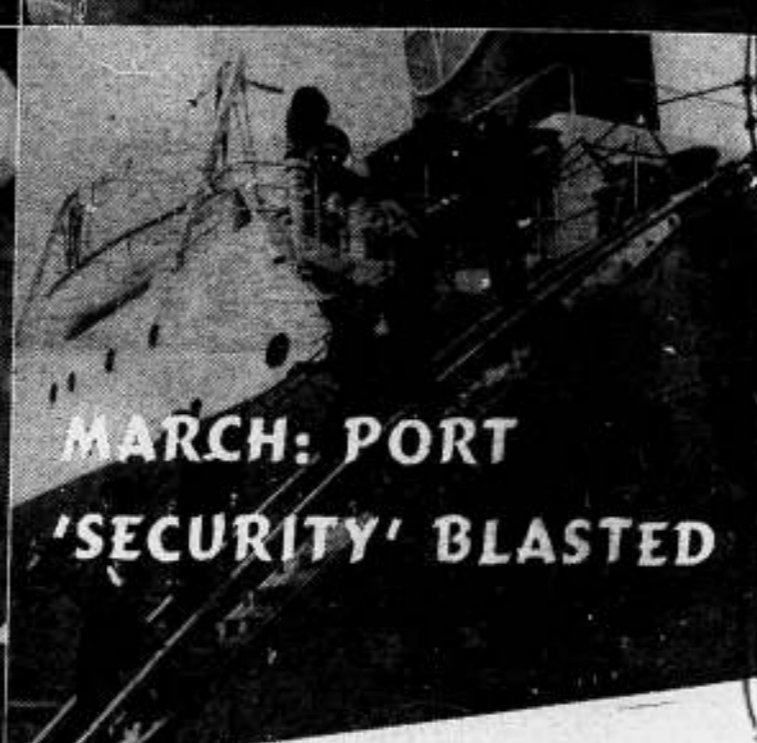
SEPT: CAFETERIA TO NIGHTCLUB



MAY: PLEDGE SUP STRIKE AID



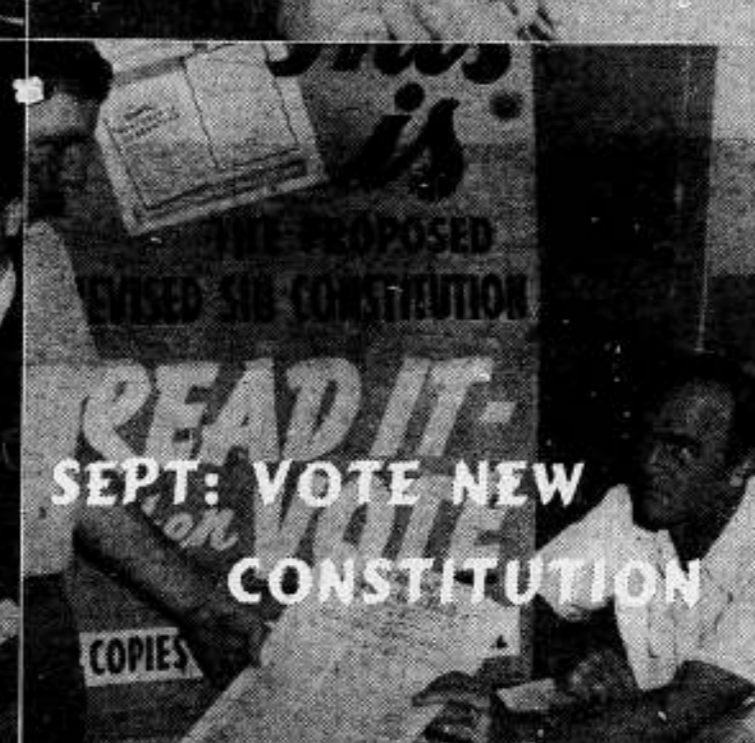
FEB: NEW VACATION PLAN WON



MARCH: PORT 'SECURITY' BLASTED



NOV: VOTE FOR 49 OFFICIALS



SEPT: VOTE NEW CONSTITUTION



OCT: SET UP SCHOLARSHIP FUND

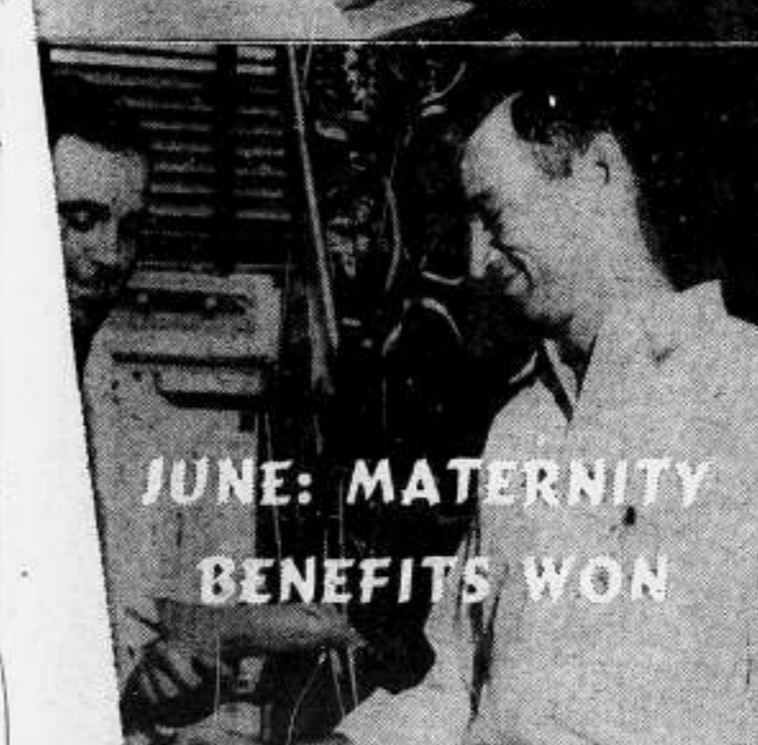


OCT: PLAN NEW BALTIMORE HALL



SEPT: WESTERN FARMER CREW SAVED

'52 IN SIU



JUNE: MATERNITY BENEFITS WON



DEC: SIU WINS NEW CONTRACT



SEPT: LOG COPS 3 NEWS AWARDS



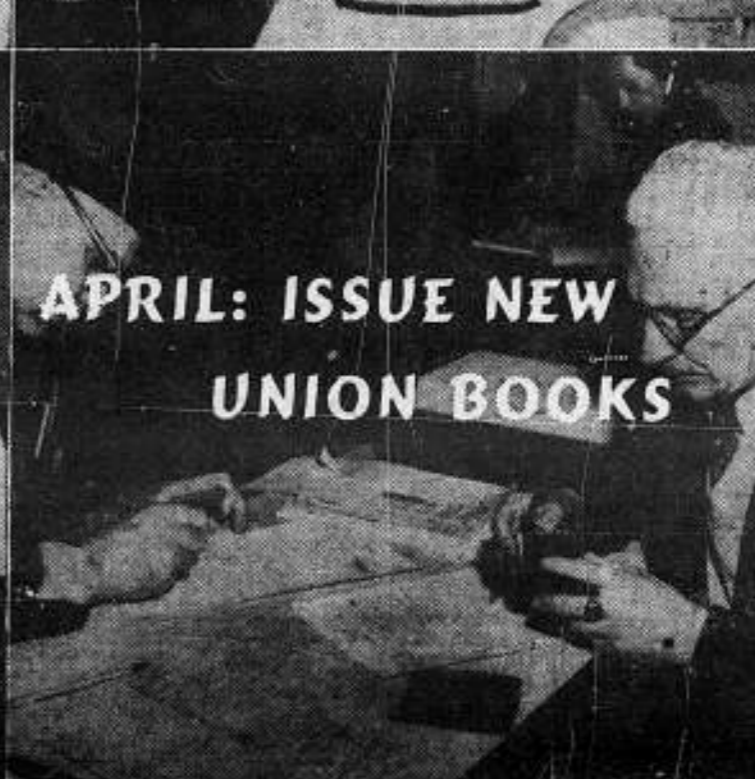
JUNE: 70 IN SIU ART CONTEST



MAY: JOIN BKLYN MTD GROUP



JUNE: DISABILITY PAY BEGINS



APRIL: ISSUE NEW UNION BOOKS



OCT: CREW FIRST MARINER SHIP

MARITIME

The Lloyds Shipping Register has issued a statement asking for any information concerning three motorships which have disappeared without a trace during the past three months. The 437-ton Fiji Islander Awahou was enroute from Sydney, Australia, to Lord Howe Island. The Italian 538-ton Patriota was going from Savonna, Italy, to Port Terees, Sardinia, and the 123-ton French Villervill was enroute from Marseilles to Ajaccio, Corsica. They all disappeared with absolutely no trace or indication about what had happened to them.

Hong Kong marine police were carefully watching an unidentified Panamanian freighter which raised steam in Hong Kong Harbor without the permission of the company. About a week before, the Panamanian freighter Rostro, owned by the Norwegian company, Wallam & Co., slipped out of the harbor without permission from the company. She has since been reported in Communist waters. There is a heavy demand in the Communist-dominated areas for ships, and so police are now carefully watching all vessels in the harbor to make sure no more slip out without the owners knowing about it.

New York has replaced New Orleans as the top banana importing port in the country, according to a recent announcement by the Department of Commerce . . . The Canadian National Steamship Line has announced that it plans to replace the Prince Rupert in Pacific service with a new vessel not yet on order . . . The new Dutch refrigerated vessel Markab N., 498 gross tons, arrived in New York on her maiden voyage.

Bassa Tankers, Ltd., of Liberia has just placed an order for a total of four 38,000 deadweight-ton supertankers with the Newport News Shipbuilding and Drydock Company. The vessels will have a capacity of 336,000 barrels each as compared with the T-2's capacity of 129,000 barrels. Each of the new supertankers will be longer than the Independence or Constitution . . . The new troop transport Upshur has undergone her sea trials. She's a sister ship of the luxury troop transports Barrett and Geiger recently completed as the first transports with complete air conditioning as well as cabin class accommodations for dependents.

Some 700 passengers were transferred to other liners at Dar Es Salaam, Tanganyika, after the 14,500-ton British liner Uganda damaged her propeller while entering the harbor and had to be drydocked . . . Britain and Iceland are in the midst of a dispute over fishing rights. Iceland, as a conservation measure, closed all waters within four miles of her coasts to trawlers of all nations, forcing British trawlers to go far afield. In answer, British merchants have refused to purchase any catches from Icelandic trawlers.

Chile has just passed a law which requires that 50 percent of all exports from Chile must be carried on Chilean bottoms . . . The operators of American Flag tramp tonnage met with the US Military Sea Transport Service to try to iron out the grievances they had. The tramp operators claim that USMSTS is in competition with them by chartering tonnage when there is privately-owned tramp tonnage available for charter . . . The first of four new Diesel tugs ordered by the Baltimore & Ohio Railroad was launched in Camden, NJ.

The Navy Department approved plans for a third high speed 60,000-ton super aircraft carrier large enough to handle jet bombers. She will be similar to the carrier Forrestal now under construction. The Forrestal is estimated to cost about \$218 million . . . The trading schooner Maggie Blackwood of St. John's, Newfoundland, ran aground, and sank as soon as she was refloated . . . Venezuela has announced that it is seriously thinking of establishing a large government-owned tanker fleet so that "we can carry a fair share of our own oil exports."

The Holland-American Line has announced that the liner New Amsterdam will sail from Boston to Ireland on a pilgrimage headed by the Most Rev. Richard J. Cushing, Archbishop of the Roman Catholic Archdiocese of Boston . . . The new Pier 57, North River, which incorporates the new idea of concrete pontoons, is about five months behind schedule, New York City reported, but will begin to look like a pier by the end of this year . . . Israel instituted a wide search for a small naval craft which disappeared off "ast during a storm with seven men aboard.

A New York City Board of Estimate member has suggested that the city's Marine and Aviation Department be abolished, and the management of the city-owned piers and waterfront facilities be turned over to the New York Port Authority . . . The 18,000-ton liner LaGuardia, which was launched in 1944 as the troop transport General Richardson, was towed to her anchorage in the James River, Va., reserve fleet . . . The Esso Bangor, newest Esso supertanker, was launched in Newport News. The 26,800-ton tanker is 628 feet long.

THE LABOR ROUND-UP

Some 106 former employees of the Winchester Repeating Arms Co. have collected a total of \$350,000 in back pay for being fired while trying to organize the company for the CIO United Electrical Workers. Some of the firings went back to 1942, when the UEW began its organizing drive and three were fired. Some 103 were fired for taking part in a 15-minute work stoppage and submitting a list of grievances. Some individual payments went well over \$8,000.

Wage increases of between 1 and 46 cents an hour were won by some 3,000 workers in the Detroit Tank Arsenal after they waged a successful fight to be included under the national Chrysler contract under terms providing for a higher wage structure. The Government recently turned the operation of the tank plant over to the Chrysler Corp.

Members of the Louisiana Fruit and Vegetable Producers Union, Local 312, of the National Agricultural Workers, who are all small farmers, gained a total of \$39,000 when the union marketed their strawberry crop through a central agency and gained a rebate of 7 cents per crate.

The NLRB has ruled that the rent charged to employees living in company-owned houses are subject to union negotiations and can be considered part of "wages." The ruling was brought on when the AFL United Cement, Lime & Gypsum Workers accused the Lehigh Portland Cement Co. with refusing to bargain when the company jacked up the rents on its houses and refused to even discuss the matter with the union.

President Truman overruled the Wage Stabilization Board and granted the full \$1.90-a-day wage hike negotiated by the United Mine Workers and the soft coal industry. The WSB had cut the coal settlement to \$1.50 per day, and had said that any higher increase would threaten the whole stabilization pattern. The President said he granted the full raise to the 375,000 coal workers to keep the new administration from being faced with a crisis.

A bus strike that would tie up New York City's bus transportation was scheduled to start at midnight on New Year's Eve, when the contract of the Transport Workers Union, CIO, expires. The union asked to be present at a special meeting of the city's Board of Estimate to discuss means of averting the coming strike.

On the Job

Put 'Em In The Deep Freeze

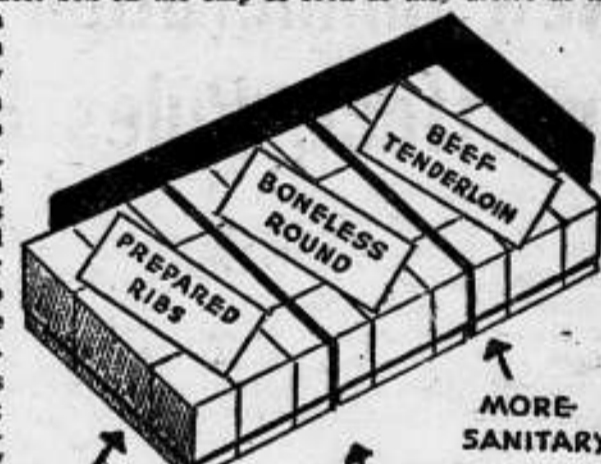
Frozen foods may be a post-war development for the general public, but it's nothing new as far as ships are concerned. The industry found long ago that foods kept in a deep freeze will stay usable far longer than if they are merely refrigerated at above zero temperatures. However, it was not until the last couple of years that progress in freezing food has reached the point where it was regarded as good as fresh food. This is particularly true of fruits, vegetables and fish and to some extent of meats as well. For a while after World War II when the frozen food boom started, many people were disappointed because the flavor and quality of frozen foods simply didn't stack up. Now better methods of freezing and packaging have been developed to preserve flavor.

Contract Recognition

This development has been recognized in the new SIU contract, which considers frozen food the equivalent of fresh supplies for ship-board use. In many ways, frozen food is superior for that purpose if properly packaged and cared for as it will stay tasty and usable long after the fresh food has wound up in the garbage can. For the steward department, pre-packaged frozen foods eliminate a considerable amount of work and preparation in cleaning, butchering, and cutting of the food. A simple item like spinach, for example, when frozen, merely has to be popped into the pot and cooked. When fresh, it has to be washed many times over and often the bad leaves have to be picked off before it can be used.

Frozen fruits and vegetables always come packaged and have to be rushed into the coldest box on the ship as soon as they arrive at the dock. To keep them in good condition for a long time they have to be kept at a temperature of zero degrees or lower. Before using, frozen fruit and vegetables must be defrosted in the chill box for 24 hours. They do not have to be thawed before use.

Frozen meats come in two forms; whole sides, quarters and eighths of a carcass can be frozen, wrapped in a cloth and hung on hooks in the box. However, this system has little advantage because the cook has to thaw an entire chunk in order to cut off the steaks and chops he wants. The rest of the piece then has to be refrozen. Aside from the fact that this involves all the work of butchering meat, the frequent thawing of carcasses lessens the life of the meat considerably.



EASIER TO PREPARE
TAKES UP LESS SPACE
KEEPS BETTER

Pre-Packaged Foods Better
While the practice of storing meat in carcass form is still widespread, the use of pre-cut and pre-packaged meats is far superior. Most meats can be obtained in this form. They keep better, take less space in the freezer, are easier to store and handle, more sanitary and far less trouble to prepare for cooking.
Like other frozen foods, frozen meats should be kept at zero degrees or below. At these temperatures, they will be good as long as a year. When the temperature goes up to ten degrees, the meat may feel frozen hard, but soft spots will develop which can lead to spoilage. At ten degrees, pork will start going bad in as little as two months, while beef will start to go rancid in four or five months.

'Test of the Nose'

A slight degree of rancidity is not harmful and the meat can be used, but where meat is very rancid, it is unfit for eating. The "test of the nose" will quickly show that the meat is bad, as it will smell offensive when thawed out.
Some meats like smoked pork will get moldy on the outside. The mold can be cut off with a knife leaving the rest of the piece of meat in good condition. The important thing to remember is to keep the meats properly packaged for as long as possible, as well as at proper temperature. Once the meat gets exposed to air it can turn rancid and dirt and mold will collect on them. It's okay if certain meats like sausages, cold cuts and ham are stowed on shelves in the meatbox, provided that the cook hasn't opened too many packages, keeping these meats for a long time exposed to the air.

Another way to cause spoilage is by tucking hams and cold cuts in empty corners and above rails where they can be forgotten until somebody notices the smell of meat that's gone bad.

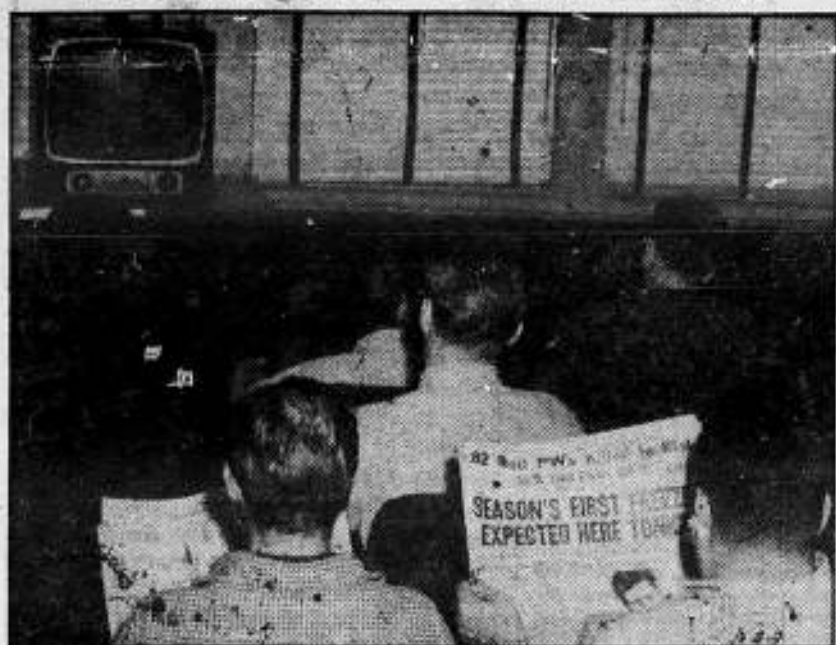
Burly

... And A Happy New Year

By Bernard Seaman



Keeping Warm In New Orleans



Seafarers find the new television room in the New Orleans hall warm and comfortable, as one of the local newspapers (lower right) headlines, "Season's First Freeze Expected Here Tonight."

1952—Historical For SIU

(Continued from page 2)

from the bonds went a long way toward paying the expenses of operation of the Plan. In Washington, the House Merchant Marine Committee opened hearings on the long-range shipping bill. The SIU was in the forefront of the fight for legislation to establish a strong merchant marine.

In May the March of Dimes announced that Seafarers had contributed over \$6,900 to the 1952 March of Dimes, a record sum. On the 15th of the month, Seafarers started voting in a secret ballot referendum on whether to build new halls in the outports. The referendum carried by 91 percent.

On May 27, the Sailors Union of the Pacific went on strike on the West Coast and the SIU pledged full support. The tanker Michael collided with an oil barge in the Delaware River and burned for six hours while Seafarers aboard her fought the flames. Crewmembers of the Southland were awarded medals in a public ceremony by the city of Savannah for their heroic rescue of the Flying Enterprise crew. A Seafarer who was badly burned on a Cities Service tanker received an \$85,000 settlement of his suit against the company.

Private Eye Exposed

On May 30 the SEAFARERS LOG exposed the plot of a private eye against Philip Pron, who had become blind aboard ship. The man in question had been part of the anti-labor apparatus that was used against the SIU during the Cities Service drive. He was now trying to discredit Pron's lawsuit against the company.

The panel of judges for the Seafarers Art Contest, including Ham Fisher, creator of "Joe Palooka," and Walt Kelly, creator of "Pogo," picked the winners of the first SIU art contest. The Seafarers' work was on exhibit for two weeks following the contest closing.

Maternity Benefits

The month of June brought with it brand new SIU Welfare benefits.

The Union announced a maternity benefit of \$200 plus a \$25 bond for each new-born child of a Seafarer, plus disability benefits of \$15 a week for seamen who no longer were able to work. Like other welfare benefits, these were at no cost to the members. The Union also announced plans to build a hotel for members on the beach.

By July 3, the Welfare Plan had paid out \$10,000 in maternity benefits, while vacation payments passed the million dollar mark. The LOG revealed that the Defense Department was trying to put over a plan to give 50 Liberties to Japanese shipping interests. Congress passed a modified long-range shipping bill with many of its important features deleted.

Welfare Service Dep't

At the end of the month, the SIU set up a new Department of Welfare Services to give better personal services to men in hospitals, as well as to Seafarers generally in connection with their personal problems of various kinds.

A resolution calling for revision of the constitution to better safeguard membership rights was submitted by port agents and headquarters representatives. It subsequently received three readings at three successive membership meetings and was reported on by a rank and file constitution committee. The committee approved the proposed changes and recommended a 30-day referendum on them to begin August 18.

The Brotherhood of Marine Engineers, an autonomous SIU District, set up a plan whereby Seafarers who wanted to get engineers' licenses could do so. The BME provided study material and arranged for schooling. Many men who got licenses were then placed on BME ships.

In August, the Union set up a new SIU Tanker Organizing Committee and reactivated the post of Director of Organization. The SUP won its 63-day strike against West Coast shipowners, with a five percent increase and other benefits.

Steward department members on the tanker Wanda received \$2,100 in disputed overtime as the SIU got after the company for failure to pay port time overtime. Another SIU ship, the Steel Navigator, donated 21 pints of blood to the Singapore blood bank in return for aid that had been given a sick Seafarer in that port.

Tanker Drive

The Union subsequently announced the start of a drive on the tankers of the Atlantic Refining Company, so as to bring SIU benefits to these tankermen. By September 5, 50 percent of the men in the fleet had signed pledges.

Meanwhile Union and operator representatives got started on the big job of rewriting the SIU contract from top to bottom.

An air-conditioning system was installed in the New Orleans branch hall as part of the Union's program of improving shoreside facilities.

On August 20, the SIU-manned Western Farmer was hit by a Norwegian tanker in the English channel. The ship then split in half and sank. Crewmembers were rescued by Dover and Ramsgate lifeboatmen. When the crew got back home it chipped in to buy plaques for the lifeboat crews, expressing its thanks for the rescues.

Nominations Start

In September, Seafarers started nominating themselves for 49 A&G elective offices that were to be on the ballot in the Union's elections. The Maritime Trades Department had a two day convention in New York just before the AFL convention. In Baltimore, the branch membership elected a building committee to look over potential sites for a new hall.

The International Labor Press Association awarded top honors to the SEAFARERS LOG for editorial excellence, as well as two other awards in its annual contest.

With the Port O'Call being immensely popular with the membership, the Union expanded facilities by opening a full-fledged night club in the adjoining headquarters cafeteria. A great many AFL convention delegates attended the opening, and the new club won wide attention in the press.

New Baltimore Hall

At the beginning of October the Union bought a four story building in Baltimore and went ahead with plans for a new branch hall that would be as fine, or finer, than its headquarters in New York.

SIU-contracted companies agreed to a ten cent increase in daily welfare contributions and a 15 cent increase in vacation payments, paving the way for additional benefits for Seafarers. Results of the constitution referendum were announced, with the membership voting 95 percent in favor.

Scholarship Plan

Later in the month, the Union announced additional welfare benefits. A college scholarship plan was instituted to provide \$1,500 annual scholarships to Seafarers and their children. Disability benefits to disabled Seafarers were increased to \$20 a week. The Welfare and Vacation Plan offices announced that the two funds had paid out over \$2 million since the plans started functioning.

Seafarers crewed the first of the brand new Mariner class ships, the Keystone Mariner, for Waterman SS Co. The rank and file credentials committee found 75 candidates qualified for the 49 A&G posts at stake in the Union elections. Voting got underway on November 1 in all ports.

In November, the SIU tanker committee announced that more than 80 percent of the 1,000 Atlantic Refining tankermen had signed SIU pledge cards and predicted ultimate success in the drive. Meanwhile the unionized tanker companies had agreed to revisions of general rules and working rules of the contract.

Shoregang Facts

The Union signed shoregang agreements providing jobs for men on the beach in Mobile and New Orleans. It also started supplying gear for sea-going slop chests from the SIU Sea Chest, passing the savings on to the Seafarers.

Final settlement was reached on a new general freight agreement in December, providing five to 15 percent wage increases, boosts in overtime rates and a large number of improvements in working conditions and general rules.

All in all it was a crowded year of accomplishment for the Union. With 1953 coming up, the Union could look forward to further gains for the Seafarers.

New Immigration Law In Effect, Rules Hazy

(Continued from page 2)

aliens who may not be able to get a ship within the 29-day period is uncertain at present.

When such permission to land has been granted, the immigration officer will endorse the form I-95 accordingly. He may, if he wants to, limit the alien to less than 29 days ashore.

Can Refuse Payoff

Should the immigration inspector feel that he cannot safely permit the alien to land and ship on another ship, he can refuse to allow the crewman to pay off or get a discharge. In this case, the alien seaman can get shore leave provided he agrees to leave the US on the same ship and from the same port as he arrived on.

This procedure is designed for crewmembers of foreign flag ships who would ordinarily leave port on the same ship on which they arrived. But it can be applied to aliens on American flag ships. If the company wants to pay off an alien affected by this regulation, it has to get consent from the Immigration officer in charge by making a request in writing. Here again, nobody knows yet how many aliens on American ships will be affected by this regulation, and how long it will take to get them paid off.

A crewmember so affected can also request transfer to another ship to leave the country on. Otherwise he has to leave on the same ship that he arrived on.

Five Year Time

Another provision of the McCarran Act involves residence requirements for citizenship. This provides that a resident alien can count time served on board a US-flag vessel towards his residence requirement for citizenship. Such time will have to be within a five

year period before he files a petition for naturalization.

In addition, seamen who have completed five years' service on American ships before September 30, 1950, can apply for naturalization even if they haven't been admitted for permanent residence. This revives the old five year law that was discontinued in 1950. Seamen in this category will have to make application before December 23, 1953.

A third clause of the act affecting seetime permits a man to count time served on shipboard before September 23, 1950, towards his five year residence requirement if he is admitted for permanent residence subsequently. This allowance will expire September 23, 1955.

New Freight Scale

Rating	Old Scale	New Scale	Increase
DECK DEPARTMENT			
Bosun	\$363.73	\$378.00	\$14.27
Carpenter	329.50	353.85	24.35
Carpenter with own tools	377.70	373.85	36.85
AB Maintenance	306.20	330.75	24.55
Quartermaster	262.89	302.32	39.43
Able Seaman	262.89	302.32	39.43
Ordinary Seaman	226.25	239.40	13.15
ENGINE DEPARTMENT			
Chief Electrician	448.72	470.99	22.27
2nd Electrician	404.02	438.76	34.74
Unlicensed Jr. Engineer—Day	362.81	380.97	18.16
Unlicensed Jr. Engineer—Watch	299.50	340.74	41.24
Plumber-Machinist	372.13	390.96	18.83
Deck Engineer	329.50	359.32	29.82
Engine Utility	329.50	345.96	16.46
Evaporator Maintenance	279.52	321.46	41.94
Oiler	262.89	302.32	39.43
Oiler—Diesel	286.53	327.13	40.60
Watertender	262.89	302.32	39.43
Fireman-Watertender	262.89	302.32	39.43
Fireman	249.56	286.99	37.43
Wiper	274.55	298.53	13.98
Reefer Engineer (When 1 carried) ..	415.42	438.76	23.34
Reefer Engineer (when 3 carried)—			
Chief	385.42	404.69	19.27
First Assistant	342.80	359.94	17.14
Second Assistant	317.48	333.37	16.89
STEWARD DEPARTMENT			
Chief Steward	325.63	368.16	42.53
Chief Cook	299.50	340.74	41.24
Night Cook and Baker	299.50	340.74	41.24
Second Cook	272.87	312.76	40.89
Assistant Cook	259.55	298.49	38.94
Messman	226.25	237.57	11.32
Utilityman	226.25	237.57	11.32

The overtime rates for unlicensed personnel are \$1.48 and \$1.87 per hour. All those receiving less than \$298.49 per month will be paid overtime at the \$1.48 rate. All those receiving \$298.49 per month or more will be paid overtime at the \$1.87 rate. All wages and overtime rates are retroactive to November 18, 1952.

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.

How to Apply For Birth Pay

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

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

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

Something Old, Something New

Hope springs eternal within the breast of man, a poet wrote in days long past, and so it is today. In these modern times of reckless haste and rapid romance, if love and hope do not spring eternal, they are, at the very least, given a vigorous push.

A helping hand, attaching itself to Cupid's ever-taut bowstring, was applied last month down in the nation's Capitol to further the chances of romance for one of the SIU Seafarers.

The plot of this multiple love drama begins in the summer of 1952. Paul D. Lewis, Jr., brother of Seafarer Leonard W. Lewis, met Susanne Balmer, a very attractive lady from the beautiful mountain regions of Gstaad, Switzerland. He dated her in American fashion, showing her the sights of Washington from the front seat of a flashy convertible. In September, however, the plot thickened, but not in the accustomed manner.

It was then that Leonard and Charles E. Rawlings came upon the scene and love bloomed along with the cherry blossoms. As shipmates will sometimes do, the seafaring buddies headed for the Roma Restaurant in the heart of the city for some liquid refreshment. It was there that Leonard met Susanne, a waitress, through the offices of brother Paul, and love's young song was sung.

Another Love Blooms

On the day that Leonard and Susanne tied the nuptial knot (for it was done that quickly), act three of the little love tale began to unfold. There it was that Charles, Leonard's best man, saw the lovely Mary Bostic for the first time. Mary was the maid of honor and Charles the best man. What better arrangement for love's first tete-a-tete! Struck speechless by her entrancing beauty, Charles fell under her spell and longed that the marriage ceremony had been for them as well as for the others.

At last report, Charles was still speechless, and the romance had not as yet born fruit. The new romance, born and blessed under the shadow of the old, was awaiting the approval of Mary before any additional steps could be taken. It is hoped, in several quarters, that further action will not be long in coming.



Newlyweds Mr. and Mrs. Leonard W. Lewis being serenaded in true nuptial-day fashion.



Maid of Honor Mary Bostic and Best Man Charles Rawlings meet before ceremony. Cupid swung his arrow their way.

Shipmates Ease Pain Of Loss For Bereaved Wife Of Bosun

James King, 52-year-old Seafarer who joined the SIU 10 years ago, died last October 29 while in the performance of his duties aboard the Alcoa Roamer, a cargo freighter bound upon its commercial way.

Immediately the master, officers and crew of the Roamer pitched in to make the family's

bereavement less arduous with notes of sympathy along with a healthy contribution from all on board.

A radiogram, expressing the thoughts of those who knew him, was sent ship to shore to the dead man's family. It read, simply:

"Please notify Mrs. James King that the master, officers and crew of the Alcoa Roamer deeply sympathize with her in the loss of a shipmate and friend we had grown to admire and respect as a leader of men and whose tireless devotion to his calling is reflected in the condition of not only this vessel, but in other ships in which he has sailed. Many of us will write to her personally to express our deep feelings, fully realizing that nothing we can say will ease the shock of losing such a husband and shipmate as Jimmy King. Signed, Master, officers and crew, Alcoa Roamer."

More Aid Coming

There was still more to come. An excerpt from the letter of Cal Tanner, Mobile agent of the SIU, to the Union hall in New Orleans, King's home town, added the finishing touches to the episode. Tanner's letter read, in part:

"Enclosed you will find a check for the amount of \$400.00 which represents a donation to Mrs. Rhea V. King, 118 East View Drive, New Orleans, Louisiana, from the Master, Officers and Crewmembers of the Alcoa Roamer, the vessel on which Brother James King was working at the time of his death. Would you please deliver this check to Mrs. King and express the thoughts of the Union upon her loss."

And so the sea, in fact, had claimed another son, but he was not forgotten by his shipmates.

Red Campbell

Red's Joyful At Yuletide

This will be the last time this year I let the air out of my head. Since it is the festive season, I'm trying to be joyful toward all mankind, but I can't help passing on a few tasty tid-bits about "Mr. Waterman."

Recently on one ship the crew complained they had no place to hang their work gear. The next day the port captain sent down a dozen nails. They also had a beef about green spots on the chickens. The port steward claimed they were chlorophyll-fed. This same official has authored an article titled, "90 Ways To Torture An Ox-Tail." Now I know what happened to the "vanishing buffalo."

A New York hotel is lamenting that Max Harrison, formerly with our Welfare Plan, has gone back to Mobile. His hotel got stuck with four tons of grits. My only hope is that the coming year won't necessitate my taking a job with the "Big W." They've just about completed cutting overtime and stores. They may resort next time to throats.

However, as I started to say, this is the festive season so let us deter from "Mr. Gloom." Outside of the usual run-of-the-mill beefs my stay has been fairly good on the Frances. Each trip we carried fine looking passengers—very well bred—and not badly buttered either. Down among the sheltering palms the newest dance craze is the Mambo-ero. It's very easy to do. Just

pretend you're standing under a cold shower.

Prices Rise

As for performers, you didn't find any in this crew, but if you didn't stagger back to the ship you were considered lame. As it is everywhere else, prices are going up around San Juan. Danny Alvino swears that if the price for liquor goes any higher, he'll have to give up smoking.

I hated to say adios, but before I left I promised to send 500 kids a pair of ice skates the first day it snowed in San Juan. Well, I guess the Christmas spirit has caught on everywhere. The big problem seems to be what to give the girl who doesn't smoke. Above all, don't forget the little woman. Remember her, all year long working over a hot stove—get her a cold stove. As for Junior, I suppose one of the new head shrinking outfits would be just the thing. Paddy McCann must be sending out some rather large gifts. He's been keeping all the Brooklyn funeral parlors busy looking for empty boxes.

All the brothers are welcome to see me for their present at any time. This year I'm giving away advice.

Seafarers In Action

The crew of the Azalea City (Waterman) has its own private movie house going when Seafarer David Sacher sets up his projector and lets her roll. Sacher has been showing films regularly aboard the ship, including the Battle of Wall Street, one of the films made by the SIU. Sacher hails originally from the nutmeg state of Connecticut, and celebrated his 25th birthday just a few days ago. He's been an SIU member since January 12, 1945, when he joined up in the port of New York.



Sacher

of his way to whip up extra cakes, pies and other delicacies that really topped off the meals in fine style. The extra work was appreciated by all hands. Frank is a Hosier through and through, having been born in Indiana 28 years ago last July. He still makes his home there, in the town of Vincennes. He joined the SIU in Norfolk in 1944 and has been sailing with the Seafarers ever since.

Those long offshore tanker runs can prove a little rugged on the ship's steward. He has to try to vary the daily menu enough to keep the men from getting tired of the food, and he also has to replenish stores abroad where it's sometimes difficult to get the best quality on perishables.

It's particularly tough when the department loses a man and has to sail short-handed, throwing a lot of extra work on the rest of the galley crew. Steward Walter Marcus faced this kind of a situation on the Fort Bridger (US Petroleum Carriers) which is now on the Near



Marcus

East shuttle, when the chief cook left the ship in Naples. The crew evidently felt that Marcus has been doing a fine job under the circumstances, because they gave him a vote of thanks

for the good food the department is turning out. They also point out that Marcus refused to accept inferior meat at Port Said, returning it to the supply agent there, and insisting on better quality stuff.

Shipmates And Schoolmates



Butch Wright, left, and Charles Collins, second from left, shipmates aboard the Jeff Davis, meet with Willie Reynolds and Picket Lusk, right, from the Neva West in Bremen, Germany, Lusk and Wright, who sent in the photo of the group, were classmates in Aberdeen, Miss., back in their younger days.

Former Seafarer Receives Medal From Gen. Van Fleet

The Seafarers are still in there doing more than their bit for Uncle Sam.

Although innumerable members of the Union served their country admirably and well

during the late, unlamented skirmish of World War II, the Korean struggle continues to tax the manpower of the nation, demanding sacrifices anew from the people and the members of the SIU.

Former Seafarer Donald H. Kennedy, a 22-year-old private in the Eighth Army who makes his home in Lynn, Mass., recently gave more than he was asked to give in Korea. Serving in the front lines of battle, Kennedy was seriously wounded last Nov. 26 when a land mine blew his right leg off below the knee. He received multiple wounds on his thighs as well.

Recognizing gallantry "above and beyond the call of duty" in the performance of his duties, Gen. James Van Fleet, Commander of the Eighth Army, personally presented the Purple Heart to Kennedy as he lay in a Base Hospital bed in Korea last Thanksgiving Day.

Young Kennedy had sailed with the SIU for four years before being inducted into the Army in Feb. 1952. He was shipped to Korea last October. His brother, Dan, has retired his SIU book, going into business for himself. Leo J. Kennedy, father of the boys, sails as a chief steward with the SIU, making it a complete Union family.

Did You Know . . .

That any Seafarer on the shipping list who goes to the hospital for less than 30 days does not lose his original shipping date on the primary shipping list? If he stays for more than 30 days, he can get a new shipping card dated 30 days prior to the day he reported back to the hall. He must, however, report to the hall within 48 hours.

That snow melts faster in the city than in the country? This is because various surfaces differ in their ability to absorb the sun's radiant heat. Thus, clean snow, which is more often found out in the country than in the city, does not absorb it very well, but reflects it. Snow also melts faster in the city because the darker a substance is, the better it absorbs radiant heat.

That a ball of steel will bounce higher than one made of rubber? What makes a substance bounce is its elastic, or springy, quality—how much it can be stretched or compressed and still return to its original size. Steel is one of the most perfectly elastic solids. Rubber can be stretched or compressed easily, but does not return accurately to its original size.

That Seafarers seeking refresher courses for upgrading can obtain booklets of sample questions and

answer for many ratings at any SIU hall? Men interested in obtaining an engineer's license should contact representatives of the SIU-affiliated Brotherhood of Marine Engineers.

That the dollar sign used in the US stems from the symbol for the old Spanish piece of eight? This sign showed the figure eight (which strongly resembles the letter S), crossed by two lines representing the Pillars of Hercules, the gateway between the Mediterranean and the Atlantic at the southernmost tip of Spain.

That the three gold balls outside a pawnshop were originally on the coat of arms of the Medici family, who were bankers and moneylenders in the Middle Ages? Eventually merchants put symbols instead of printed signs over their doors, and it was quite natural that lesser moneylenders should adopt the gold three balls associated in people's minds with banking and money lending.

That the expression "pass the buck" probably comes from the game of poker, from the time when a special chip called "the buck" used to be passed from dealer to dealer, to remind the new man to ante. When you checked the deal, you passed the buck.

Santurce Is Puerto Rican Jewel

It isn't every day that a Seafarer is lucky enough to spend Thanksgiving Day on this island wonderland of Puerto Rico. This is one of the most beautiful places in the world with all the grandeur and comfort of a near-perfect climate, good enough to go swimming the year 'round, and with fresh, breezy nights, especially around this time of the year when Christmas is near.



Ramirez

Many seamen figure, erroneously, that San Juan, the Puerto Rican capital, is nothing more than what they can see when coming in and when pacing the decks aboard the ships in port. These men just head for the nearest joint that can offer hot music, women, and liquor, without knowing that the real city, Santurce, lies a couple of miles away.

Let me tell everyone who has visited Puerto Rico that what they really see from the ship is part of the old Spanish city. In a modern way, it has little to offer, since it is made up mostly of traditional old buildings and narrow streets full of antique shops; the Fortaleza (the Governor's residence), which was the home of the first Governor of the Island, Juan Ponce de Leon; the Morro Fort and San Cristobal

Fort and a couple of very old churches, all of which are of Spanish architecture, as is almost every building in San Juan. When it comes to the bars, a good number of them are situated on the waterfront with very little discrimination as to the kind of customers who go in, whether they are beachcombers, racketeers, pickpockets or anything else.

Customers Not Questioned
The women who patronize these places, as well as the men, are never asked about their social or physical status, whether they are troublemakers or whether they are about ready for a hospital or police investigation. That sounds bad for a city like San Juan, but it's worse to know that most of these joints charge only a few pennies less for drinks than the more decent and fashionable places that are situated in Santurce and vicinity.

Moreover, the visitor is practically forced to pay for drinks for people he has never seen before, and to pass a dollar or two to anyone who claims that he may be a former seaman down on his luck. Not to mention some other sinister

characters who may be seated nearby with an eye on all of your movements relating to money or anything else of value.

In short, it pays to dress up in something better than dungarees and head for the modern part of the city if you don't care for those still more comfortable, but not much better beach resorts, like those in Isla Verde (Green Island).

In Santurce, like in almost every place with cabaret facilities in the vicinity, you will notice a tremendous difference. The prices you pay for drinks are not very much more than the San Juan waterfront bars get, and when you see the girls who go to these places, like, say, the "China Doll," owned by Jack Navarro, you will say to yourself, "That is flour from a different sack." A dancing hall with all the facilities of a cabaret, it is one that is not too cheap, not too expensive. There, like in all of the places of its kind, it's hard to find some of the troublemakers I mentioned before.

Wholesome Atmosphere
The clean atmosphere and reputation are so different that you may think it will cost a fortune to patronize them. That isn't so, because even when you may find yourself paying a little more, you do not have to pay for a drink for anyone you haven't invited to your table. Moreover, there is no one to ask you for financial aid, unless someone who really knows you happens to be around.

Speaking about the city again—the more modern part of it, Santurce—the nice and beautiful sections, with Ponce de Leon Avenue as the main shopping district, modern shops and stores are found which do not have to bow down to those of any city of its size on the mainland. Ponce de Leon Avenue, from stops No. 18 to 22, is comparable to Times Square in New York City.

Once you get to know Santurce and all the resorts that will welcome you in the vicinity, you will never care much about hanging around the old part of San Juan, which, by and large, is a place of attraction only for antique and history lovers who eventually may call that part of the city the Spanish quarter. Seafarers and others will find that in the end it is cheaper and healthier to patronize almost any place but San Juan when it comes to having a good time.

Now, have a good time, Brothers, wherever you may be at Christmas time and everyday. Merry Christmas to all.

G. W. Champlin

Luis Ramirez

'Atlantic Alibis' Recall Old Beefs To Veteran Mariner

I don't know who the clever artist is who does the cartoon strip "Atlantic Alibis" in the Atlantic Fleet News, but I think he's darned good. He has the happy faculty of hitting the nail right on the head. Which

is what caused me to recall, at this moment, my first trip about 25 years ago on the old Marore and two of the many annoyances which a seaman had to put up with in those days. I am not at all sure that matters have improved to any great degree since that time.

Well, to get on with the story of my first trip to sea, or, at least, the parts which bear directly on these cartoons. The great bulk carriers of the Marore-type were operated by Ore (Bethlehem Steel).

As soon as we sailed on that first voyage of mine, I discovered the momentous fact that I was sailing for a wonderful company. Every week they gave me a can of condensed milk and a can of evaporated milk, all for my own use. The other companies issued only the condensed milk.

Interesting Trip

Well, everything was interesting and wonderful, as it always is on one's maiden trip. We left the cold weather of New York behind, and made our great speed of 14 knots down through the Crooked Island and Windward Passages, across the Caribbean, and through the Panama Canal. About the time we hit the Humbolt Current, as we came around the bulge of Peru, we were right under the sun. Then we started tank cleaning.

I can't remember any test lamp ever having been lowered, nor was anything ever done to blow out gases. There were no life-lines. We just went down. It had been a long time since these tanks had been cleaned. They must have carried crude. On their bottoms there was about two and a half feet of muck of the consistency of rotten liver. This was well interlaced with heavy rust scales.

About the time that my shoes fell apart—from their copious and unaccustomed lubrication—those scales gained a real meaning for me. The fact that I now was com-

pletely barefoot, and that the old man had no shoes for me in the slopchest, didn't cut any ice. I still put in my eight hours a day in the tanks.

Clothes Fall Apart

My clothes, too, fell apart. At least the slopchest yielded a pair of carpenter's overalls, in lieu of proper dungarees. Now in those days, I still had a 27-inch waist, but the overalls were size 42. Coming back through the Canal, the Old Man got me some foot gear from ashore. Believe it or not, this provident soul came up with a pair of Romeos, for which he charged me \$5, one-eighth of a month's wages! I'll never forget that outfit. I had to go ashore in New York with it, minus a shirt, although I did have a borrowed overcoat.

What we need from this Seafarer's point of view is additional pointed, barbed and satirical attacks like the "Atlantic Alibis" on those men and companies who seek to exploit the seamen. It is only a matter of time before the world will get the point.



Champlin

LOG-A-RHYTHM:

Lost At Sea

By M. Dwyer

Through the fog there comes a-crying
O'er the ocean's mighty swell,
As a soul long lost in torment,
Crying from the depths of hell.

Lo, the sailor doubts his hearing,
'Tis the wind and nothing more,
But this heart of his knows better,
'Tis no mortal from the shore.

Could be that a stranded vessel
Lost its way and cannot see,
But his ears do not deceive him
As the sound comes from the sea.

And the tale has oft been spoken
That the loved ones gone below,
Rise on such a night to whisper
Of the deeds of long ago.

As he stands his watch in earnest,
Lifts the collar of his coat,
He cannot but doubt a little:
Foggy fingers grip his throat!

Unique, Corregidor Memorial



Mike Ballestero, right, shows Sonny Simmons, assistant secretary-treasurer of the SIU, A&G District, a glass-enclosed memorial to the Corregidor fighting in World War II. A lighthouse inside the bulb shines on a ship when the unit is plugged into an electrical outlet. Ballestero, holding a third mate's license, was one of the early members of the Union.

Quiz Corner

- (1) If the hour and minute hands on a clock were reversed when the time was a quarter of ten what time would the clock then show?
- (2) What does gypsum become when it is heated and reduced to a powder?
- (3) What word does not belong in the following group: whale, shark, deer, dog?
- (4) What natural boundary in the US causes the waters east of it to flow into the Atlantic and those west of it to flow into the Pacific?
- (5) Is leather made from the top layer of a pelt, the bottom layer or both?
- (6) What number is missing from the following series: 16, 18, 21,, 30?
- (7) "There is my nephew, Bill," said Betty to her sister Ann. "He's not my nephew," Ann said. What is the relationship between Ann and Bill?
- (8) According to the song, when Jack goes "Sailing, sailing over the bounding main" what kind of weather will he have before he gets home?
- (9) Who was the first President of all the 48 states? Was it (Jackson), (Wilson), (Taft), or (Lincoln)?
- (10) If your job was a sinecure would you (be bored to death with it), (be paid well for little work), (be overworked)?

(Quiz Answers on Page 25)

Lead A 'Dog's Life' On The Mae

Everyday, everywhere, the cycle of life and death is begun and ended. So it was aboard the Waterman steamship Mae recently with events following one another with startling rapidity.

Crewmembers of the Mae were amused, if not amazed when, on Columbus Day, the normal complement of crew and three female dogs was increased by the addition of four pups who came to join the hands. The department head shipping them out and signing them on was a four-year-old fox terrier named Gertie. Gertie, of course, was the boss of the job and mother of the quartet. Father not aboard according to the latest entry in the ship's log.

Several days after the multiple blessed event, Snach Block, the second of three bitches aboard, not to be outdone in any sense of the word, presented the overflow complement with eight more four-legged seamen, or seagirls, as the case may have been. Father and sex of the puppies unknown, but the obstetric report showed mother and offspring doing nicely.

Susie, the only one of three unfortunate four-legged females aboard as the ship's mascots, injected a sad note into the proceedings. She went to meet her just reward, wherever it is that little dogs go to meet it, after crossing the bar in a shoreside hospital.

With mourning done with the passage of time and 12 new pups nipping at their heels, the Seafarers of the Mae prepared to settle down to normal shipboard routine. That was not the case, however, with Gertie moving into the breach as things grew dull.

Using ship-to-shore telephone, Dr. E. Irvin Meserke, a Baltimore veterinarian, prescribed treatment for poor Gertie who lay ill in her bunk from milk fever, a postbirth disease characterized by lack of calcium. Gertie was given calcium lactate, at the veterinarian's orders, by the crew, who treated the new mother with the care and solicitude usually reserved for that high station in life.

Some 200 miles off the South Carolina coast, work aboard the Mae slowed to a standstill and watches were hushed as all hands waited for the word on Gertie.

The last word received from the ship said that Gertie, Snach Block, and the 12 pups were quite happy with the dog's life they led.



Five crewmembers aboard the Mae beam happily at the new additions on shipboard after the pups got out of the incubator stage. Left to right, the Seafarers are J. W. Cox, steward; Tony and Morris, messboys; and Bona and Kirby, ABs. The pups are encircled by a life preserver in the center of the picture. Gertie, at the right, is looking proudly at her progeny, as mothers will do at times.

'Ghost' Makes Real OT

There was irrefutable evidence of a prowler in the night on board the Bradford Island (Cities Service). Missing doors mysteriously found their way to the bridge; radiators disappeared from bulkheads in the officers' messroom; rooms were painted by a mystery man in the small hours of the morning and strange tapping sound echoed through the midship section as unseen hands beat out a lively tattoo on the newly erected bulkheads.

All these things went on, ostensibly, without the captain's knowledge. I say ostensibly because it is hard to believe that such total disorganization could go unheeded without the captain having some

inkling of what was going on aboard his ship.

Ghosts or gremlins, termites or what have you, one thing is sure: The captain was in league with whoever or whatever was doing the mystery work. But according to the captain, any work done by other than the unlicensed personnel was done without his sanction or knowledge. "And anyway, if no one saw who did the work, it ain't OT," claimed Captain Ryman.

Radiators Missing
The captain also denied any knowledge of radiators being removed from saloon mess, though the bulkheads behind the radiators had been primed, red-leaded and painted, and stood out like a sore thumb, so that they could hardly be missed. "No one saw who did it—no one collects OT," the captain contended once more.

A slopchest and laundry were built during the night; two coats of paint were put on the bulkheads. The same monotonous, "No see, no pay."

Last trip here we had the same beefs on a smaller scale. Anyone can misinterpret an agreement and pay the resulting penalty, which usually acts as a deterrent to future misinterpretations. Not so Captain Ryman. He thrives on past mistakes. It worked once when the men forgot the 72-hour clause in the agreement, and so he was on safe ground. This time, nothing was left to chance, and so Captain Ryman cost Cities Service a few extra bucks' penalty time which he could have gotten around had he read the agreement.

We don't expect him to learn anything from this lesson. We expect to collect more ghost overtime next time his ship pulls into port.



Boyne

what have you, one thing is sure: The captain was in league with whoever or whatever was doing the mystery work. But according to the captain, any work done by other than the unlicensed personnel was done without his sanction or knowledge. "And anyway, if no one saw who did the work, it ain't OT," claimed Captain Ryman.

The SPORTS LINE

By Spike Marlin

There are few sports that are as fast or rough as ice hockey. Unfortunately, there aren't enough sizeable indoor arenas with the proper facilities to support a hockey team. Otherwise there would be a lot more hockey enthusiasts than there are now.

One reason for hockey's popularity is that there are no aggravating delays in the play. The puck is kept moving from start to finish. The only interruptions are equally as exciting as play itself. They usually take place when one player annoys another by creasing his skull with the end of a hockey stick.

Bare Knuckle Gents

The victim usually feels outraged and responds by pulling off his gloves and throwing a few good punches that are retaliated in kind. Hockey players always pull off their gloves when they get in a fight. They're no sissies.

Fortunately, flurries like these, while tremendously exciting are seldom damaging. It's awfully tough to throw a good punch while you're sliding around the ice on two narrow metal blades. In fact most of the damage is done before the punch is thrown, not after.

'Stitch 'Im Up, Doc'

Hockey players are the only true Spartans left in sports. It's not considered proper etiquette for a player to quit for the night merely

because he has a gash in his head the size of his thumb. The doctor is handy to stitch it up after which the player is supposed to dash back on the ice, full of fire and aching for vengeance.

In a way other sports would do well to borrow some of hockey's rules. In hockey if a player misbehaves he is exiled to the penalty box for various periods, and the team plays short-handed without him. It would be nice if the same thing were applied to the cute little sluggers in football who like to trample on a ball carrier's face when he's down, or else jump on him and break his collarbone.

Exile the Shortstop

It could be applied even more judiciously in baseball. The next time one of those tiresome squawkers started bending an umpire's ear life would be pleasanter if the ump could exile him to the penalty box for an inning, leaving his position vacant. That would put a quick stop to all the heavy grandstanding that delays the game. If it were the manager, you could always bounce the shortstop in his stead.

By the way we forgot to mention, there's just one little shortcoming about hockey that spoils the works. Half the time the hockey game ends in a tie. Nobody wins, except the box office treasurer. It leaves most spectators feeling like somebody let the air out of their tires.

Officers And Crew Aid Fund

Master, officers, and crew of the John B. Waterman last month erased all barriers of rank and crossed any line of demarcation which might separate the licensed and unlicensed personnel aboard when they dug deep down into their jeans for a worthy cause.

With 38 men from all departments kicking in contributions, the officers and crew of the Waterman donated \$200 to the Mobile County Community Chest Fund.

The individual contributions ranged from \$1 to \$34.15, with every penny welcomed by the fund for aid in the community drive campaign. For some strange reason known only to himself, messman Thomas Scott anted up \$1.10 to sweeten the growing pot. There were 23 donations of \$5, the predominant figure in the fund-raising show.

Chief cook Pasquale Miani con-

tributed \$5.25, wiper Thomas Harrell threw in \$7.50, and the master of the vessel, F. T. Coleman, added the \$34.15 necessary to complete the total. All the other contributions came in dollar denominations and multiples thereof.

Reading between the lines of the financial tabulation turned into the LOG, it would seem that the master anted up the odd figure that he did in order to reach the wonderful \$200 amount turned over to the Community Chest. In any event, every man aboard the Waterman who contributed to the cause deserves a vote of thanks, from the Community Chest and from all charitable men for a job well done.

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 Eddie Caudill's recipe for several different kinds of French pastry.

In case you're in a big rush and have little time, one of Eddie Caudill's favorite recipes for French pastry may fill the bill. Moreover, it will take little work.

Having been in the baking trade for the past 20 years, Eddie is considered an expert in the field. Right now, he is the chief baker on the Bull Line's Puerto Rico. He has been sailing on SIU ships since 1943. He knows what it takes to cap off a good hearty meal, and his cakes and pastries are not only delicious but also

enjoyable. Caudill's recipe can produce paddy shells, Napoleon slices and palm leaves. To serve a hundred people, all you need are four pounds of bread flour, one pound of puff paste shortening, one ounce of salt, egg color and four eggs.

To start off, just mix up all of the ingredients and add a quart of water. Then put in three more pounds of puff paste. Now roll the entire mixture four times. After three turns on each roll, put it in the icebox for one hour. When you complete this operation, put the mixture in a hot oven at 400 degrees Fahrenheit, for an hour. Afterwards, you are ready to make up the pastry in whatever form you wish.



Caudill

Seafarer Sam Says

DO YOU KNOW YOUR UNION BENEFITS?

ALL MEN SAILING SIU-CONTRACTED SHIPS ARE ELIGIBLE FOR BENEFITS WON BY THE UNION:

- VACATION
- HOSPITAL
- MATERNITY
- DISABILITY

PLUS A DEATH BENEFIT FOR YOUR BENEFICIARY.

ANY SIU OFFICIAL CAN GIVE YOU THE SCORE ON HOW TO COLLECT.



Plans To Visit NY Headquarters

To the Editor:

Will you kindly mail the LOG to my home regularly. I am planning to bring my wife and friends to see the new Union headquarters soon. I've been shipping out of Norfolk for the past year or two.

On November 4 I paid off the Amersea in Mobile, Ala.; I paid the \$20 building fund, which seems to me very little to pay for so much.

Keep up the good work, as it is a godsend to seamen today. Thank you.

John Lundstrom

(Ed. note: We have added your name to the LOG's mailing list.)

Korean Mail Beef Still Unsettled

To the Editor:

Just a line from the front. We on the City of Alma are getting the usual runaround from the Army brass on our mail—12 letters have been delivered to the ship since we left Yokohama a month ago, on November 14. The skipper, who is a good Joe, has raised plenty of hell, but to no avail. C. F. Sharpe has the reputation of being a lousy steamship agent, and is living up to it.

Everything is running along pretty smooth, but we sure miss



Huston

your regular mail issue of the LOG. The last one we received was in Wilmington, Cal., in October. But that is the mailman's fault, so we are not blaming you.

We will be stuck here for at

least another ten days, and that means probably through Christmas. Of course the over-30-days bonus we will receive is balm to the normal situation. The Navy, or the worst section of it, MSTs, keeps our whereabouts secret even from themselves, so we don't even know where we will end up. We were disappointed that Ike didn't drop in while he was nearby. Then we could have made our mail beef to the number one boy himself.

Moscow Calling

We get Radio Moscow better than any other broadcast on the air over here. What is the matter with our propaganda stations?

We have several oldtimers aboard—Mike Townsend, Bobby Murphy, Blacky Gosse, Andrew Howard, Ed Coulton, Harry Hastings, Oscar Winfree, Ray Flynn, Paul Tassin and Long John Sauerheber.

That is the roundup for now, so have some good news for us in Yokohama in the year 1953. We will enjoy the pile of LOGs waiting for us there. Merry Christmas and a prosperous New Year to the best Union in the United States.

Harry Huston

Ex-GI Likes New Union Benefits

To the Editor:

SIU progress is a wonder to behold. In the 18 months I spent in the Army, the Union has gained so many benefits for the Seafarers that I gaze at myself in the mirror when coming off a run and fail to recognize the same man.

I was discharged last February after being drafted in September of 1950. After spending all that time in the States, and receiving my discharge, I shipped out on the La Salle (Waterman) from which I have recently been paid off, including vacation pay for \$98 for eight and one-half months aboard. How long has this been going on?

When I left the SIU ranks two years ago, the death benefit was \$500 and now has been increased to \$2,500; the hospital benefit dou-

LETTERS

Neva West Crew Signs On Again

To the Editor:

Here are a few lines from the crewmembers of the clean and proud ship Neva West (Bloomfield). Our last voyage took us to Cherbourg, Bremen, Norden and Antwerp. Well, as she is making the same trip, it's no wonder that most of us signed on again for another trip.

Food Is Tops

We had a good crew and a fine gang topside. The food was wonderful—Bill Greene as chief cook and Frank Perry our baker. Need more be said? Bloomfield sure puts out the chow, thanks to



Weems

Mr. Webster, the purchasing agent. Steaks to order three times a week, honey, mushrooms, stuffed olives and frozen turnip greens, whole hominy, frozen corn, succotash, broccoli, brussel sprouts, mixed vegetables, spinach, string beans, cauliflower, green peas and squash. Nothing but spring chicken (fryers). Yes, sree, our vote of thanks to a good stewards department and a good ship all around, with plenty of O.T. It's a pleasure to ship on a vessel like this one.

At present we are in Mobile, Ala., waiting for the rest of our cargo, which is grain. I guess we will be at sea for both Christmas and New Year's. Give us a thought, you lucky fellows who are on the beach over the holidays. Well, we are glad to know that we have a new agreement. Long live the good old SIU. So long until the next time.

Robert L. Wagner
George F. Stropicki
Angelo P. Ferra
Theodore Weems

Considers LOG One Of The Best

To the Editor:

First of all, I want to thank you and your staff for the splendid work you are doing, for today's LOG can challenge any first-class newspaper when it comes to the variety of information it covers and its interesting layout. No wonder the SEAFARERS LOG is winning prizes in journalism contests. Congratulations and lots of luck in your efforts to improve one of the best papers in today's labor press.

New Status, Address

Now I'm going to disclose to you the happy fact that I've changed

my status from single to just married; I'll be much obliged if you would continue to forward a copy of the LOG to me at my new address.

My wife, Frances, is fascinated by all the new things she is finding out, through the medium of the LOG, about her spouse's profession. In addition, being a country girl from Garwood, Tex., she is more used to riding horses, which is probably one of the reasons why she wonders so much how it feels to ride one of those big ships.

Right now I'm steering this Miss Alawai towards Japan, where most likely we will spend our Christmas. Happy coming Christmas and lots of luck.

Stanislaw Kwitkowski

(Ed. note: Congratulations on your change of status; our mail-department has noted your change of address.)

Likes SIU-Owned Slopchest Idea

To the Editor:

One of the best planned moves the SIU has contemplated for a long time, in addition to the wonderful contracts continually put in force with shipowners, is the decision to put SIU-backed slopchest aboard the ships we sail.

For years the ship's chandlers and slopchest owners and operators have swindled us eight ways from the spade, incurring ill feeling in the men who sail the merchant ships. I, for one, and I know many of my shipmates will put in with me, will be more than glad to see the end of these crooks.

In the last issue of the LOG, I read where they are crying collectively about cleaning up the entire mess. Now, they agree, "something should be done" about the dishonest members of the industry. I think it's too late. I think we have them on the run now that the Union plans to put slopchest aboard all the contracted ships. They are running so fast, in so many different directions at the same time trying to collect their wits, they do not have the time to stop and read the handwriting on the bulkhead.

As a ship's delegate many times over, I say it is a good deal. Now the men will be able to get the proper clothing at a fair price. Formerly, we had to take poor substitutes for proper gear at exorbitant prices. It is certainly time for a change.

Here is one cargo of thanks from an appreciative seaman. I am sure there are many more who feel the same way.

Bob Parry.

Union Benefits Come In Handy

To the Editor:

I am enclosing a certificate of my son Michael Wayne Allen, born Sept. 24, 1952, at home in Smithfield, NC. He weighed in at eight pounds and one ounce.

I am proud to belong to a Union which the members and leaders have fought to establish and give to the rank and file membership. I have been with the Seafarers since 1945, and have helped in its organizing programs and building. There couldn't be a finer union which has as close a relationship to its members as does the SIU. The brothers, themselves, are fraternally close in all matters.

These benefits, such as the maternity benefit which came in handy in time of need, are wonderful as far as the men are concerned. I am proud that we fought for them when we did. Now they are aiding us in our fight.

Fletcher L. Allen

Today's Seaman Needs More Space

To the Editor:

Often aboard ships a conversation arises concerning a grievance which seems to be of considerable importance to all hands, yet there seems to be little or no action taken beyond merely a discussion. I believe that it is about time for this topic to be brought to the attention of every member, and hope it will open the way to active discussion.

Years ago, when a man shipped out he needed little more than a few work clothes and some khakis for going ashore, because at that time his social activities did not extend far beyond the waterfront. Today the entire picture is changed. The seaman's activities carry him to the remotest parts of many countries and his profession is now accepted as honorable. Today a seaman needs a wardrobe. In fact, the average seaman is well dressed. Besides the clothes he must carry he may also have a radio, phonograph, wire recorder or other contraption among his belongings to eliminate the monotony of routine life out on the lonely sea.



Miller

No Room for Gear

The big question is, where is he going to put all this gear? We have the same locker and room space that seamen had years ago, and many of our present ships were built according to wartime specifications. As a result, we must hang our clothes out in the open, exposed to the elements. There is not nearly enough room aboard most ships for comfortable living. The rooms are cramped and there isn't adequate ventilation.

For instance, on a C-3, one of our most modern vessels, there are three seamen crammed in one room with little more than 800 cubic feet of air space and a 15½-inch porthole. Each man has one locker, with a 12-inch space allowed for hanging all his clothes. Bear in mind that a seaman must carry clothes enough for all climates, for work and dress, in addition to his sea boots, oilskins, etc.

How long must we go on living in such cramped quarters? Let us concentrate on trying to improve conditions aboard ship where we must spend most of our time.

Fred T. Miller.

Thanks Brothers For Helping Him

To the Editor:

I want to take this opportunity, through the medium of the LOG, to thank my Brother Seafarers for the blood which they so generously donated for my sister and my wife, both of whom have passed on.

In my hour of sorrow it is a great comfort to be associated with as fine a group of men as my Brothers in the SIU. Their efforts on behalf of my family will forever be appreciated.

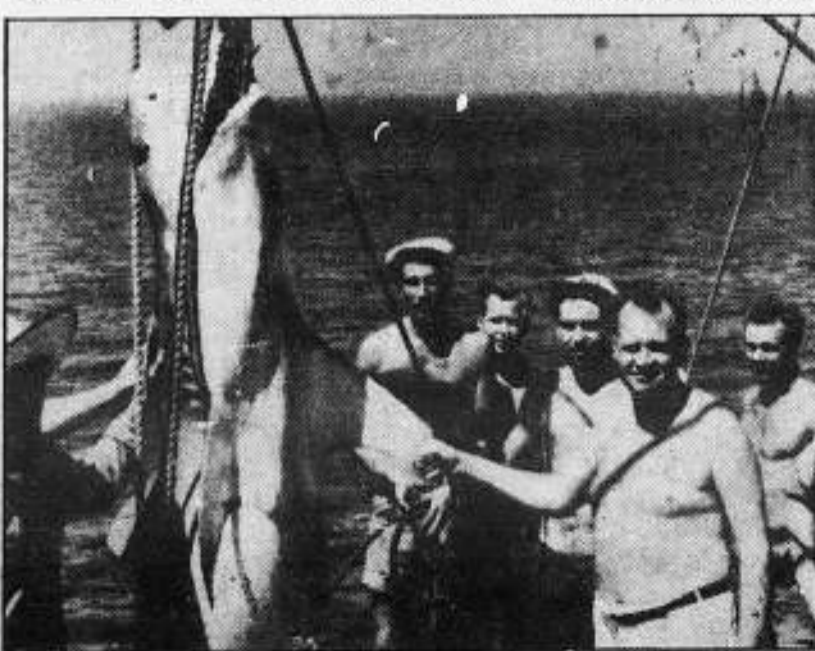
This recent misfortune makes it impossible for me to ship until I can find a home for my children. Therefore, I am retiring my book temporarily until circumstances permit my going to sea again, which I hope will be soon.

I know I'll miss the true spirit of brotherhood which truly exists within the SIU and hope I will be able to reactivate my book and renew my association with my Brother Seafarers in the near future.

Thanks again, Brothers, and so long for a while.

Joe Prisament

Killer Of The Sea And Executioners



Shown with a 10-foot, eight-inch shark which they helped to land off Mena-al-Ahmadi, Kuwait, recently, aboard the Azalea City (Waterman) are, left to right: Harry Utratil, Fred Musiani, Joseph McDermott, Joseph Pettee, Charles Cantwell, and Harry Lunden.

Gripe At Hall, Not Afterward

To the Editor:

It is amazing when one reflects upon the psychology of the human being and finds so many actors and hypocrites among us. You find the character that considers himself the infallible type. I mean the guy that thinks he is a superman. You know the kind I refer to—the fellow that has all the answers, yet hasn't the guts to commit himself at any useful function to stand up before his fellow men in the public eye and submit his thoughts, right or wrong, for clarification. He sits with awe at a Union meeting and hasn't the courage of his convictions to say what's on his mind.

Complains to Friends

When the meeting terminates, he slinks away and at the first opportunity looks for his own ilk, in order to air his stupid head. In doing so he criticizes and usually villifies his shipmates because he is venomous and jealous of the other fellow. On the outside, he has it all to say, but at a ship's meeting, whether it be in the hall or aboard, he is mute.

It certainly would be too bad if we had many of that type among us. Only recently I ran into a parasite like the one I have mentioned, but, rather than permit myself to get angry, merely gave him the brushoff in the earnest hope that some day in the future, and when he has sailed as long as your humble servant, his attitude toward his shipmates shall be cleansed of its unwholesome aspects.

This parasite probably does not know that there were days that we had no ice boxes and that some of us oldtimers carried our bunks and covering plus a supply of soap, etc. There was no such thing as linen, and finally, we ate off the deck in our fock'sle.

Nevertheless, we were union men, always fighting for better conditions, realizing that the sea was our country. Our efforts to make the ship our home and the brotherhood of the sea was our eternal motto.

Be Thankful

So brother, be thankful you are a member of the SIU and getting all the good things it offers. I don't have to tell you because you should know.

Lastly, if you cannot be a good brother, then please be as good as you can.

This time of the year recalls some of the sad times I spent in the USPHS hospitals. As a matter of fact, two of the past three years.

Therefore, brothers, you have my sincere thoughts for a happy Christmas. I wish the same to the Seafarers on the high seas and in foreign ports.

Paddy Farrell

Favors Far East In Wintertime

To the Editor:

Now that another trip is coming to an end for the Robin Wentley, some of the boys are starting to pack their gear to be home for the holidays, because the ship is going to South Africa again. But it will take more than the holidays to get some of these five and six-year homesteaders off.

These ships are getting to be like subways! We get in port in the morning and leave the same day. Running up the five-port coast and down again, we're lucky to spend a night in one, sometimes. Myself, I don't care, because I think this is my last trip down here; I'm going back to the Far East. The fellows who are married and the ones who have steady girl

friends are hoping that things will change. Some of them think that with the new President, there will be more cargo going to South Africa. I laugh at them and say, "Time will tell."

Now that we'll be paying off in a few days I hope there's a slow Far East job on the board, because Old Man Winter and I just don't get along.

F. Paskowski

Wants Shots Of South Africans

To the Editor:

I am writing to the LOG and to my former shipmates and friends in hope that I may get some reply. Please send me any snapshots of the natives of South Africa which you might have and not be using. Just to give you an idea of what I am after, I would like some pictures of the natives in their costumes, one native or many. I am not particular.

Hoping to hear from lots of the boys. Please do not send negatives, just prints. My address is c/o Harold Wilson, 85 Downing St., Brooklyn, N.Y.

John Clamp

Thanks Officials For Past Work

To the Editor:

The progress and success of the SIU, past and present, was not brought about by a miracle or politics, but by unity of purpose by our staunch membership, by using their right and yearly privilege—nominations and the secret ballot for prospective candidates to take office. This goes for the secretary-treasurer on down, those who have and will advise, lead, organize, draw up workable contracts, contact our ships, settle our beefs, control Union finance, buildings, welfare, vacation payments and a host of other things, large and small, necessary and vital to our membership as a whole.

Our fine paper, the LOG, is an example of efficient editing, strictly Union matter, from cover to cover. Read by many all over the world, it is informative, helpful and instructive. That we members of the SIU have been wise in our choice at the ballot box in the past should leave no doubts in our minds as to the gains and benefits to each and every one of us.

There is an old saying: The proof of the pudding is in the eating. This applies here, as brothers today we are eating. What of tomorrow? Time marches on. As we have progressed so have new members joined our ranks, enjoying our way of life and taking part along with us in any Union action deemed necessary to our well-being and safety. As we face the future here on many important discussions, some great ones will have to be made and some of you new members will be called upon to take office, a responsibility that is great. But you have seen what your older brothers have done in the past in office and the resultant success attained by them with the backing of the membership.

Work For Union

If this honor should come to you, conduct SIU business always with the thought and determination to work persistently for the welfare of your fellow Seafarers, going forward, never backward.

Our SIU has an enviable record in the maritime world, respected and honored by seafarers of many nations. Let's keep it that way.

Well, OK, brothers; get in the swim and use your vote. It's your privilege. And to you all, greetings of the season.

John J. Jelletie

LETTERS

SUP Cafeteria Food Is Swell

To the Editor:

I have registered to ship out of San Francisco after paying off the Steel King on November 3. Right now I'm taking a vacation and resting for a few weeks, visiting



Schapiro

friends and having a fine time. I was happy and proud to take part in a most orderly West Coast meeting in the beautiful new hall. Meeting a few friends and oldtimers made me feel at home. I was received with fine hospitality in the SUP's spotless, clean cafeteria, which is well-managed by a fine gentleman. The galley is spotlessly clean and they have a fine cook. They are really cooking tempting, tasty food, and the waitresses who prepare the sandwiches and salads serve everybody with a smile. You get hungry just looking at the well-prepared food and the fine assortment.

Morris M. Shapiro

Peaceful Crew Breaks Record

To the Editor:

We are completing a six-month trip on the Seanan, going to the Far East with three shuttle runs from Japan to Korea; we have had no trouble that we could not settle among ourselves. This is some sort of a record, we think.

The only thing that leaves a bad taste in our mouths is the way the Army treats the seamen in Korea. After all, without us they would not stay in Korea very long.

Thomas M. Collins

Old Union Seaman Sailed On Spirit

To the Editor:

I am one of the old-time union men who helped move from Whitehall Street to No. 2 Stone Street in New York City. I stopped in 1943 because of illness. My last ship was the Robin Locksley.

I would like to have you put in the LOG that Tommy Scoper and I were room-mates in New Orleans in 1940. I was with him on the

Seattle Spirit for two days and got on the Robin Locksley the same day he boarded her.

My old book number was 4502. Right now I am in the Marine Hospital in Brighton, Mass. I would appreciate hearing from Tommy or any of my other old shipmates and brothers who care to lend a bit of cheer in this holiday season.

Ralph E. Davis

(Ed. note: Last week Tommy had a letter in this space asking to hear from all his old shipmates on the Seattle Spirit, which was torpedoed and sunk approximately 10 years ago on a run to Murmansk. Davis is the first one to re-new old acquaintances.)

Likes Sunny Italy At Christmastime

To the Editor:

Well here it is almost Christmas and think of all the brothers on that cold, old beach with nothing except American girls, beer, and food to look forward to. And all of us happy winter cruisers out here with all those glamorous Italian gals, vino and meat balls. Two days and nights every month. And the rest of the time all this nice sunshine.

All the gang are getting along swell, and there is a swell bunch on here. I have been making a few snapshots but am not sure I will get them all developed this trip. If not, I will send you some next time in.

Hoping all the cold, cold brothers have a very merry Christmas.

A. Saint Claude

Former GI Plans Visit To NY Hall

To the Editor:

Just dropping you a line to say that I am discharged from the Army, and you can stop sending the LOG to my Army address.

I still get the LOG at home, and really enjoy reading it. I intend to go to school, so I will stay on the retired list until I complete my education.

The story on scholarships has really caught my eye, and I intend to look into it when I get to NY next month. I can't wait to see the new hall, as it has been two years since I've been to New York.

Lewis Paul Talarrini

Birdie Watchers On The Binghamton



A trio of Seafarers aboard the Binghamton Victory on the ship's last run to Greenland are caught in an expressive mood by the roving camera eye of a shipmate. Shown, left to right, are: Newman, Wilkie, and the third cook.

Thanks Union For Helping Family

To the Editor:

These are four of my children who want to wish the Union a Merry Christmas and a Happy New Year. They are the children of the late Seafarer John P. Mikalajunas.



The Mikalajunas children, top to bottom: Carole, 8, Mike, 7, John Jr., 5, and Tony 3.

lajunas who passed away on Dec. 13, 1951.

Please put this in the LOG. I want to thank those who helped me when I needed help the most. And above all—the Union.

Anna Mikalajunas

Birthday Cake Is Devoured By All

To the Editor:

Season's greetings to all the brothers everywhere in the world. I hope that Christmas will be Merry and New Year's will be Happy for all of them, wherever they may be. And that the new year offers to them whatever they wish in the way of happiness. Nothing is too good for the men of the SIU.

What prompts me to write this letter to the LOG is the occasion of an anniversary for the Seatrain Louisiana (Seatrain). It is the first year anniversary of the vessel since it hit the waves, and it was celebrated in fine fashion.

In addition to the party on board, at which a good time was had by all, some more so than others, a delicious, giant-size cake, in the form of the good ship itself, was baked by the steward department. That is, by Paul Ulrich, night cook and baker, who deserves a commendation from all the crewmembers and officers for the fine spectacle it presented before it was devoured by all hands. Some of the boys even seemed to relish the job of destroying the ship in little gulps, but otherwise, smiles lit up all the faces in the true holiday spirit.

Regards to everyone at headquarters, on the LOG, and all over the face of the earth, in this time when men of good will wish each other well.

Ben Stewart

Wants Mail From Old Shipmates

To the Editor:

I have been getting the LOG forwarded to me from about four different Army camps now, so I hope my new address will insure its getting here a little quicker.

I still have a year to do in this man's Army, and will have to do most of that over here in Korea. I'm looking forward pretty anxiously to my next ship—the one that takes me back home to New York.

I would like to get my address printed in the LOG. Maybe this will get some of my old shipmates to drop me a line.

Congratulations on those awards to the LOG.

Pvt. Gene B. Sinclair
C Btry 773rd AAA Gun Bn.
APO 301 c/o Postmaster
San Francisco, Cal.

THE BIG BLOW THAT DROWNED GALVESTON

On Friday morning, September 7, the fast-growing port city of Galveston optimistically faced a glittering future. Forty-eight hours later, that same city was completely wrecked, with 6,000 of her 37,000 residents dead from a tropical hurricane that roared out of the Gulf of Mexico at 140 miles an hour.

The big Galveston blow came not without warning. A severe storm had struck in 1872, wiping out the east end of the city. That incident showed that the city on its flat island was vulnerable to the ocean, but nothing had been done in the following years to protect the town. The optimistic citizens, many of whom built their houses on stilts to avoid high water, paid the penalty for this neglect on September 8, 1900, and the days following.

Exposed To Sea

Located on a long, narrow island that could be described as nothing more than a huge, overgrown sand bar, the streets of Galveston are just a bare half-dozen feet above sea level. The island is 27 miles long in an east to west direction, and seven miles in its greatest width. At the eastern end of the island, where the city is located, it is only a mile and half wide. With the Gulf on one side and the Bay to the north and west, Galveston lay helpless in the path of any sea-born storm.

At the time the hurricane struck, Galveston was the second city in Texas, with a population of 37,789. Its thriving waterfront was serviced regularly by 24 domestic and foreign shipping companies, who carried the grain, cotton and lumber of the Middle West and Texas out of Galveston to the rest of the world. Huge grain elevators and cotton mills dotted the business section on the bayside. The Gulf side of the city contained many fine homes of well-to-do citizens who had prospered in trade and manufacture.

There was little in the weather news that Friday, September 7, to indicate that Galveston was in mortal peril. True, there were reports of a severe storm causing wide destruction at Kingston, Jamaica. The captain of the Mallory steamer, Comal, arriving in Key West 40 hours late, reported that four ships were wrecked by heavy gales off the lower east Florida coast. But Jamaica was 1,400 miles away and Key West a good 900; far enough away, so it seemed, not to concern the citizens of Galveston.

What happened is explained simply enough. The tropical disturbance originated several days before in the doldrums, east of the Cape Verde Islands. It swept across the Atlantic, building up power as it traveled, and causing wide damage in the West Indies. Normally, when such hurricanes arrive in the Gulf south of Florida, they tend to veer up the Gulf Coast and cross the Florida peninsula eastward, somewhere along its length. Then they wreak their vengeance on the Atlantic Coast, usually doing their worst along the Virginia and Carolina capes.

Storm Forced Westward

This storm was different. A high pressure area in the Gulf off Florida kept it from going north. Instead it blew west across the Gulf, gathering up more and more water vapor, and greater power, as it traveled. By the time it had reached a point south of the Mississippi delta, it had built up into a real monster of a hurricane. The circle of the storm was 300 to 600 miles across with winds up to 140 miles an hour. During its tour across the open ocean and the Gulf, it sucked up untold billions of tons of water vapor and poured them down in the form of torrential rain at an inch per hour.

The rest of the world was going about its business that September 7, not paying any attention to the storm. The United Mine Workers executive board was meeting that day, preparing for a serious coal strike in the Pennsylvania anthracite fields. President McKinley was getting ready to attend his niece's wedding, while Governor Theodore Roosevelt was stumping the country as GOP vice-presidential candidate in the elections of that year. The Brooklyn Dodgers increased their National League lead to 2½ games, and a New York department store had a big sale going on men's shirts at 39 cents each.

Meanwhile in Galveston, the day was sunny and waterfront workers were busy loading and unloading eight ocean-going steamships in the harbor. In the afternoon, they noticed a peculiar phenomenon. Although the breeze was offshore, heavy swells started coming from the southwest, and the thunder of the surf boomed on the beaches. In the early dawn hours of Saturday, the 8th, abnormally high tides flooded cellars and warehouses on the waterfront.

The storm proper struck shortly after daylight. At first the huge circle of the hurricane came in at the city from an east-north-easterly direction so that the hurricane winds, blowing counterclockwise as always, blew in from the north, or bay side. They brought with them torrents of rain, piling up water from the bay side in the streets fronting the bay. As the eye of the storm came closer to the city, the winds became more easterly. With each shift of the winds to the east the intensity of the storm grew.

Visit To Weatherman

One of the ships in port on that fateful day was the Alamo, a Mallory Line steamer. Her skipper was alarmed by the sharp fall of the glass early Saturday, which indicated more than just another ocean gale. He went into town to see what the local weather man had to say about the outlook. He was assured that the wind and rain was just an "offshoot of the main storm."

"Well young man," the captain was quoted as saying, "it's the damndest offshoot you ever saw, and I'm going back and make my ship fast." He returned and secured the Alamo for the blow as best he could. But the swelling tides soon submerged the pier. The Alamo ground the pier to pieces, finally coming to rest on the piles.



Hurricane winds carried this schoolhouse 600 feet from its foundations. To the rear are endless blocks that were swept completely clear of all homes. Destruction extended, Hiroshima-like, all the way to the horizon.

The British steamer *Ked Cross*, driven by the wind, collided with her, staving in her bow. But the Alamo was one casualty of the storm that survived, thanks to the foresight of her captain.

The unfortunate weather man was not so lucky. He lived to see the roof blown off his house and the building collapse, burying his wife, children and neighbors inside.

Wind Gauge Demolished

In the early afternoon, the increasing force of the winds topped 80 miles an hour. At 84 mph the wind gauge blew away. But the worst was yet to come. By mid-afternoon, the eye of the storm passed over the city and the circling winds that had hit the city from the north, now started blowing even stronger from the south side. The city had been staggered by a left hook. It was now being finished off by a right cross.

Sometime after 3 PM on Saturday, driven by the wind from the Gulf, the water from the Gulf met the water from the Bay, submerging the entire city six to 12 feet deep. The fury of the wind reached a force estimated at 57 pounds per square foot. Buildings started to collapse left and right undermined by the swirling tides at their feet and the battering power of hurricane winds. The inhabitants had the choice of risking their lives on

makeshift rafts in the streets where they could be crushed or drowned, or staying in houses that were collapsing on top of them.

Several hundred took refuge in some of the sturdier public buildings like the orphan asylum and the hospital. But these buildings were unable to resist the storm. Their roofs and walls went, burying the victims in the rubble.

The storm continued unabated and water kept rising in the streets until 1:45 AM, Sunday morning. When daylight came to the wrecked city, the winds veered off and the waters retreated.

But the ordeal of the city was far from over. When the survivors emerged on Sunday, they found the city completely wrecked. Over 3,600 houses were destroyed and countless others suffered damage. The water supply was knocked out. Telegraph wires were all down and the lighting system was out of order. All contact with the mainland had been cut off. It was three days before the outside world learned the full extent of the storm.

Water Lack Disastrous

With not enough drinking water to go around, thirst finished off many of the survivors who had nearly drowned from torrents of water before. Corpses were strewn everywhere and hundreds of carcasses of mules, horses and cattle cluttered the streets and floated

in the Bay. Coffins from the city cemetery were washed out on the ground. The wreckage and debris from Galveston littered the Texas City waterfront and both that city and Sabine Pass were severely damaged.

However, help was swift in coming. As the news of the disaster spread, funds were contributed for Galveston in hundreds of cities across the nation. The Army took over on Tuesday, declaring martial law to prevent pilferage and vandalism. A ferrying service was set up to bring tents and emergency supplies for the survivors.

By Wednesday, 2,300 bodies had been found in the wreckage. Hundreds of corpses were hastily piled into barges, weighted with rocks and dumped into the Gulf. Many of them washed ashore again in the days that followed.

Troops Take Charge

By Thursday, enough troops had arrived in the city to restore order. Thousands of able-bodied men were put to work clearing away debris and restoring services like water and electricity. While the stench of decay hung over large sections of the town, hundreds of volunteers worked around the clock burying and burning the corpses. News photographers from many of the country's dailies who had rushed to the scene had their cameras smashed, and were put to work with pick and shovel to bury the dead. Meanwhile, \$3 million in funds poured into the city for relief work. One week after the storm, on the 15th, men were still digging in the ruins of homes for the dead, and the toll had reached 4,000.

It was September 21 before the city was on its way back to normal. Martial law was lifted, and the once-booming waterfront started coming back to life. Regular train service with the outside world was restored for the first time over one of the four bridges connecting the city with the mainland.

Galveston was rebuilt again on the same site. But to prevent repetition of the 1900 disaster, a huge sea wall has been built to protect the city. It is now seven miles long and 17 feet high. Hurricanes have hit the city again since then, (one in 1914 took 275 lives) but the sea wall is assurance that Galveston will never again be submerged by the ocean.



A close-up shot of a residential street shows the complete wreckage of private homes that resulted from the winds and water. Untold hundreds of victims were trapped when their houses collapsed.

... DIGEST of SHIPS' MEETINGS ...

November 22—Chairman, Senkins; Secretary, Charlie Rawlings. Captain and mates are doing unlicensed personnel's work. Record will be turned over to patrolman upon arrival. There is \$30.30 in the ship's fund. Crew radio repairs and purchase of reading material were not attended to, as the ship reached port on Sunday noon and sailed Monday morning. Will be attended to in the next port. Patrolman should see the captain about putting out draws more promptly the makes the crew wait three to four hours, and if a man is a little late, he is refused. Chief cook reports the ship is overstored with meat which has been iced and thawed out so many times that it smells very strongly.

TAGALAM (Seatrader), November 22—Chairman, Charles Murphy; Secretary, John L. Kearney. Motion was passed to donate the ship's fund to a hospital. Faulty deck department head and dairy box drain have still not been repaired. New York patrolman should check the repair list and back up the steward in ordering supplies, and make sure the food list is not cut down. Overtime will be settled before the payoff. Iron purchased from the ship's fund will be turned into the Boston hall and returned when the ship leaves the shipyard. Delegates will confer on the repair list and make sure it is complete.

ALCOA PARTNER (Alcoa), November 15—Chairman, John Malcolm; Secretary, O. McCann. Trouble between two brothers in Bermuda has been straightened out. Delegate will see the captain about new parts for the washing machine, new hamp for the baker's closet in the galley. Deck department will live up to the agreement and be back in sober condition to secure the ship on sailing day. Brothers should be quiet when the rest of the men are sleeping.



JEAN LAFITTE (Waterman), Walter J. Brown; Secretary, Ende Knudsson. One man deserted the ship in Yokohama, another in San Francisco. W. B. Jones was elected ship's delegate. Steward will order new chairs for the recreation room. More lockers, paint, showers and toilets are needed for all three departments. Slopechest should be checked more thoroughly; its present state is very poor. No one should sign on until all items on the repair list have been taken care of.

EDITH (Bull), November 14—Chairman, Dave Lynch; Secretary, Louis Rizzo. Last repair list was taken care of. Messhall chairs will be checked. Deck in the laundry needs painting. Laundry drains are stopped up. Steward was granted permission from the crew to bring his dog on board.

WILLIAM H. CARRUTH (Transfuel), no date—Chairman, Vincent Genco; Secretary, Thomas Moller. There is \$20.30 in the ship's fund. Last trip's ship's delegate was reelected by acclamation. Crew messman asked for more cooperation in keeping the messhall clean. Laundry will be cleaned alternately by the deck and engine departments; recreation room will be cleaned by the pantryman. Patrolman will be asked if the first assistant is supposed to repair the washing machine. Vote of thanks went to the stewards department for the good chow and service so far this trip.

SEAGARDEN (Orion), November 10—Chairman, James Staebler; Secretary, Kenneth Collins. One fireman paid off; one AB missed ship. All fresh stores have been put on board, including fresh milk and ice cream.

ALCOA RUNNER (Alcoa), November 9—Chairman, J. R. Prestwood; Secretary, H. Starling. Magazines were brought aboard by ASFS, but when the ship left port they disappeared. Captain will ask the officers to return them, if they took them. Sanitation was discussed. Men living on the port side of the ship should be quieter.

YOUNG AMERICA (Waterman), November 9—Chairman, S. P. Teleck; Secretary, Vyril G. Suth. Fresh milk was purchased in Japan. Those leaving the ship should turn in their linen and leave the rooms in a clean condition.

KYSKA (Waterman), November 1—Chairman, S. Woodruff; Secretary, H. Carmichael. Jack Wooten was elected ship's delegate by acclamation. Books and magazines should be returned to the library. Chief engineer will be asked about putting hooks on the ice box doors. Ship's delegate should contact the captain about fixing lockers and other repairs. Cups and dishes should be put in the sink after use.

AMERSEA (Blackchester), November 23—Chairman, C. W. Doggett; Secretary, James S. Brown. Washing machine and laundry should be kept clean. Steward has made out requisition to be mailed from Canal Zone to patrolman in California; supplies will be picked up then.

STEEL ROVER (Isthmian), November 17—Chairman, Viggo Sorenson; Secretary, Charles A. Terry. There is still \$30.15 in the ship's fund. Engine department has two foc'sles still unpainted. Overtime beefs will be referred to the patrolman. Ship's delegate will try to obtain a new washing machine. First assistant will be contacted about sougeeing and painting the two engine department foc'sles.

ROYAL OAK (Cities Service), November 25—Chairman, C. J. Burns; Secretary, F. N. Vincent. Patrolman will be contacted about the milk situation and the

quality of the food cooked aboard. Messman was reminded to feed the watch first. Cook's foc'sle lockers will be repaired. Night lunch counter should be kept cleaner.

SUZANNE (Bull), November 24—Chairman, Jimmy Jones; Secretary, L. B. Gooch. One of ship's delegates should secure Union literature for the crew.

SEATRIN SAVANNAH (Seatrains), November 24—Chairman, not listed; Secretary, Doug Acker, Sr. \$110 was spent on the purchase of a combination record player, records and radio. There is \$8.50 remaining in the ship's fund. Man fired in Savannah will stay on board so the beef can be settled in New York. Doug Acker was elected ship's delegate. Men off watch are asked not to eat at the watch table. Steward was asked to improve the night lunch. Remainder of the ship's fund will be spent on records.

MAE (Bull), November 14—Chairman, E. Hogge; Secretary, Bill Sears. Ship's delegate reported a balance of \$53.35 in the ship's fund. Motion was passed to repair the deck in the 4-8 foc'sle, the stove in the galley and to replace the sink near the ice box. Ship's delegate will make out a report on the stabbing of one member by another.

ALAWAI (Waterman), November 23—Chairman, E. A. Anderson; Secretary, Agripino Dipasupil. Chief mate was asked for keys for the crew's rooms and said that keys would be provided before the ship left for the Far East. Chief cook asked to have his chopping block below moved to a more convenient place. Unnecessary noise should be avoided. Cots outside the batches should be put in rooms or lockers before the ship arrives at Wilmington, to keep them from being damaged during cargo loading and unloading. W. F. Walker was elected ship's delegate.

WILD RANGER (Waterman), November 14—Chairman, H. A. Orlando; Secretary, Otto Robert Hoepner. There is \$15.75 in the ship's fund. Messroom and pantry should be kept clean at all times by the watch standby. Security hooks should be put on the dairy box below. Crew's washing machine should be moved to mid-shiphouse below.

ABIQUA (Cities Service), November 9—Chairman, Al Richards; Secretary, R. M. Lafferty. Two men missed ship in Scotland and three men were added to the department. Crew was reprimanded for the performing in Kuwait. Passageways should be kept well lit. Better care should be taken of the cots. Almost all food has acquired an "ice-box" taste after a year in cold storage. Vote of thanks went to the crew messman for the fine job being done. Sanitary work needs improving. Refuse should not be thrown out of messroom portholes. Christmas tree and trimmings will be purchased at the next port.

SEA GALE (Sea Trades), November 9—Chairman, E. Goulding; Secretary, J. Miller. Ship's delegate reported that too much coffee is being used; steward claimed there is enough on hand. There should be more consideration of sleeping crewmembers. System should be established for the cleaning of the recreation room and the laundry.

BRADFORD ISLAND (Cities Service), October 11—Chairman, H. Bukner; Secretary, T. Mangus. Captain said a washing machine has been ordered. H. Bukner was elected ship's delegate. Repair list will be made up and turned over to the patrolman. Radio will be taken ashore and repaired. \$15-worth of reading material for the ship will be purchased out of the ship's fund.



STEEL RECORDER (Isthmian), November 15—Chairman, Nick Dimailo; Secretary, W. E. Paulfare. Delegate reported captain scratched out OT for stewards department and put down what he thought correct. Martin was elected ship's delegate.

SOUTHERN DISTRICT (Southern Trading), November 21—Chairman, Anderson; Secretary, H. W. Schoor. Motion was passed to donate \$1 to the ship's fund. Letter was sent to New York about the company's attitude to deck and stewards department.

ROBIN GOODFELLOW (Seas Shipping), November 24—Chairman, Gerald Erlinger; Secretary, John Stefanik. Letter was written to the collector of internal revenue about the pay deductions. Ship's delegate will contact the chief engineer on the plumbing. Steward will serve fruit juice for breakfast every day. Korean soldiers should be permitted to have coffee aboard. No unauthorized personnel should be admitted to the passageways. Captain cautioned the ship's delegate about performers.

ALCOA RUNNER (Alcoa), November 30—Chairman, J. R. Prestwood; Secretary, J. G. Litsay. One man was left in Ponce, Puerto Rico, on account of an accident on deck. Captain refused to lift the three logs, and the patrolman will be contacted. Delegates of each department will make up repair lists. Motion was passed to send a contribution to the ASFS as soon as the ship's fund is located through the LOG.

ALCOA CORSAIR (Alcoa), no date—Chairman, Major T. Costello; Secretary, James M. Nelson. Ship's treasurer will put the ship's fund in the purser's safe, and only his and the ship's delegate's signatures will authorize its withdrawal

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.

on arrival in the States, as the last treasurer did not make a proper accounting. Auditing committee will report on this fund. Suggestion was made to try to give the shore gang in Mobile a little more work while the ship is in port. Vote of thanks went to the stewards department for the fine Thanksgiving dinner. Chief electrician got a vote of thanks for repairing the crew movie machine.

CANTIGNY (Cities Service), December 3—Chairman, E. K. McChesney; Secretary, W. Craig. One man missed ship in Lake Charles. Frank Reese was elected ship's delegate by acclamation. Radio operator should check the television set for repairs. Chief mate will post station bills. Ship's delegate will contact the captain about the condition of the hospital. Crew was cautioned about overloading the washing machine. Rungs on the fore and main mast are unsafe; they should be repaired.



AFOUNDRIA (Waterman), December 1—Chairman, La William; Secretary, Orlando Lopez. Bosun had an accident in Tampa and was hospitalized. Doors for the head and showers are needed. Crew was warned not to touch the ventilation system main valve aft. Coffee urn and ice box need special repair attention.

KEYSTONE MARINER (Waterman), October 24—Chairman, C. Wilson; Secretary, William Frank. Stewards department was thanked for the good food and service. Patrolman will be contacted about getting another stewards department man. Patrolman will be informed about the man who missed ship in Bremerhaven. Draws, ship's laundry and night lunches were discussed.

November 18—Chairman, C. Wilson; Secretary, W. Frank. Black gang is very good and the stewards department is A-1. First aid kit will be installed in the engine room. Patrolman will be contacted about a member. Engineers should get on the ball and take care of repair lists. Captain asked that shelves not be built in rooms. List specifications, and he will have them installed in the shipyard. Laundry should be sougeed and cleaned. Band should be made to hold the percolator.

KATHRYN (Bull), December 6—Chairman, Anselmo Melendez; Secretary, G. Burke. New ship's delegate was elected.

FRANCES (Bull), December 2—Chairman, O'Rourke; Secretary, O'Dowd. More cooperation over the night lunch is needed. Collection will be made of \$1 from each member to buy flowers for the funeral of Brother Mucin's son. Captain was thanked for his concern over Brother Mucin's grief. Washing machine is to be repaired. Night lunch should be added to if there is not enough only by order of the chief mate or captain.

FRENCH CREEK (Cities Service), November 27—Chairman, Milton J. Karlovic; Secretary, Louis P. Hagmann. Captain told ship's delegate that repair list was sent to the main office, and he could get no action from them. One man is getting off. Patrolman will be contacted on getting action on galley equipment—stove, exhaust blower, mixing machine. Cooks had to mix all cake and pie batters by hand for the Thanksgiving dinner. Cups should be returned to the pantry. Washing machine needs repairs. Motor will be purchased out of the ship's fund. New coffee pot is needed. No one is to put his feet on the tables and benches. No one is to put food for the cat on benches. Stewards department got a vote of thanks for the swell Thanksgiving Day dinner.

HASTINGS (Waterman), December 2—Chairman, Red Cornell; Secretary, H. Rode. Life preservers should be cleaned or replaced. Price was elected ship's delegate. Steward was asked to snap up the messman, as service is not up to par. Crew was asked to curtail performing.

ROBIN MOWBRAY (Robin), November 23—Chairman, Raymond E. White; Nick Mufin. Ship's fund will be collected only when needed.

BLUESTAR (Seatraders), October 19—Chairman, I. Torre; Secretary, J. Gallagher. New messman signed on in Yokohama. Disputed overtime will be turned over to the patrolman. Crewmembers

will fill in for missing members in different departments.

November 23—Chairman, I. Torre; Secretary, J. Anderson. Men who missed ship will be turned over to the patrolman. Repair list was turned over to the chief mate. Vote of thanks went to the stewards department, especially the chief cook, for really putting out tasty meals and going out of his way to please. Thanks also went to Jerry Proce for the way he stepped out of the messman's job and into the night cook and baker's job for the first time and did a good job of it.

ALEXANDRA (Carras), November 23—Chairman, Al Van Dyke; Secretary, Thurston J. Lewis. Letter was sent to Philadelphia about member who paid off in Rotterdam. Three men were logged and another will be. There is \$17.15 in the ship's fund. Vegetables have been good.

RAPHAEL SEMMES (Waterman), November 13—Chairman, Leon R. Curry; Secretary, Guy Walker. Tablas was elected ship's delegate. Motion was passed to get a new washing machine and have the ship fumigated. Discussion was held on the noise back aft, repair list, cleanliness of a member.

WACOSTA (Waterman), December 1—Chairman, F. E. Starkey; Secretary, Edgar R. Hause. Black gang quarters are unclear. Morris J. Danzey was elected ship's delegate. Wipers promised cooperation in improving sanitary conditions. All hands were asked to cooperate in keeping heads, showers and washrooms neater. Seward and all members of his department got a unanimous vote of thanks, not only for the excellent Thanksgiving dinner but meals in general and the manner in which they are served.

STEEL ROVER (Isthmian), November 17—Chairman, Viggo Sorenson; Secretary, (not given). There is \$30.15 in the ship's fund. Two engine department foc'sles were not painted. Ship's delegate will see about getting a new washing machine. Ship and engine delegates will see the first assistant about sougeeing and painting the two foc'sles.

November 18—Chairman, Roman Linkowski; Secretary, M. Culp. Special meeting was held on ship and engine delegates' report about their meeting with the first assistant about the sougeeing and painting. First assistant said he had too much work in the engine room for the wipers and would not turn them to to sougee the rooms.

SOUTHERN CITIES (Southern Trading), November 1—Chairman, B. R. Bolling; Secretary, J. P. Balderston. Steward made a short report on the stores taken aboard. Each watch during the night should see that the messhall is left clean and orderly. Keys should be issued for all foc'sles so they can be locked in foreign ports.

November 22—Chairman, B. R. Bolling; Secretary, J. P. Balderston. Repair list was read and additions were asked for. Chief mate's attitude towards the deck department overtime will be straightened out in New Orleans. Deck delegate will see about the washing machine repairs in New Orleans. Captain said there were not enough cigarettes to go around; this will be taken up with the New Orleans agent.

December 4—Chairman, H. M. Smith; Secretary, J. P. Balderston. New Orleans agent said he would contact the New York agent about reefs; Philadelphia agent will have the answers waiting when the ship reaches Gibbstown, NJ. Washing machine will be repaired in Gibbstown. Action should be taken on the brother who missed two watches in Galveston and then walked off the ship. Brother Buster was elected ship's delegate. Necessary repairs were listed and discussed.



ELIZABETH (Bull), October 9—Chairman, G. Borefast; Secretary, Robert Rivera. Gary Vicha was elected engine delegate. Doors will be kept locked in port, but at least one should be kept open and all should be open at sea. Foc'sle decks should be painted. Messhall should be kept closed in New York as well as in Puerto Rico. Camacho was elected ship's delegate.

November 11—Chairman, Paul Martin; Secretary, George Quirones. Repair list was sent in. Rivera was named ship's delegate. Patrolman will see the purser with the ship's delegate with regard to draws.

COEUR D'ALENE VICTORY (Victory), November 23—Chairman, V. D. Meehan; Secretary, J. E. Chew. Beef regarding third mate trying to be a little dictator. He has had two men framed and logged for something which never took place. He was warned in Baltimore, but has become worse, not better. There are no beefs about any other licensed officer. Washing machine was not repaired in Europe. There is \$13 in the ship's fund. Repair list was drawn up.

SWEETWATER (Mar-Trade), November 23—Chairman, W. B. Neilson; Secretary, Jim Grant. Two men will be turned over to the boarding patrolman for not turning in to port. Repair list will be made up and turned over to patrolman. All cups should be returned to the pantry.

ALCOA PEGASUS (Alcoa), October 18—Chairman, W. H. Buhs; Secretary, F. E. Hughes. Discussion was held on the remainder of the repair list referred to the NY patrolman. Ship's delegate was unanimously elected with a vote of thanks for a job well done. Laundry should be kept cleaner.

November 5—Chairman, Widgeon; Secretary, Joseph Samborski. Discussion

was held on last trip's repair list. Discussion was held on painting the crew's messroom; ship's delegate will see the captain on this. Performers should be straightened out before the ship reaches port. Discussion was held on longshoremen coming into the crew messhall and eating the night lunch. Cups and glasses should be returned to the pantry.

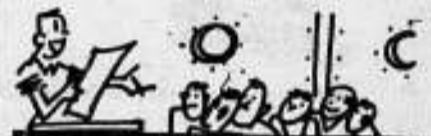
November 23—Chairman, Frank Hughes; Secretary, Jos Samborski. Patrolman should be contacted about the painting, which is on the repair list, as well as the rest of the list. There is a beef about the meat put on the ships in Trinidad.

BARBARA FRITCHIE (Liberty Navigation), September 21—Chairman, John J. Jettette; Secretary, J. Melvyn Lundy. Fancutt was elected ship's delegate. Washing machine should be turned off after use.

November 23—Chairman, Eugene M. Dore; Secretary, J. Melvyn Lundy. Draws of Los Angeles and East Coast were discussed. Rooms should be painted; chief engineer will be asked about this. Patrolman will be asked about the ice water situation.

STEEL RECORDER (Isthmian), July 4—Chairman, Crider; Secretary, Gregson. Union should see the company about getting innerpadding mattresses for the crew. There is \$21.02 in the ship's fund. Cots should be returned to the steward before the end of the voyage.

October 26—Chairman, Robert Schlegler; Secretary, Tammie Lewis. There is a shortage of soap powder. Question was raised about overtime for feeding patients unable to attend messroom. Patients will be moved to the hospital.



STEEL SCIENTIST (Isthmian), September 14—Chairman, John Leskin; Secretary, Sam Jonas. Ship's delegate reported on the messman's actions, the noise at night and the ice machine repairs. Steward will take care of the ship's fund. Everyone should help keep the laundry clean. Steward will order linen in Singapore and fresh vegetables. Bosun who missed ship in New Orleans was cleared.

STEEL ARTISAN (Isthmian), November 27—Chairman, Richard Grant; Secretary, Leon White. There is \$42 in the ship's fund. Electric iron and ironing board will be purchased from the ship's fund. Stewards department got a vote of thanks for what the crew considered the finest Thanksgiving dinner ever served aboard any ship. Membership should be quiet when near the 12-4 foc'sle. Men should keep showers and messhalls a little cleaner.

JOHN B. WATERMAN (Waterman), November 29—Chairman, Walter Sibley; Secretary, Thomas A. Jackson. Oiler who missed the ship will be reported in the next port. Windlass is not safe, and will be reported to the master and chief engineer for repairing at the next port. Cots should be put away after use; men who destroy them will have to pay for them. Stewards department got a vote of thanks for their good job. Crew sent a \$200 donation to the Mobile Community Chest.

AZALEA CITY (Waterman), December 7—Chairman, Harold Tuttle; Secretary, David B. Sacher. Chief mate wants to fire the bosun without provocation. David B. Sacher was elected ship's treasurer. There are many beefs against the chief mate. Crew messroom deck needs painting, as well as the messroom itself. Something should be done about the chief mate.

CLAIBORNE (Waterman), November 30—Chairman, George Clark; Secretary, G. R. Koch. New mattresses should be put in each department. Repair list will be made up. Vote of thanks went to the cooks for a very wonderful Thanksgiving dinner, as well as the overall food. All inside ventilators should be put in working order.

CARRABULLE (National Navigation), November 23—Chairman, B. Friedman; Secretary, R. Linger. Ship's fund has a balance of \$51.05. B. Friedman was unanimously elected ship's delegate. Ship's delegate, as treasurer will take care of the ship's fund. Union will be asked to see about port discharge for time spent in New York before signing on for this trip. Steward will try to get orange juice squeezer in the next port.

PUERTO RICO (Bull), December 7—Chairman, Ed Casdill; Secretary, Jim Murphy. One man had to fly home, due to sickness in the family. \$79 was donated to the ship's fund. Seven men are getting off. Motions were made to install a loud speaker for Union meetings, that ship's fund money be used for ship-board purposes only and that in case of lay-up money will be kept for the crew. No one has volunteered to do work for the Puerto Rico "Advocate." All hands were asked to keep the messhall clean and not to throw beer cans and cups about the place.

FREDERIC C. COLLINS (Trans-Fuel), October 12—Chairman, L. H. Montgomery; Secretary, T. S. Sosa. Department heads will be contacted about finishing all work before the last week of the trip. Stewards department was commended for food and service.

DEL ALBA (Mississippi), November 16—Chairman, Al Brindley; Secretary, Fred Shala. Disputed overtime will be turned over to the patrolman.

BALTORE (Ore), November 9—Chairman, Harold B. Thomas; Secretary,

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

George Profs. Antonio P. Gonzalez was unanimously elected ship's delegate. Air vents are all clogged up. Delegates will turn over repair lists to department heads on the southern voyage. List of unfinished repairs will be turned over to the patrolman on returning. Beef about the lack of fresh food in the night lunch. Steward has no say-so whatsoever about the quantity or quality of supplies taken aboard at Sparrows Point. This is left up to the port steward. Laundry should be cleaned up after use.

HASTINGS (Waterman), September 20—Chairman, Ray Brown; Secretary, W. Warmack. \$18 was donated to the ASPS. Jack Johns was elected ship's delegate. Cups should be returned to the pantry. Linen should be returned. New life jackets, chairs and shelves are needed. Delegate will see the mate about this matter.

November 2—Chairman, J. Johns; Secretary, W. Warmack. Motion was passed to paint all fo'c'sles and all unlicensed quarters. Chairs and tables need repairing. Linen should be returned to the steward. New linen and dishes were requested. Steward will order these. Crew wants more juices for breakfast. Fruit should be chilled. \$185 was collected in tarpaulin muster for fare for the wiper whose wife was seriously ill.

November 16—Chairman, J. Johns; Secretary, not listed. One member has been giving another a hard time since they caught the ship. He was told to stop annoying the member.



MASSMAR (Calmar), September 19—Chairman, J. B. Barnet; Secretary, G. M. Wright. V. Walrath was elected ship's delegate. Departments will rotate the cleaning of the recreation room and laundry each week. Can will be procured for razor blades. Cups should be returned after use.

ALCOA CLIPPER (Alcoa), November 23—Chairman, Robert N. White; Secretary, Lennie Margeshelmer. Brother was sent back to the States from Ciudad Trujillo due to a heart ailment. A collection of \$129.18 was taken up for him. Ship's delegate will see the Mobile patrolman to get the mattress situation cleared up. Menus should be clearly printed on the blackboard. Members were asked to look presentable when going to the bar pantry.

ALASKA SPRUCE (Ocean Tow), November 23—Chairman, S. F. Cullison; Secretary, J. B. Waterbury. Motion was passed to secure the galley on Thanksgiving Day for the relief of the stewards department. Washing machine needs parts; ship's delegate will see the captain on this.

EVERLYN (Bull), November 22—Chairman, Fred Brugger; Secretary, E. C. Dacey. Playing cards will be purchased from the ship's fund. Men voted to have Thanksgiving dinner the first Sunday at sea. Steward asked the crew to return cups to the pantry. Repair list will be turned in to the ship's delegate before arrival in Baltimore.

EDITH (Bull), November 30—Chairman, D. Lupton; Secretary, Louis Rizzo. Laundry tub was under discussion again. Condition of the messhall in the early morning was discussed. Laundry and lounge schedule will be followed as is.

STEEL RANGER (Isthmian), November 22—Chairman, J. J. Kelly; Secretary, P. Sinclair. List of vegetables picked up in Persian Gulf and Alexandria turned in to the ship's delegate. Captain cut down

Quiz Answers

- 8:50.
- Plaster of Paris.
- Shark. All the others are mammals.
- The Rocky Mountains.
- From the bottom layer.
- 25.
- Bill is Ann's son.
- "Many a stormy wind shall blow . . ."
- William Howard Taft in 1912, Arizona and New Mexico, the last states to enter the Union, were admitted that year.
- Paid well for little work.

Puzzle Answer

B	E	E	F	A	F	T	S	P	U	D
U	L	L	A	T	O	E	A	E	R	O
S	K	E	L	E	T	O	N	N	E	A
C	A	N	A	L	A	P	P	L	E	
H	E	T	D	R	E	D	G	E		
A	L	I	T	D	E	A	D	S	E	A
U	B	O	A	T	S	A	R	R	E	S
S	A	N	J	U	A	N	O	A	S	T
M	E	X	I	C	O	F	E	U		
B	O	C	A	S	C	O	P	R	A	
A	M	A	H	R	E	P	A	I	R	E
M	E	S	A	I	N	A	D	E	L	E
A	R	A	L	D	E	L	E	R	I	N

the list of stores ordered by the steward. Company sent a list of four months' worth of stores. Stores will be picked up in Halifax. Slopchest list will be checked with the patrolman. Ship will be fumigated.

ROBIN SHERWOOD (Robin), October 5—Chairman, W. M. Wallace; Secretary, Robert Mussetwhite. Fresh vegetables and fruit should be obtained before going from South Africa to Madagascar. There is too much garlic in the food. According to a member, Steward will check the messroom each meal. Screen doors will be installed before leaving Capetown.

WINTER HILL (Cities Service), December 3—Chairman, T. Scoper; Secretary, Harry J. Paine. Pumpman who missed the ship in Philadelphia was taken care of by the patrolman. All repairs were not done. Harry Clover was elected ship's delegate by acclamation. Money or present will be given to the messman in the hospital. Messhall should be kept cleaner and cream should not be removed from the top of the milk before breakfast. There is \$25.32 in the ship's fund; \$45 was spent to repair the television set.

STEEL INVENTOR (Isthmian), October 23—Chairman, Charlie Starling; Secretary, H. D. McRorie. Washing machine should be moved to new location. Steward asked for cooperation on the linen situation.

November 16—Chairman, Charlie Starling; Secretary, Henry D. McRorie. Ship's delegate should arrange to have recreation rooms kept clean, since the captain has threatened to close them up.

SEATRAN NEW YORK (Seatrains), November 20—Chairman, R. W. Sweeney; Secretary, E. Jones. There is \$6.95 in the ship's fund. Ship's delegate will get the beef about time of straightened out with the patrolman at the payoff. Ship's delegate will see the mate about having the laundry room sougeed and painted, as well as the galley.

CHICKASAW (Waterman), November 30—Chairman, A. Johnes; Secretary, Carlos Labiosa. Washing machine pump doesn't work. Bosun will send someone to check on this. Brother David O. White was elected to take care of the library. There is \$24.46 in the ship's fund. There have been continuous complaints about the sanitary work. Crew will help in the future. Laundry is dirty, too. Crew will help on this. Steward will put out a new coffee pot, since the last one burned up.

SEAVICTOR (Bournemouth), November 22—Chairman, Otto Skulstad; Secretary, Paul Viani. Two new good men were signed on in Yokohama. One is SIU. Stewards department got a unanimous vote of thanks for carrying on for over a month despite a shortage of two men, with a minimum of "disrupted service."

OREMAR (Ore), December 3—Chairman, Thomas; Secretary, A. Reaske. There is \$15 in the ship's fund which will be given to the patrolman at the payoff for the March of Dimes. Stewards department's work got a vote of thanks.

FELTONE (Ore), November 24—Chairman, Bill Brightwell; Secretary, Ed Forestal. Sanitary work beefs will be referred to the patrolman. Machinist who missed ship at Sparrows Point was referred to the patrolman.

VENORE (Ore), November 22—Chairman, Charles Hostetter; Secretary, R. Brown. \$21.50 was collected for the ship's fund. Chief mate will arrange to paint fo'c'sle deck. Galley faucet needs repairing. Repair list will be made up at the end of the trip. Crew wants a toaster in the pantry. Crew was warned to stay aboard until the ship is clear.

FAIRPORT (Waterman), November 30—Chairman, W. E. Morse; Secretary, M. Deo-Tiska. New mattresses should be put aboard in Baltimore. Washing machine should be fixed before leaving San Francisco. Crew called for an investigation of two crewmembers who were charged with taking the ship's fund. Trouble with the first assistant and the engineer will be taken up with the patrolman.

ALASKA CEDAR (Ocean Tow), December 1—Chairman, C. E. Foster; Secretary, C. J. Quinn. Strainer is needed for the washing machine. Delegate will see the agent on this. Oiler complained about the springs of his bunk. 8-4 watch should be changed to another room so he will not be disturbed when calling watch.

STEEL WORKER (Isthmian), October 19—Chairman, Carl Gibbs; Secretary, Tony Gasper. Motion was passed to have the patrolman stop the captain from violating the contract on painting by the stewards department. Stewards department got a vote of thanks for food and service. There was a long discussion on the lack of launch service and gangway watches.

SEACLIFF (Orion), November 3—Chairman, James Lee; Secretary, Karl Kristian. Motion was passed not to sign on until all repairs and stores are in order, as repairs have been promised and the ship, on arrival in New York has two or three-months' worth of food from the trip before which is going bad, and was ordered dumped by the captain. Steward was asked to order an iron for the crew. Patrolman should check slopchest stores and medicine chest supplies.

MARORE (Ore), November 15—Chairman, H. Zurn; Secretary, W. Cain. All repairs were made in the shipyard and checked by patrolman. Election of del-

egates were held: W. Cain, ship's delegate; J. Kennedy, deck delegate; F. Jenkins, engine delegate. Crew will keep the pantry cleaner. Several repairs are needed. Stewards department was commended for preparation and serving of food.

ARCHERS HOPE (Cities Service), November 29—Chairman, C. V. Majette; Secretary, William J. Casten. One member left the ship in Lake Charles just before sailing time. Agent has been notified. Ship's fund stands at \$16.83. Steward will be asked to get more milk and fruit juices. Stewards department got a unanimous vote of thanks for a job well done.

'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.

egates were held: W. Cain, ship's delegate; J. Kennedy, deck delegate; F. Jenkins, engine delegate. Crew will keep the pantry cleaner. Several repairs are needed. Stewards department was commended for preparation and serving of food.

ARCHERS HOPE (Cities Service), November 29—Chairman, C. V. Majette; Secretary, William J. Casten. One member left the ship in Lake Charles just before sailing time. Agent has been notified. Ship's fund stands at \$16.83. Steward will be asked to get more milk and fruit juices. Stewards department got a unanimous vote of thanks for a job well done.

STEEL MAKER (Isthmian), November 15—Chairman, G. R. Suit; Secretary, T. D. Kuhn. Henry Hayes was elected ship's delegate unanimously. Several suggestions were made for improving conditions on board; they were agreed to.

December 7—Chairman, John Trantacosta; Secretary, Philip Rubis. J. Shipley was elected ship's delegate; George Hammond, deck delegate; A. J. Lavole, engine delegate. Delegate will act upon the clogged-up heads in the stewards department. Considerable resentment has arisen against the chief mate, who thinks he is a deck hand and does deck department work. This was taken up with the Baltimore patrolman, who told the deck department to put in OT for all this work. One man failed to return to the ship in New Orleans; mate will try to get a bosun in Honolulu through the hall.

ROBIN GOODFELLOW (Seas Shipping), no date—Chairman, King; Secretary, not listed. Better night lunches should be put out. Captain is dissatisfied with work on deck.

SEAVIGIL (Orion), November 9—Chairman, G. Thobe; Secretary, Y. E. Wilson. John Oudshoorn was unanimously elected ship's delegate. Ship's delegate will contact the chief mate about having stewards department fo'c'sles painted soon.

ROBIN GOODFELLOW (Seas Shipping), no date—Chairman, King; Secretary, not listed. Better night lunches should be put out. Captain is dissatisfied with work on deck.

SEAVIGIL (Orion), November 9—Chairman, G. Thobe; Secretary, Y. E. Wilson. John Oudshoorn was unanimously elected ship's delegate. Ship's delegate will contact the chief mate about having stewards department fo'c'sles painted soon.

PERSONALS

Othia F. Crutchfield
Anybody knowing his whereabouts, please contact Sterling and Schwartz, 42 Broadway, NYC.

⚡ ⚡ ⚡
Fulden J. Folse
Hustuas D. Duun
James Rodder

Please contact F. N. Gazan, 1 Broadway, NY or Paul Combs, Hotel New Adelphi, NY, about Combs' accident on the Wm. H. Carruth.

⚡ ⚡ ⚡
Robert L. Hall
Contact Sterling and Schwartz, 42 B'way, NYC.

⚡ ⚡ ⚡
Hernan Alread
Please write Roy E. Stern, PO Box 2066, 25 South Street, NYC.

⚡ ⚡ ⚡
Tony Pizzica
Please contact mother at once.

⚡ ⚡ ⚡
Raymond Hassan
Please get in touch with your wife.

⚡ ⚡ ⚡
Frank Rodzeilla
Please contact your mother at earliest possible date.

⚡ ⚡ ⚡
Fred Goldsbrough
Your father would like to hear from you as soon as possible.

⚡ ⚡ ⚡
Joseph Bramley
An important letter is waiting for you at the headquarters mail-room.

⚡ ⚡ ⚡
Herbert Calvin Chattom
Please contact Sterling and Schwartz, 42 B'way, NYC.

Beefs about too much noise on deck. Department sanitary man should clean recreation room and laundry every day; departments will rotate this every week.

SEANAN (Orion), December 7—Chairman, A. Shaw; Secretary, Thomas M. Collins. Disputed overtime will be taken up by the patrolman. Next crew should check the slopchest, as our long trip has cleaned it out. Washing machine is worn out.

JEFF DAVIS (Waterman), November 14—Chairman, E. C. Craddock; Secretary, H. H. Pierce. When a wiper hurt his arm the captain stopped his pay and put a workaway in his place on the articles. Beef will be referred to port agent. Ship's delegate will see the first assistant about the broken washing machine. Discussion was held on articles missing during the trip. Keep feet out of chairs and drinking fountain clean.

November 27—Chairman, Harry Pierce; Secretary, Fred Spruill, Jr. Repair list will be made up and turned over to the ship's delegate. Disputed overtime will be given to the patrolman. New fans should be ordered. Messman's room, which was not painted will be referred to patrolman.

MAE (Bull), December 7—Chairman, Benny Wilson; Secretary, James Bond. There is \$45.35 in the ship's fund. William Morris was elected ship's delegate; Benny Wilson deck delegate; Frank Meecher, engine delegate. Boarding patrolman will be contacted on deck repairs in 4-B room, steam line in galley stack and a sink for the butcher's block below. Cards will be bought from the ship's fund. Vote of thanks was given to Frank Judah for being a good baker and going to a lot of trouble fixing extra stuff.

DE SOTO (Waterman), November 8—Chairman, J. R. Rodriguez; Secretary, Philip Reyes. \$17 was collected for the ship's fund. Several repairs were made. Matter of deposit for keys will be taken up with the Union. Repair list will be made out before ship reaches port. Washing machine should be cleaned after use. Steward was thanked for showing two SIU union movies. There should be no noise in the passages.

COMPASS (Compass), no date—Chairman, J. L. Mahoney; Secretary, Castronover. J. L. Mahoney was elected ship's delegate by acclamation. Magazines should be returned to the recreation room.

COMPASS (Compass), no date—Chairman, J. L. Mahoney; Secretary, Castronover. J. L. Mahoney was elected ship's delegate by acclamation. Magazines should be returned to the recreation room.

Co's Praise Slopchests From Union

(Continued from page 3)
Waterman SS Company which wrote that slopchest items were of first quality and generally under the price of the same items supplied by the dealer who had previously supplied the ship.

Cover Northeast Ports
The supplying of slopchests to SIU-manned vessels from the Sea Chest got underway early this month. Within the next couple of months the Sea Chest plans to extend the service to all vessels sailing out of Northeast ports.

Before this can be extended to all SIU ships, present slopchests must be used up, and distribution facilities including warehouses will have to be set up throughout the district.

Membership reaction to the Union supplied slopchests has been uniformly favorable. Prices of nationally-branded, standard work gear were found to be well below those previously supplied the ship.

Dealers Fight Move
The best testimony to the success of the new program was the reaction of the private slopchest dealers. These men have banded together to fight the Union-operated enterprise, and are seeking subscriptions of \$100 from slopchest operators all over the country to finance such a fight.

At the same time, they were trying to cut off sources of supply by appealing to manufacturers not to sell to the Sea Chest. This appeal has had no effect thus far.

Aside from supplying work gear for the sea going slopchest, Sea Chest representatives will continue to meet ships in the New York area with samples of dress wear, radios, watches and other items that crewmen can order if they so desire.

Three departments will rotate the cleaning of the recreation room on a weekly basis. Washing machine, which was bought by former crews, needs repairing. Saloon toaster needs a new spring. Steward explained the linen situation. Coffee cups should be replaced in the sink. Stewards department got a vote of thanks on the food thus far on the voyage.

SEATRAN NEW YORK (Seatrains), December 7—Chairman, R. W. Sweeney; Secretary, E. Jones. Chief cook was elected ship's delegate; R. W. Sweeney was elected treasurer. Repair list will be made out and turned in as the ship is going to the shipyard this trip north. Crewmembers gave a vote of thanks to the steward for giving good service.

ROBIN TUFFORD (Seas Shipping), December 6—Chairman, Edward T. Afel; Secretary, R. H. Hanrahan. Laundry use situation was adjusted to everybody's satisfaction. Repair list was compiled and submitted. Motion was passed not to pay off until disputed overtime is settled. Each crewmember should have a key to his fo'c'sle. There are 90 days' stores aboard ship. Discussion was held on a performer. Vote was passed to prefer charges.

ROBIN TUFFORD (Seas Shipping), December 6—Chairman, Edward T. Afel; Secretary, R. H. Hanrahan. Laundry use situation was adjusted to everybody's satisfaction. Repair list was compiled and submitted. Motion was passed not to pay off until disputed overtime is settled. Each crewmember should have a key to his fo'c'sle. There are 90 days' stores aboard ship. Discussion was held on a performer. Vote was passed to prefer charges.

Tanker Text Completed; Wages Next

(Continued from page 3)

to stand by the windlass when no carpenter is carried. The bosun will also be allowed to be high man on overtime and will get same overtime as the man on watch on weekends and holidays.

Overtime will be paid to men on watch for handling mooring lines on weekends or after 5 PM, for removing soot from smokestacks, for handling carbon tetrachloride and for entering casings on motor vessels.

The section on tank cleaning has been rewritten and thoroughly clarified, and a new clause added calling for the tank cleaning rate to be paid for cleaning up 'tween deck oil spills on Liberty-type tankers.

Stewards Manning

Men in the stewards department will benefit from a general upgrading in manning scales. From now on, the tankers will carry a cook and baker instead of a second cook, and the new rating will receive the same pay as the chief cook. They will also carry a third cook instead of a galleyman, at a higher rate of pay. The overtime for butchering beef carcasses, making ice, and division of pay and overtime of absent members is included in the contract.

As soon as final agreement is reached on wage clauses, the entire contract will be submitted to the membership for approval. Money matters, as in the freight agreement, will be subject to WSB action.

NOTICES

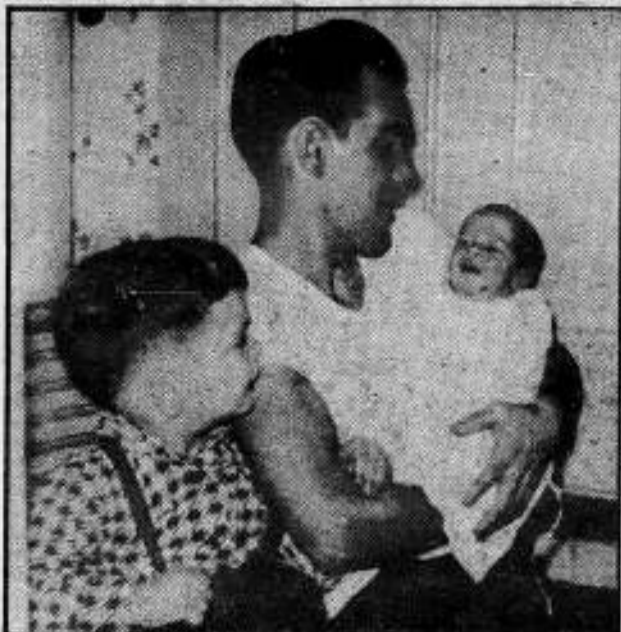
Charles J. Barone
Wilson McAvoy

Contact Ben Rees, Norfolk port agent, by telephone at once. Important.

⚡ ⚡ ⚡
Ex-Steel Scientist Crew

Following men can pick up shot cards in headquarters mailroom: Laurence E. Taylor, Mucosio Rivera, Dennis J. McCarthy, Vernon Stiebeg, S. Jones, John S. French, Demetrios Spicloris, Peter P. Green, Anthony E. M. Latore, Connor M. Allan, Walter Schubert, Niels Petersen, Benjamin Siegel, J. Ackerman, Olcioli Hughes, Chris S. Cipriano, Donato Orelli, Edward T. Glazder, James Montana, Cleveland Manning, Howard J. Reiby, Oskar Wusman, Louis Holliday, Wm. H. Sommerville, Andre Fabzon, Michael Crowley.

New Additions To SIU Baby Ranks



Proud father Alfred Lord shows off Ricky, just one month old, while big brother Allen, 3½, looks on. At right is Mrs. Margot Todd with baby Mark. Dad, William Todd, is pumpman on the Winter Hill, one of the Cities Service tanker fleet.



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.

- | | | |
|--|---|--|
| <p>USPHS HOSPITAL BALTIMORE, MD.
Earl A. Bink
Dagoberto Borges
Edmund Cabanski
Henry K. Callan
R. W. Calloway
Thomas Downie
Horace B. Gaskill
Gorman T. Glaze
Benodict Klakowitz
Anthony Klavins
James McFarlin
Stephen Mehringer
William Mellon
Harold R. Milburn
Olman Morales
Henry W. Mueches</p> | <p>Clarence G. Murray
M. J. Murray
J. Oehlenslager
F. Ostergaard
Joseph Perreira
Keith E. Potter
W. H. Puchinisky
A. B. Seeberger
L. G. Sheehan
Abdon Sylvera
R. R. Trageser
W. VanderVlist
A. A. Voyevotki
J. C. Whittington
Robert R. Wingert
Joseph Zeschitz</p> | <p>USPHS HOSPITAL SAVANNAH, GA.
Warner W. Allred
G. M. Bennett
James E. Garrett
J. M. Hall
Comas Knight
J. T. Moore
Jack D. Morrison
Robert L. Grant</p> |
| <p>USPHS HOSPITAL SEATTLE, WASH.
Haik Alexanderin
Thomas D. Dalley
Anafrio DeFilippie</p> | <p>Fred W. Henderson
Marcel J. Jette
J. B. Mainella</p> | <p>USPHS HOSPITAL CHICAGO, ILL.
James R. Anderson
John R. Ballay</p> |
| <p>USPHS HOSPITAL PHILADELPHIA, PA.
George L. Wise</p> | <p>USPHS HOSPITAL DETROIT, MICH.
Peter Gvozdoch</p> | <p>ROGER WILLIAM HOSPITAL PROVIDENCE, RI
Lawrence DuBeau</p> |
| <p>UNIVERSITY OF TEXAS—MEDICAL BRANCH GALVESTON, TEX.
W. H. Powell</p> | <p>USPHS HOSPITAL GALVESTON, TEX.
R. E. Allen
Warren W. Currier
Patrick J. Green
William G. Hay</p> | <p>USPHS HOSPITAL FORT STANTON, NM
F. J. Frennette</p> |
| <p>CITY HOSPITAL MOBILE, ALA.
Enoch Collins</p> | <p>USPHS HOSPITAL PONCE, PUERTO RICO
Gregorio Troche</p> | <p>VETERANS ADMINISTRATION HOSPITAL BRONX, NY
Salvator Legayada</p> |
| <p>USPHS HOSPITAL NEW ORLEANS, LA.
S. J. Anderson
James Andrews
T. L. Ankerson
P. Blackwell
Robert Brown
N. R. Cartwright
Oliver Celestine
Rogelio Cruz
William E. Evitt
B. D. Foster
O. C. Chapman
Joseph Fuslier
M. W. Gardiner
K. Gunderson
J. Jackson
W. LaNasa
Leo H. Lang</p> | <p>A. R. King
M. E. Newman
H. G. Shartzler
Hoyt L. Tanner</p> | <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
Emilio Delgado
Lloyd Miller</p> |
| <p>VETERANS ADMINISTRATION HOSPITAL NEW ORLEANS, LA.
Joseph Cusimano</p> | <p>George Pease
Edward Poe
Karl Raans
Wilbur H. Scott
William J. Smith
W. R. Walker
J. E. Ward
Earl K. Whitley</p> | <p>TAMPA MUNICIPAL HOSPITAL TAMPA, FLA.
Jose Gigante</p> |
| <p>USPHS HOSPITAL NORFOLK, VA.
Garland A. Haga
Marinus Hansen
Leslie M. Jackson
Luis Lopez
C. L. Massey
Arthur Ronning</p> | <p>S. E. Roundtree
William A. Rowe
Joseph O. Roy
Thomas R. Stanley
H. W. Vivatson</p> | <p>ST. AGNES HOSPITAL PHILADELPHIA, PA.
Roy Thompson</p> |
| <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
George W. Crosby
Andrew Franklin
H. S. Greenwald
Robert Hennekens
C. J. Neumaler
Lloyd D. Olson</p> | <p>George Peteusky
Peter Smith
D. K. T. Sorensen
G. A. Stravarides</p> | <p>USPHS HOSPITAL STATEN ISLAND, NY
Victor Arevalo
W. T. Atchason
G. Athanasourellis
Joseph Beary
Willard Blumen
Maurice Burnstine
George Canning
Wayne Collard
Donald Dickson
John Dicoovitsky
William L. Ecker
Ja Ekeland
Lawrence Franklin
Allen J. Friend
John Galvin
F. Goldborough
Domingo Guyal
Howard L. Halley
Ogul C. Harris
William Herman
L. Kristiansen
Florian Kubicki
Thomas J. Kustas</p> |

RECENT ARRIVALS

- | | | |
|---|--|--|
| <p>Michael Wayne Allen, born September 24, 1952. Parents, Mr. and Mrs. Fletcher L. Allen, Route No. 2, Smithfield, NC.</p> | <p>North Roman Street, New Orleans, La.</p> | <p>born October 18, 1952. Parents, Mr. and Mrs. Julio G. Napoleonis, 164 Maujer Street, Brooklyn, NY.</p> |
| <p>Rickie Beavers, November 14, 1952. Parents, Mr. and Mrs. Emory A. Beavers, 1209 Linden Avenue, Baltimore 17, Md.</p> | <p>Tyrone Anthony Hills, born November 22, 1952. Parents, Mr. and Mrs. Frank Hills, 1935 A Geary Street, San Francisco, Cal.</p> | <p>Pamela Gayle Proctor, born November 8, 1952. Parents, Mr. and Mrs. Johnnie M. Proctor, 5108 Wendell Street, Staley Heights, Savannah, Ga.</p> |
| <p>Omar Joel Ames, born November 23, 1952. Parents, Mr. and Mrs. Omar L. Ames, 200 King Street, Bridgeport, Conn.</p> | <p>Margaret Ann Restucher, born November 26, 1952. Parents, Mr. and Mrs. Harold E. Restucher, 1233 St. Mary Street, New Orleans, La.</p> | <p>James E. Williams, born November 6, 1952. Parents, Mr. and Mrs. James E. Williams, Sr., 2804 Josephine Street, Crichton Station, Mobile, Ala.</p> |
| <p>Regina Anne Lewis, born November 11, 1952. Parents, Mr. and Mrs. Kenny Lewis, 206 South Cedar Street, Mobile, Ala.</p> | <p>Evelyn Celestine Hammond, born April 21, 1952. Parents, Mr. and Mrs. Harry D. Hammond, 1129 Elmira Street, New Orleans 14, La.</p> | <p>Miriam Olivia Eddins, born September 19, 1952. Parents, Mr. and Mrs. John T. Eddins, 36 Lakeside Avenue, Granite Falls, NC.</p> |
| <p>Melody Lee Pereira, born November 26, 1952. Parents, Mr. and Mrs. Richard J. Pereira, 550 Walnut Street, Camden 3, NJ.</p> | <p>Emily Lasso, born November 27, 1952. Parents, Mr. and Mrs. Robert Lasso, 309 Nunez Prieto Street, Villa Palmeras, Puerto Rico.</p> | <p>Lyle Bren Granter, born December 1, 1952. Parents, Mr. and Mrs. Harry Granger, Box 2042, Sulphur, La.</p> |
| <p>Rugero Jose Barrios, Jr., born November 11, 1952. Parents, Mr. and Mrs. Rugero J. Barrios, 4323</p> | <p>Diane Elizabeth Lesko, born November 13, 1952. Parents, Mr. and Mrs. Michael Lesko, 1446 East 51 Street, Brooklyn 34, NY.</p> | <p>Myra Joan Manuel, born May 14, 1952. Parents, Mr. and Mrs. Murphy Manuel, Basile, La.</p> |

Injured Man Finds SIU Welfare Johnny-On-Spot

When a man is flat on his back in a hospital with a serious injury there is little or nothing he can do to take care of his personal affairs—especially if his family and friends are hundreds of miles away. That's where SIU Welfare Services comes in to take care of all matters that the patient can't handle himself.

Such a situation arose recently when Seafarer Warren Smith was taken off the Calmar (Calmar Line) after he had injured himself on board. He was put in a St. James hospital in Newark, but in all the excitement, his gear was left on board and went on to Baltimore with the ship.

Took Care Of Payoff

As soon as Smith had recovered sufficiently, he managed to contact the Union. A Welfare Services representative went out to Newark and left him some cigarette money. Then he got in touch with the company and made arrangements for Smith to be paid off.

Smith wanted to get out of the Newark hospital as soon as possible because he didn't know anybody there. When he was off the critical list and in condition to be moved, the Union had him transferred to the USPHS hospital in Staten Island.

Smith had no clothes to wear

other than the dirty work gear he was wearing at the time of the accident, so the Union representative went to the Sea Chest with a list of his clothing sizes and bought him a full set of gear. Meanwhile, arrangements were made with the company to forward Smith's gear that was left on the ship.

Notified Sister

Last but not least, the Union representatives sent a letter to Smith's sister in Corpus Christi, Texas, notifying her of what had happened and assuring her that Smith was on the mend.

Smith is now recuperating in the hospital among his friends and shipmates. He is looking forward to the day when he can ship out again.

"I don't know what I would have done," he said, "if the Union didn't have a Department of Welfare Services to help me out. If it weren't for that I would probably still be out in the Newark hospital and all the things they took care of would be still waiting for someone to do them."

Shirley Darlene Milne, born December 8, 1952. Parents, Mr. and Mrs. Walter D. Milne, 406 St. Emanuel Street, Mobile, Ala.

Diane Celio Sequeira, born November 26, 1952. Parents, Mr. and Mrs. Frank Sequeira, 37 Prescott Street, East Boston, Mass.

Georgina Kathleen Pulvano, born December 3, 1952. Parents, Mr. and Mrs. Alfred Pulvano, 1748 Fillmore Street, Camden 4, NJ.

Joan Brown, born December 3, 1952. Parents, Mr. and Mrs. Roosevelt Brown, 656 Montgomery Street, Mobile, Ala.

Daniel Lee Crews, born September 1, 1952. Parents, Mr. and Mrs. Yulee H. Crews, 109 South Poplar Street, Winston Salem, NC.

Shirley Kathleen Hutchins, born November 15, 1952. Parents, Mr. and Mrs. Robert L. Hutchins, 1412 Washington Avenue, Bronx, NY.

Opal Lynn Campbell, born September 17, 1952. Parents, Mr. and Mrs. James M. Campbell, Fort Screven, Ga.

Carlos Labiosa, Jr., born December 8, 1952. Parents, Mr. and Mrs. Carlos Labiosa, 573 West 183 Street, New York, NY.

Waiting For His Dad



This appealing youngster is Boyd Crews, son of Seafarer John Nelson Crews. Boyd attended recent Mobile membership meeting and posed for LOG photographer in Union hall there.

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.)

The hospitals look sort of barren about this time of year. Most of the guys manage to get themselves discharged before Christmas if it's at all possible, and a lot of the guys still in the hospital manage to get passes so that they can be home with their families over the holidays. Of course, a lot of the emptiness is taken out by the number of families that come up to visit the fellows who are still left in the hospital.

And, speaking of Christmas, that \$25 Christmas bonus that all the hospitalized Seafarers got sure was welcome. Some of them said that they planned on using the extra money for fare home, while a lot of the others will at least have some extra money to buy little gifts for their families, or else be able to get a few extra things for themselves so that the holidays will be a little more enjoyable for them. They all gave a vote of thanks that the SIU administers its own Welfare Plan, because no outside insurance company or anything like that would ever declare an extra \$25 bonus for every Seafarer who was in the hospital over a day at Christmas.



Morales

Al Thomson over at Manhattan Beach Hospital is doing real well. Some of the boys might remember that Al married another one of the patients whom he met when he went to the hospital. Both he and his wife expect to be discharged in the near future, and they've already got a place over on Staten Island where they plan to live. But first, Al says, they plan to take a trip down to Tangipahoa Parish in Louisiana, where Al has a farm right in the strawberry region. His folks live right around there too.

Tiny Mease and Roderick Smith got all dressed up like Santa Claus at headquarters for the holidays. They did a fine job, but at first, they were a little doubtful about getting in on the deal. They were afraid some of the kids would be a little too rough on dear old Santa if they hadn't gotten what they wanted last year or something like that.

John Murdock is doing pretty well over in Staten Island Hospital now. About 15 Seafarers went over and donated blood for John and for Bill Acheson after a call went out in headquarters. Blood calls in New York have been running pretty high lately, but the Seafarers have been coming through fine whenever one of their Union brothers was in a spot.

We'd just like to remind the men that, if they get turned down for a job by the company doctor, they still have a chance. Under the contract, they can go to a USPHS doctor, and he has the final say. Any man who gets turned down by the company doctor should call the dispatcher right away, though. If he waits too long, the company will have already called for another man, and the job won't be left. If he calls right away, he will probably still have a chance to go to USPHS and get another examination. It's just another case of contacting the Union first whenever anything goes wrong.

Warren Smith is doing real well at Staten Island now. He was in a private hospital for a while, but then got transferred to Staten Island. He says that he's much happier now, because he's with his own people, other seamen, and he has somebody to talk to and to pass the time with.

Ramon Morales is in Staten Island Hospital, and coming along fine. He had to get off the Steel Voyager to go into the hospital, but it looks as if he might be out and ready to ship again pretty soon.



Thomson

FINAL DISPATCH

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

William H. Foley, 34: On August 28 Brother Foley died of cerebral edema in New Orleans, La. He joined the SIU in Boston, and had been sailing as a wiper in the engine department for over a year. Burial took place in Manson, Ia. His estate is administered by William C. Foley.

William O. White, 42: A hemorrhage from a gastric ulcer caused the death of Brother White on December 2. He had been an AB in the deck department since joining the SIU early this year in NY. Brother White was buried in Lakewood, NJ. He leaves his mother, Julia White, of Barnegat, NJ.

James King, 52: After a fall aboard the Alcoa Roamer, Brother King suffered a fatal cerebral hemorrhage on October 29 at the US Naval Station, Trinidad, BWI. He

joined the Union over ten years ago in New Orleans, as a bosun in the deck department. Surviving is his wife, Rhea Virgetts King, 118 East View Drive, New Orleans, La.

Genieusz Baranski, 23: When the boat which was carrying him from the Malabar Hotel in Cochin, India, to his ship, capsized, Brother Baranski was drowned. A member of the Union since the early part of 1951, he sailed as a wiper in the engine department. Surviving is his mother, Mrs. Josephine Baranski of 67 North 8 Street, Brooklyn, NY.

Pedro Luiz De Franca, 47: A victim of azotemia, Brother De Franca died in the Veterans' Administration Hospital at Coral Gables, Fla., on July 27. He had joined the SIU in Norfolk in the beginning of 1944 as a FOW in the engine department. Brother De Franca was born in Brazil and was buried in the Miami Memorial Cemetery. Tomas Lopez Lopes is administrator of the estate.

Welfare Service Assists Aliens

One of the many functions of SIU Welfare Services is to assist members in their dealings with US Government agencies. Included among such cases are alien seamen who need advice and assistance on how to go about getting their visas and make application for their citizenship papers.

Recently two Seafarers who were confronted with this problem got in touch with the Welfare Services Department. As a result, one man who had been trying since 1947 to get a visa has now obtained it, and another Seafarer expects his shortly.

Five Years' Attempts

Seafarer John Vellinga, who sails as FWT, and is a citizen of the Netherlands, was the man who got his visa after five years of unsuccessful application. He had applied unsuccessfully, in Durban, South Africa, Lisbon, Portugal, and other ports, before he got in touch with the SIU Welfare Services, while a crewmember on the Beatrice.

Welfare Services advised him what papers he needed to have and also wrote a letter to the American Consulate in Ciudad Trujillo, where the Beatrice was scheduled to stop on November 2. Vellinga made application for his visa on that date. Subsequently, when he got back to that city on the Frances, he found his long-sought visa waiting for him.

The importance of the Union's



Long-sought-for visa is displayed by Seafarer John Vellinga (left) to Casey Kralinger. Vellinga got the visa after five years of unsuccessful attempts, through aid of SIU Welfare Services.

letter, which gave assurance that Vellinga was regularly employed, was emphasized by the Consul as the most significant factor in the success of his application. "Without this," the Consul said, you

would have a lot of difficulty getting entry visa."

Vellinga was very grateful for the Union's assistance. "I have my family in New York," he said, "and I was worried that if I didn't get my visa, I would be sent back to Holland. Now I can make application for my citizenship papers after all these years."

Similar Instance

A similar case in which Welfare Services was called into play involves Casey Kralinger, engine maintenance, who is also a Netherlands subject. He has been trying to get a visa for two years without success.

In his case, after he got in touch with the Union, a letter was written by Welfare Services to the American Consul in Rotterdam, and other necessary papers were sent along. Kralinger's family in Rotterdam has notified him that the letter and the papers have arrived at the Consulate. He intends to catch a ship that is stopping in Rotterdam and make the necessary personal application for his visa. He is hopeful that as a result of the aid he has received from Welfare Services that a visa will be forthcoming this time.

Other men who may be trying to get visas for full residence here may find it helpful to contact Welfare Services on their problems. Residence visas are particularly desirable now under the McCarran Act.

Father Finds Union Big Help After Sudden Death Of Son

The personal services offered by the SIU welfare set-up over and beyond payment of money benefits were illustrated by the tragedy that befell Seafarer Jan R. Mucins. The veteran SIU man, known to many in the Union as "Bob", was aboard the Bull Line ship Frances, en route from Puerto Plaza to New York when he received the news via radiogram that his 19-year-old son, Robert, had been stricken ill and died.

Since Mucins and his son lived alone in Hoboken, where the boy was attending Stevens Institute, he didn't know where to turn first. He was at sea, several hundred miles from home, not knowing what was going on. There was no one, as far as he knew, to take care of all the arrangements that had to be made.

It was here that the SIU Welfare Services Department stepped in. In cooperation with many other people and Mucins' shipmates, all necessary arrangements were cared for and Mucins was kept informed of what was being done.

Captain Contacted Union

The crew, when informed of the tragedy, quickly took a tarpaulin muster to help Mucins out and to purchase a large floral wreath. Meanwhile, the ship's master, Captain M. G. Fleming, succeeded in contacting Walter Siekmann, SIU Welfare Services director, by radio telephone. The Union was given authority to okay an autopsy and to proceed with funeral arrangements.

In turn the Union contacted the school, and Mucins' landlady, Mrs. Drees, giving them the go-ahead signal on the autopsy; also notifying them when the ship would get in port and when the funeral should be held. Mucins' shoreside friends were notified of the funeral and the school cooperated fully by dismissing young Mucins' class so that they could attend the services.

Letter to Mother

Consequently by the time Mucins got in with the ship, everything had been properly attended to and he had been kept informed

of all developments. The Welfare Services Department also arranged for a photographer to be present at the ceremonies so that pictures of the funeral could be sent to the boy's mother in Holland. The Department also wrote the mother notifying her of what had happened, as Mucins himself found it difficult to sit down and write a letter of this kind himself under the circumstances.

"If the Union had no Welfare Service," Mucins said, "I don't know what I would have done. I remember attending the meeting when the membership approved setting up this department. I never realized at the time how important it would be to me."

"I want to thank all those who were responsible for setting up these services, as well as my shipmates on the Frances, and Captain Fleming for his help."



Pallbearers carry the coffin of the late Robert R. Mucins out of the funeral home, while Mucins' classmates at Stevens Institute, Hoboken, NJ, look on.

VOL. XIV
No. 26

SEAFARERS LOG

Dec. 26
1952

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L. •



A MERRY CHRISTMAS

AND

A HAPPY NEW YEAR

SEAFARERS INTERNATIONAL UNION
ATLANTIC & GULF DISTRICT • A.F.L.