



DRIVE BEGINS IN ATLANTIC TANKERS

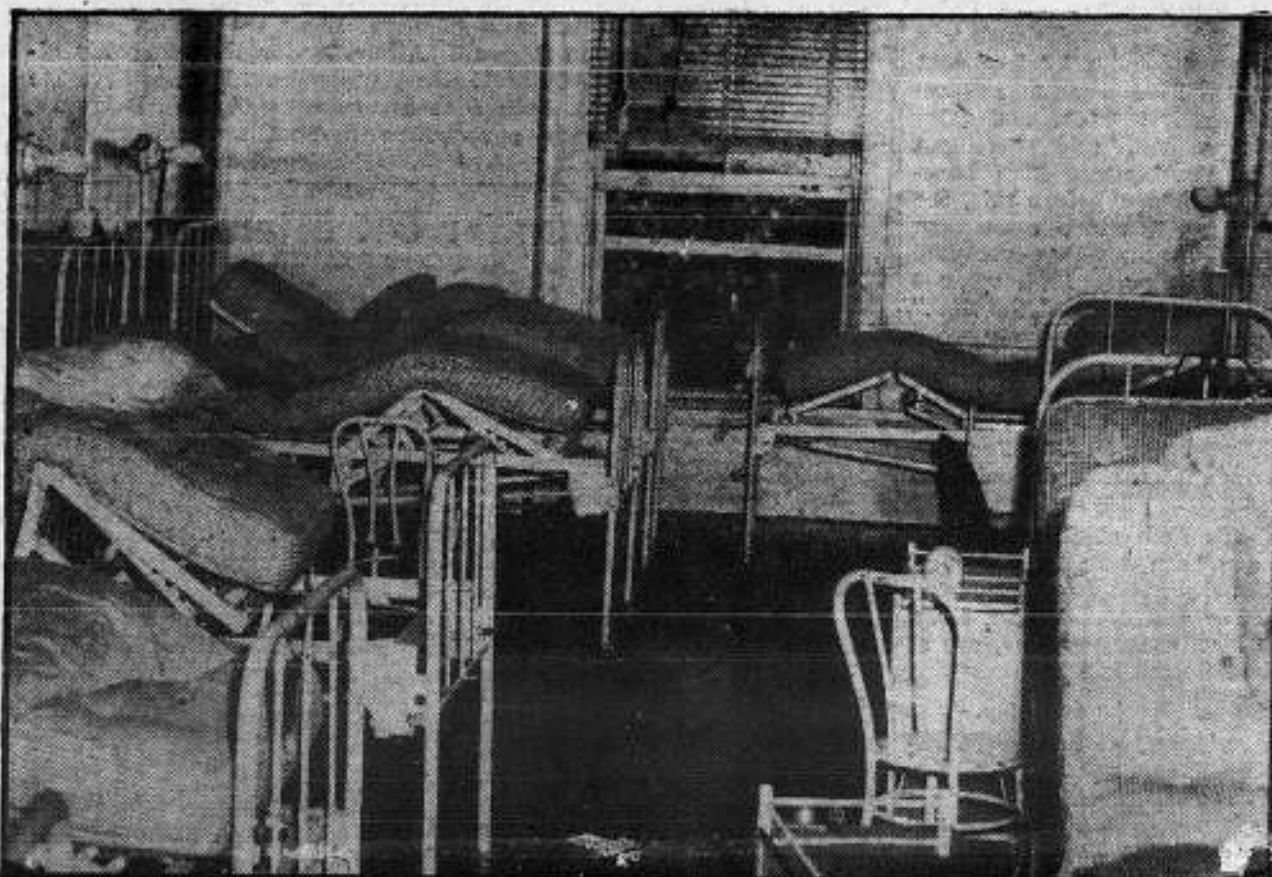
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Progress Reported On New Pact

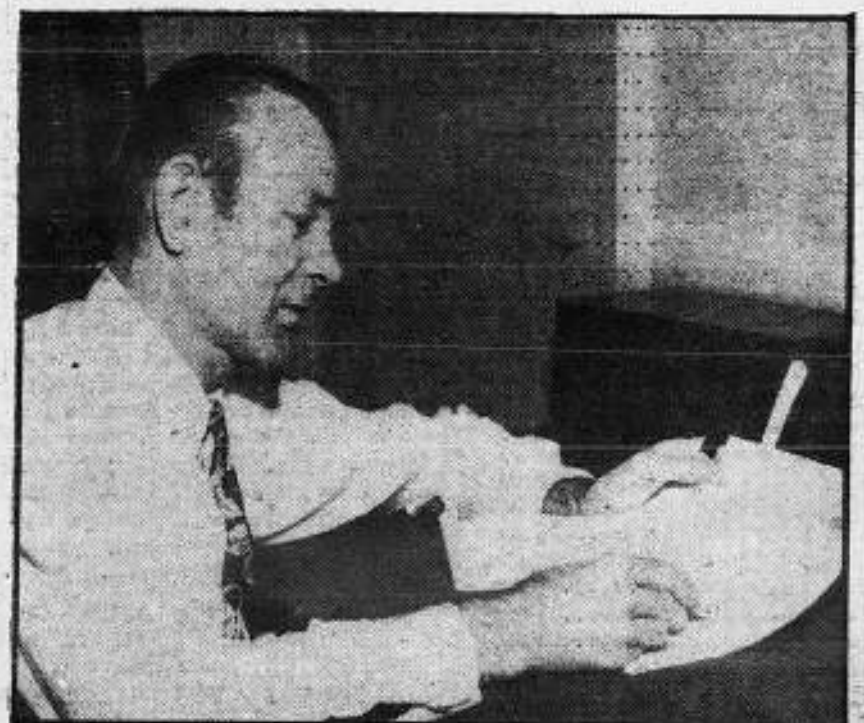
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Contract Talks Get Down To Business.

Gathered around the table after initial discussions disposed of routine issues, the SIU Negotiating Committee and representatives of the major ship operators begin studying proposed revisions of working rules. Members of the SIU Committee, at right, are (L-R): Claude Fisher, representing stewards; SIU Secretary-Treasurer Paul Hall; Joe Algina, deck, and Bob Matthews, engine. (Story on Page 3.)



Hospital Folds. Bare walls and empty beds point up the deserted condition of the Mobile marine hospital a few days after the US Public Health Service announced it was closing down four hospitals for lack of operating funds. The SIU has lodged a strong protest in Washington. (Story on Page 2.)



Triple Play. Seafarer Luther Milton totes up the vacation, birth and hospital benefits he collected this week. They totaled more than all his Union dues in eight years. (Story on Page 2.)

Union Protests Mobile Hospital Closing Order



On visit to the Mobile Marine hospital the last few days it was open, SIU Patrolman Robert Jordan (left) discussed the forced closing with Seafarer J. H. Jones, FWT, a patient at the hospital.

A strong protest against the closing of four USPHS hospitals, including the one in Mobile, Ala., has been made by the SIU to the Federal Security Agency. The closing of the Mobile Hospital along with USPHS units in Kirkwood, Mo., Portland, Me., and San Juan was called a crippling blow to proper medical care for seamen and a step backward from a 150-year-old Government policy.

The closing of the four hospitals was ordered by the PSA after Congress cut \$1½ millions out of appropriations for veteran's medical care. Since the USPHS hospitals care for a certain number of veterans under arrangements with the Veterans Administration they were hit by the budget cut and had to reduce services.

Mobile Hard Hit

The effect of the reduction however, will be to eliminate USPHS facilities for seamen in the port of Mobile, one of the largest and most important ports in the country and

the SIU. Seafarers passing through this port will now have to fall back on private hospitals for emergency care or depend on facilities at New Orleans. While the USPHS is making arrangements with the private hospitals for this emergency care, there is no guarantee that treatment will be up to the high standard of the USPHS hospitals.

The closing will hit large numbers of Seafarers who make their homes in an around the city of Mobile, and will compel them to travel long distances for medical care with loss of time and earnings resulting.

Indignation against the closing was running high in Mobile, where veterans organizations and civic groups joined with the SIU and other maritime unions in vigorously protesting the closing of the hospital. Up until the order came through, the Mobile hospital had been in continuous operation for 109 years.

Protest Meeting

As soon as the order was received, a meeting of veterans and seamen's representatives was organized on Monday afternoon, August 11. The meeting emphasized that the Mobile hospital served approximately 11,000 seamen in various maritime unions as well as 300,000 veterans living in the area. Consequently the group went on record, vigorously objecting to the closing of the hospital. Telegrams were sent to Senators Hill and Sparkman and to Representative Frank Boykin urging them to use every possible effort to keep the hospital open.

Similar protests were filed by the Junior Chamber of Commerce and the Knights of Columbus.

Need Hospital Here

SIU Mobile Port Agent, Cal Tanner, one of the leaders in the protest meeting declared that "I can't see why a port the size and importance of Mobile should be deprived of such a vital hospital facility. It's certainly going to make things tough for Seafarers who live in Mobile to have to" (Continued on page 27)



The only six survivors of last year's Southern Isles sinking were photographed aboard the Coast Guard cutter Cherokee after they were rescued. They are: (left to right, around the table), Wilson Deal, steward-cook; Howard Bastenback, oiler; Raymond Holden, cook; Charles Perkins, MM; James Childress, AB; Sam Lynn, OS.

CG Probe Scores Company For Southern Isles Loss

The long-awaited Coast Guard report on the Southern Isles disaster, which cost 17 lives, places the blame for the sinking squarely on the company's shoulders and recommends Government prosecution. In virtually the same breath, the report then states that it does not consider the evidence sufficient to warrant criminal prosecution of the president or manager of the Southern Trading Company.

The Southern Isles, a converted LST, broke in two and sank on October 5, 1951 off Cape Hatteras. She went down so rapidly that the crew could not launch lifeboats. Only six crewmembers survived the disaster.

Cargo Distribution Wrong

The report of the Marine Board of Investigation states that the vessel probably broke in two and

sank because it was overloaded and the cargo improperly distributed on board, and because the vessel was being driven at its maximum speed in heavy weather. It also blames the fact that there was no previous experience in using LST's as bulk cargo carriers so that there was no way of telling whether the vessel was suitable for that kind of service.

As the report put it, "the causes of the breaking of the Southern Isles were a weakening of the hull structure by overloading and by

unequal distribution of weights during loading of and discharge of iron ore cargoes and the driving of the vessel during heavy weather encountered on her last voyage."

Not only was the ship overloaded on her fatal trip, but on three previous voyages as well, with overloads between 223 and 386 tons of cargo. These overloads, the board said, weakened the structure of the ship thus contributing to her break-up.

Company Allowed It

Further, the board of investigation specifically states "That Milton P. Jackson, president of the Southern Trading Company and W. M. Bradbury, operating manager of the Southern Trading Company had knowledge of and wilfully allowed overloading of the Southern Isles."

Despite this report, survivors and beneficiaries of the men lost in the disaster have had to settle their claims against the company in the Federal District Court in Norfolk at sums ranging up to a maximum of \$34,000. Total claims awarded against the company were estimated at about \$250,000.

Limit On Claims

Attorneys for the claimants attempted unsuccessfully to have the cases transferred to Delaware, where the Southern Trading Com- (Continued on page 23)

Three-Way \$\$ Benefit Adds Up For Seafarer

"The SIU is the best deal in the world for a seaman—and I can prove it in black and white," Luther R. Milton maintains. "Not even counting the better wages, the representation, and the better working conditions I've gotten by belonging to the SIU," he said, "I can prove where I've made money."

Luther collected a total of \$421 in Welfare Plan benefits and vacation pay last week, and after figuring it out, said, "Without counting the Welfare Plan benefits I've collected before this, the money I got this time more than covers all the dues I've ever paid to the Union since 1944, when I first started sailing with the SIU."

Luther's two sons are following right in their dad's footsteps. One has been sailing for two years and the other has just started sailing—both with the SIU. "You can see why I'm making darned sure they sail SIU," Luther said.

Luther's fifth child, Celia Darlene, was born June 11 in Henry, Va. His other two daughters, Martha Louise and Beulah Mae, along with his wife, Beulah Mae, are at home in Rosnoke, Va.

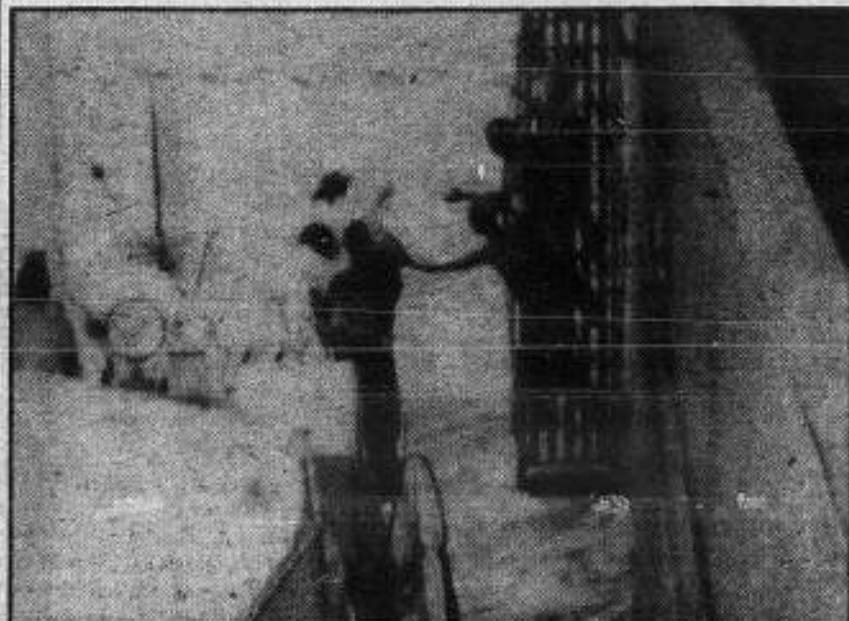
Three Weeks In Hosp.

After signing off the Steel Artisan (Isthmian) as a wiper, Luther spent three weeks in Staten Island USPHS Hospital and then went to the New York headquarters.

There, Luther collected a \$200 Maternity Benefit check from the Welfare Plan and a \$25 US bond from the Union for Celia Darlene. He also got a \$151 check for the

Vacation Pay that accumulated while he was on the Steel Artisan. When he combined that with the \$45 he collected in hospital benefits for his three weeks in Staten Island, it came to a total of \$421. When he figured it out, Luther announced that the money cov- (Continued on page 27)

Sea Transfer Off Miami



Successful transfer of injured Seafarer Antofne Landry, pantryman, (with hat) to a Coast Guard cutter is completed by crewmembers of the Chickasaw (right). Landry had his arm caught in a dumbwaiter and suffered a probable compound fracture. Photo was taken by the Chickasaw's electrician, M. E. Watson.

SEAFARERS LOG

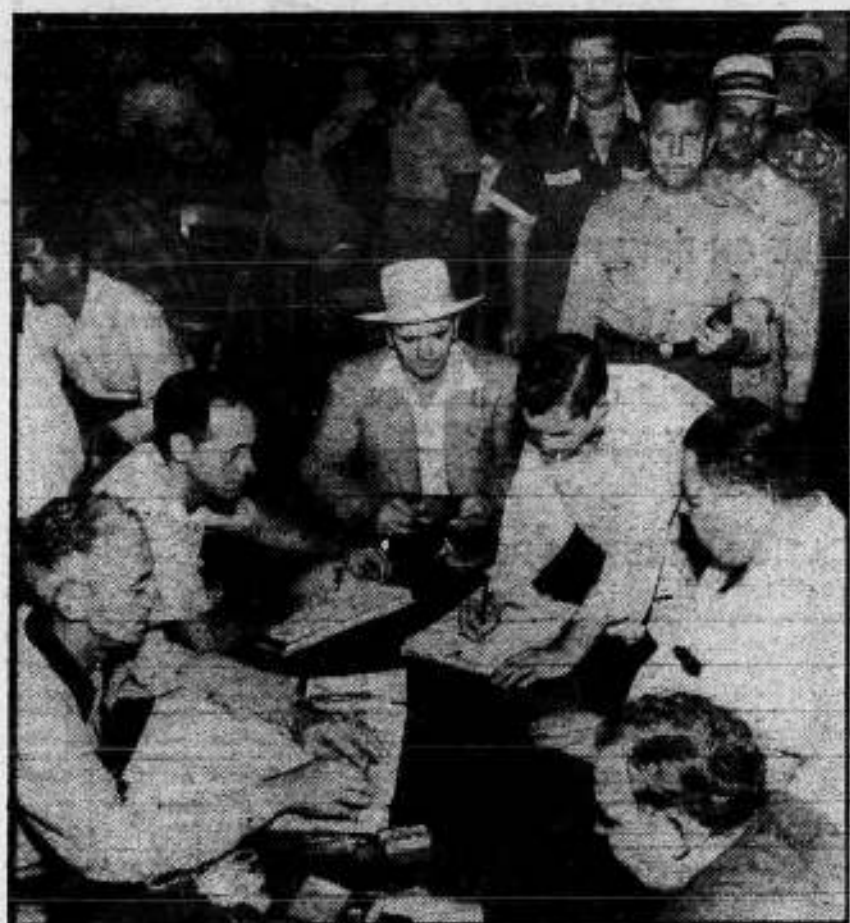
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'UNION TALK' STARTING

Simultaneous with the official launching of the SIU campaign to organize Atlantic tankermen, the SEAFARERS LOG is publishing the first column in a new feature, "Union Talk," specially devoted to organizing material and particularly to the problems of unorganized tankermen. This feature, prepared by Keith Terpe, Director of Organization and Education, begins on page 8 of this issue.



Vote Opens On Changes In SIU Law

With membership meetings in all ports approving the third reading of the proposed new constitution, and the report of the constitutional committee as well, referendum voting on the proposal got underway throughout the district on August 18.

The 30-day referendum will run from that date until the 17th of September as recommended by the constitutional committee and approved by the membership. Voting ran heavy on the first day in headquarters with 235 Seafarers casting their ballots and continued at that fast pace up to the present.

Three Readings

As required under the present constitution, the text of the resolution and the proposed new constitution was read and approved at three successive membership meetings. In addition, a rank and file six man constitutional committee was elected after the second reading at headquarters, the committee consisting of two men from each ship's department.

This committee studied the proposed constitution and brought in a report, the text of which was printed in the last issue of the SEAFARERS LOG, recommending adoption of the document as it stood. The committee also recommended that the 30-day referendum begin on August 18 and end on September 17. A minimum "yes" vote of two-thirds of the men voting on the question is required to put the proposed new constitution into effect.

Mailed To Ships

When the resolution calling for a new constitution was first submitted to the membership, copies of the proposed document were

(Continued on page 23)

Balloting gets a fast start in New York as Seafarers line up to vote on proposed constitution. Here Pedro Perez signs the registration sheet before the watchful eyes of balloting committee members, (left to right), W. C. Patterson, W. Williams, Dutch Palmer, A. Milefski, J. Zieris.

Atlantic Tankers Organizing Drive Launched By SIU

With hundreds of Atlantic Refining Company seamen signing up with the SIU, the Union has taken the wraps off a powerful organizing drive designed to bring to the 1,000 unorganized tankermen of Atlantic's 23-ship fleet the broad benefits available only in the SIU.

The drive, which has been operating undercover for the past several weeks, has met with enthusiastic response throughout the entire Atlantic Company fleet. Volunteer organizers operating under Keith Terpe, newly-appointed SIU Director of Organization, have made speedy progress in all departments as Atlantic tankermen appear eager to receive the same kind of Union protection and benefits that the SIU has won for Cities Service and other tankermen.

Particularly attractive to the Atlantic tankermen are the

greatly superior bread and butter provisions of the SIU contract, and the job security, solid representation and free choice of a wide variety of runs enjoyed by Seafarers.

Also of great appeal to men aboard Atlantic ships are the rights and privileges possessed by Seafarers in contrast to the Navy-like regimentation which the company imposes on its marine employees. Unlike the Seafarer who is free to do as he pleases once he pays off, Atlantic employees paying off in Philadelphia have to report to the Anchorage, a peculiar company setup in that city.

Here they are compelled to do all kinds of shore gang and long-shore work at rates far below standard scales. Regardless of their rating the men may be put to work sweeping floors, making beds, counting linen, loading stores and

(Continued on page 23)

SIU Welfare Seen By Atlantic Reps

Two leading officials of the Atlantic Refining Company, Mr. Frank Turner, and Mr. West, both from the company's personnel office, recently visited the SIU Welfare Office, 11 Broadway, to acquaint themselves with the operation of the SIU Welfare Plan.

The men received a complete briefing on the way the Plan works from Deputy Welfare Administrator Al Kerr. Their visit was seen as a result of the SIU's organizing activity among Atlantic Company tankermen.

Union-Operators Huddle, Report Progress On Pact

With Union and shipowner representatives meeting regularly four days a week, the SIU negotiating committee has reported progress in rewriting the present agreement from top to bottom. In two weeks of meetings the negotiators have practically reached agreement on revision of the general rules of the dry cargo contract.

However, a good deal of work remains to be done. At present, Union and shipowner representatives are dickering over working rule revisions. The Union has presented its proposals and the shipowners have come back with their own counter suggestions on some points.

When all these details are out of the way, the Union will then put

forth its dollars and cents demands for wage increases and boosts in welfare and vacation fund contributions by shipowners. These items have not been touched upon yet, pending disposition of the contract rules.

Whatever the outcome of these negotiations, the Union is determined to emerge from the sessions with a standard freight agreement covering all dry cargo ships with the exception of those highly-specialized vessels.

Tanker and Passenger

Subsequently the Union will go after one standard tanker agreement and one standard passenger ship agreement, thus making contract language uniform throughout each of these three categories, eliminating the confusion arising from different wordings.

With the contract deadline six weeks away at September 30, the negotiators have been meeting on a schedule of Monday, Tuesday, Wednesday and Friday weekly. One day a week is left free for the shipowner representatives to consult with all the other SIU contracted companies, since the shipowner group is not empowered to make decisions that are binding on all other operators without their consent.

The Union's demands for rewriting of the contract are based large-

ly upon suggestions received from ships' crews as to what they want in the new agreement. The suggestions were received after the Union polled all the ships asking crewmembers to suggest changes in the general rules and the working rules. Many of these suggestions, along with others drafted by headquarters, have been incorporated in the proposed contract the Union has submitted.

Handling the negotiations for the Union is a four-man negotiating committee consisting of Secretary-Treasurer Paul Hall and one man representing each ship's department: Bob Matthews, engine; and Claude Fisher, stewards.

Ship Sinks, Crew Safe

The SIU-manned Western Farmer broke in two and sank in the English Channel August 20, following a collision with a Norwegian tanker. All 38 crewmembers were saved.

For further details, see the next issue of the SEAFARERS LOG.

SIU Agents See Steady Union Gain

A complete and detailed report on all phases of the Union's operations has now been published summarizing the results of the recent conference of port agents held in headquarters. The 150-page document consists of a review of the Union's various activities under 12 headings, such as legislative and legal, finances, organizing, building program, welfare operations and others, as well as the resolution on the constitution which has been dealt with in previous issues of the SEAFARERS LOG. The agents found the Union's operations to be in good shape and made various recommendations for further improvements in SIU operations.

Among the recommendations, those under the legislative and



Seymour W. Miller

legal heading reaffirmed the appointment of Seymour W. Miller as General Counsel for the Union, a post he has held since May, 1951.

The agents pointed to Miller's 100 percent successful record in handling lawsuits against the Union as well as his proven ability in all types of Admiralty Court cases.

Wide Legal Experience

Miller, who maintains his offices at 26 Court Street in downtown Brooklyn, has considerable experience both in labor law practice and in the maritime field. He holds the rank of major in the US Army Reserve Officers Corps and is a member of the Committee on Labor Relations of the New York County Bar Association.

The conference expressed approval of the functioning of the full-time Washington office, declaring that it filled a long-felt need in providing the SIU with

(Continued on page 23)

Mariner On Sea Trials

The Keystone Mariner, first of the Mariner-type vessels to hit the seas, is now on her final trial runs from the Sun Shipbuilding and Dry Dock Company's yards.

Because of minor repairs and adjustments, the Waterman Steamship Company is not expected to take the ship over until about September 9. At that time, a full SIU crew should be going aboard in the Chester, Pa., yards.

A total of 35 of these vessels are scheduled to be in operation when the present building program is completed.

Babies Make Payoff



New father Dave Blonstein and wife, Anna, are all smiles as SIU Welfare Services Director Walt Siekmann (right) presents \$200 baby benefit and \$25 bond for baby Charles in New York.



Barely a month old when she and the family were presented with SIU maternity benefits in New Orleans, Rhonda Kaufman is shown on mother's lap with dad, George L. Kaufman, and older sister.



Proud parents, Hilding and Rita Palmquist, receive \$200 benefit and \$25 bond from SIU via Walt Siekmann (left) at Long Island home. Couple met when he was in hospital and Rita was nurse.



Atlanta's first claim to SIU baby fame is Michael Parrot, born May 9, shown as he was treated to his first public airing. Mother and dad, Seafarer Wiley Parrot, share the spotlight.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS
REPORT ON BENEFITS PAID
From Aug. 1, 1952 To Aug. 15, 1952

No. Seafarers Receiving Benefits this Period	1403
Average Benefit Paid Each Seafarer	70.53
Total Benefits Paid this Period	98,950.18

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,245.00
Death Benefits	10,000.00
Disability Benefits	210.00
Maternity Benefits	7,800.00
Vacation Benefits	73,685.18
Total	98,950.18

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	197,811.00
Death Benefits Paid Since July 1, 1950*	352,750.93
Disability Benefits Paid Since May 1, 1952*	900.00
Maternity Benefits Paid Since April 1, 1952*	26,800.00
Vacation Benefits Paid Since Feb. 11, 1952*	1,213,246.97
Total	1,719,508.90

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	183,531.45
	Welfare	363,068.24
Estimated Accounts Receivable	Vacation	210,000.00
	Welfare	510,000.00
US Government Bonds (Welfare)		1,393,648.44
TOTAL ASSETS		2,360,248.13

PAYMENTS OF ALL BENEFITS MAINTAIN A STEADY LEVEL, POSSIBLY AIDED BY UNION PUBLICITY ON SENDING APPLICATIONS TO VARIOUS FUNDS DIRECTLY TO SPEED UP PAYMENTS. APPLICANTS SENDING IN PHOTOSTATIC COPIES OF MARRIAGE CERTIFICATE, BABY'S BIRTH RECORD AND LATEST DISCHARGE CAN SPEED UP PROCESS 5-5 DAYS, AND THERE IS A HEAVY RESPONSE ON THIS. UNION WELFARE SERVICES DIRECTOR WALTER SIEKMANN NOW MAKING MANHATTAN BEACH HOSPITAL EACH FRIDAY WITH BENEFITS IN CASH, ALTHOUGH CHECKS HAD ALWAYS BEEN USED THERE. \$200 BENEFITS AND BONDS ALSO BEING PRESENTED BY HIM PERSONALLY TO ALL NEW PARENTS IN NY AREA. EXPECT CASH ON HAND WILL DROP IN NEXT REPORT DUE TO PURCHASE OF ANOTHER \$100,000 IN US GOVERNMENT BONDS. THIS WILL SHOW UP IN BOND ASSETS OF NEARLY \$1,500,000.

Submitted 8-15-52 Al Kerr
Al Kerr
Deputy 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

Allen crewmen permitted shore leave as seamen continue, in large numbers, to use this method to attempt permanent entry into the US, according to officials of the Immigration and Naturalization Service. For instance, during the last recorded yearly period, a total of 37,584 alien crewmen were ordered held on board ship on which they arrived because they were found to be inadmissible to this country.

Reports of US agencies indicate that 3,591 alien crewmen deserted from vessels at American ports during the year. Of these desertions, 705 were Italian, 521 British, 361 Norwegian, 274 Spanish, 197 Chinese, 186 Greek, 166 Portuguese, 166 Swedish, and 104 Danish.

Immigration officials say that aliens who attempt entry into the US either as stowaways or as smuggled aliens are a vexing and constantly growing problem. New impetus was given to this unwelcome traffic by adverse conditions abroad, by the presence of many European and Oriental nationals in nearby countries, and by the higher prices paid to smugglers. Last year 497 stowaways were detected and excluded at ports of entry and 479 aliens were apprehended in the US who had entered as stowaways or as smuggled aliens.

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Although American shipping has been steadily declining for the past few months as compared with the 1951 and early 1952 peak, it appears that because of the many international commitments assumed by this country, that it will be a long time before shipping drops to a level comparable to pre-World War II days.

In June of 1940, there were 1,300 US-flag ships in operations, of which 1,150 were privately owned and the remaining being Government vessels. This number rose to around 5,000 ships in 1945 and 1946. In March of this year, the drop in US-flag tonnage was to 3,060 ships, of which 1,275 were privately owned, and the balance of 1,785 vessels belonging to the Maritime Administration.

Something that argues well for the immediate future of the US merchant marine are the many treaty obligations of this country, such as those arising under the North Atlantic pact. In addition, this nation has undertaken the enormous job of helping to feed and support less fortunate nations in order to resist the inroads of Communism, all of which spells "business" for ships.

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The Military Sea Transportation Service, which takes care of the shipping needs of the armed services, is now engaged in the job of carrying men and equipment to this nation's northernmost base at Thule on the northwest coast of Greenland.

This was revealed in Washington recently when Admiral William M. Callaghan, head of MSTC, told reporters at a press conference that surface ships had carried more than 90 per cent of all the men, supplies and equipment delivered to the Far East since the start of hostilities in Korea. He reported that his service had lifted 34 million tons of cargo, 13,460,000 long tons of petroleum and 3,100,000 passengers to, from and within the Far East theater in support of the Korean War.

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US tramp ship operators and tramp owners are scheduled to appear at a hearing in this city in the near future to oppose the chartering of Government-owned ships to a number of American lines. The latter companies have had the Government ships on charter for a year or more, in order to help take care of the abnormal movements during 1951 and early 1952. However, the American tramp operators, who did not oppose the original charter of the Government ships last year, now take the position that they have found it necessary to lay up a number of their own vessels, and that the American lines should charter their tramp tonnage in lieu of the Government-owned vessels.

Specifically, the tramp owners will take the position at the forthcoming hearing that Government-owned ships should not be chartered out to American lines as long as the tramp vessels are available for charter to the same companies. In addition, they will point up the necessity of arriving at a Government policy of chartering ships for use in a service otherwise considered essential where the applicant has privately-owned tonnage employed elsewhere. In other words, the tramp owners will argue that no American steamship line should be allowed to charter Government ships for a particular route when the company has privately-owned tonnage employed in other trades that could be utilized.

The target of the attack of the tramp operators are the following American lines which have been using Government-owned ships: Alaska Steamship Co., Coastwise Line, Pacific-Atlantic Steamship Co., Pope & Talbot, Inc., American President Lines and Prudential Steamship Corporation.

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Only a Government like that of the US could afford to lay up some 2,000 merchant ships and pay the expense of maintenance in order to have ships when needed. From time to time, this huge reservoir of ships is strongly criticized by some private interests and by elements in Congress.

In addition to meeting urgent wartime needs, the reserve fleet ships were responsible for keeping ocean freight rates in line following World War II. Normally, the steamship conference system does much to stabilize freight rates, but this is true only when the political horizon is clear and no wars exist or are threatened. However, during the past few years, with so many emergency shipments superimposed upon regular commercial traffic, the existing shipping, both liner and tramp, became inadequate. But, with the huge reserve fleet of the US available, the solution proved to be relatively easy. The necessary Government tonnage was withdrawn from reserve and put in operation to carry emergency goods, leaving the majority of regular shipping free to carry commercial cargoes. Thus the unusual demand for shipping was met by simply putting in operation an additional 6,000,000 or 7,000,000 deadweight tons of vessels.

It can thus be seen how useful an expedient of this nature can be as a factor in stabilizing the level of freight rates.

Your SIU Washington Reporter

Seafarer Sees A Tricky Shuffle In Company Attorney's Dealings

A peculiar date with a company lawyer whereby a Seafarer saw himself being maneuvered into the role of hatchet man against a shipmate's lawsuit was revealed to the SEAFARERS LOG this week.

The crux of the maneuver was that the Seafarer involved was expected to make a sworn statement on the case while the attorney for the shipmate was present, a very unusual procedure in such cases. Seafarer Frank Semple told the LOG that as far as he could see, the reason the other lawyer was to be called in was so that the company attorney could use Semple's deposition to settle the case on the spot in the company's favor.

The company attorney reportedly handed a \$20 bill to Semple on his appearance at the office and promised more of the same should he return and make the statement about Seafarer Eduardo Balboa who was with him on the Robin Sherwood, where the alleged accident took place.

"I made no definite appointments or statements to Mr. Crowley," Semple said in a sworn statement to the LOG, but he was supposed to return at a future date and make the sworn statement.

Suit For \$40,000
Balboa claims he reinjured his leg while working in the chill box of the Sherwood and is suing the company for \$40,000. Semple said that Crowley wanted to arrange with Balboa's lawyer to be present when Semple made his statement. "Anyway," said Semple, "Crowley promised to pay me another \$20 when I came back to give him the statement."

The case came to light as the SEAFARERS LOG continued its probe of the practices employed by company lawyers and private investigators in cases involving Seafarers.

The LOG investigation of the methods used by company lawyers and private investigators was

touched off by its expose of the shabby attempt to get ex-shipmates of once-blind Philip Pron to unwittingly testify against him.

In the May 30, 1952, issue, the SEAFARERS LOG told of how Horace W. Schmahl, a "private eye" with a long anti-SIU record, tried to get Pron's former shipmates to unwittingly damage Pron's \$500,000 suit against Seas Shipping Company.

Coincidentally, the same company employed both men and was represented by the same law firm in both lawsuits.

In the Pron case, Pron claims that his blindness resulted from an accident on board the Robin Trent. He was completely blind, but a fellow Seafarer, Eric Joseph, donated the cornea from his damaged eye and the operation was

successful in restoring some vision to one of Pron's eyes.

In letters bearing the name "Daniel T. Archer," or "Patricia Schmahl," Pron's former shipmates were asked to write back and tell that Pron's eyesight had been bad before the accident took place. This sort of evidence, of course, would do a great deal of damage to Pron's contention that it was the accident that caused the blindness.

False Claims

The letters, which asked the Seafarers to write to addresses which turned out to be either Schmahl's home or his office, made absolutely no mention of Pron's lawsuit. Instead, they merely said that the information was to be used for "a national newspaper publication on

(Continued on page 23)

Purple Heart Korea Vet All Ready To Ship Again

Fresh out of St. Albans Naval Hospital and hanging onto his Army discharge, with the ink just about dry, Korea veteran Thomas E. McCaffery made the New York headquarters one of his first stops last week

to announce that he's going to be looking for another SIU ship in about two weeks.

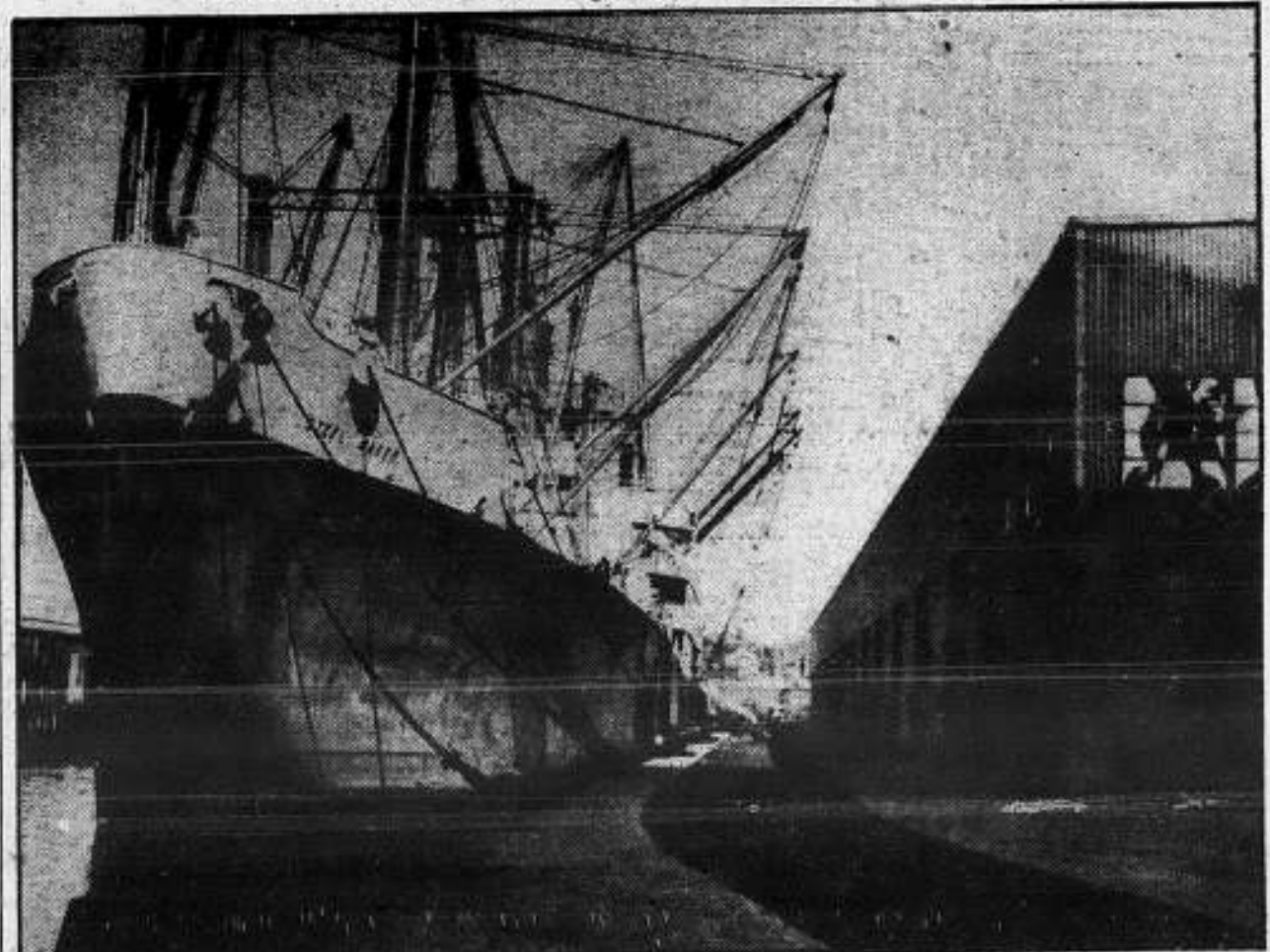
"I figure I'll take a little vacation first," said McCaffery who was hit with grenade fragments and an enemy rifle bullet in October of 1951, and has been in hospitals ever since.

First it was a field hospital near Seoul, then a hospital in Tokyo, and then to St. Albans. There, he met his cousin, Bill Brown, who was in the

Navy. But his cousin, who visited the New York headquarters with McCaffery while McCaffery was still using crutches to get around last January, was later sent back to duty and then went down with the Destroyer-Minesweeper Hobson when the Hobson and the carrier Wasp collided.

McCaffery, who sailed with the SIU before reenlisting in the Army, said, "I'm sure going to start sailing again. I guess I'll look for one of those coastwise runs for a while, and see if I can find any of my old shipmates. I've seen a couple of them around the hall here already."

Brand New Pier Opens In Boston Harbor



The SIU-manned Steel Maker was the first Isthmian ship to dock at the newly-opened Mystic Docks in Charlestown, Mass. Port of Boston is now undergoing a big face-lifting job to provide more modern docking facilities like these.

Absentee Voting May Be Tough

Seafarers from a number of states are going to run into difficulty when they try to cast absentee ballots in the coming November elections.

In most cases, inadequate absentee voting legislation, or else no legislation at all, are the causes of the trouble. A complete breakdown of absentee voting rules as they apply to Seafarers can be found for each state in the list that appears below.

The SIU urges all Seafarers to cast their votes in the coming November elections, and participate in the country's selection of local and national leaders.

Federal postcard registration forms are available to all Seafarers. In most states, these forms will serve as registration blanks and as an official request for an absentee ballot. They should be mailed as soon as possible.

However, the Federal postcard

registration forms are not acceptable in Arizona, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Missouri, Montana, Ohio, Oregon, Utah and Virginia, which all require official state forms, or else application in the form of a letter.

South Carolina and New Mexico allow no absentee voting at all. However, Kentucky, Louisiana, New Jersey and Pennsylvania allow only members of the armed forces to cast absentee ballots outside the state.

Attempts have been made in recent years to liberalize absentee voting through both Federal and state legislation. Progress on this

score has been slow despite the great number of men in the US armed forces who have been serving in Korea, Europe and other overseas points in recent years.

The net effect of inaction on the absentee voting problem has been to deprive hundreds of thousands of soldiers and sailors of their right to vote as well as Seafarers and men in other occupations whose jobs take them away from their homes for long periods of time. This situation also held during World War II when only a handful of seamen and soldiers got a chance to vote in the 1944 presidential elections.

However, even in those states which do allow absentee voting, the Seafarer will find that, in many instances, he will become so tangled up in red tape that he will end up not being able to exercise his vote.

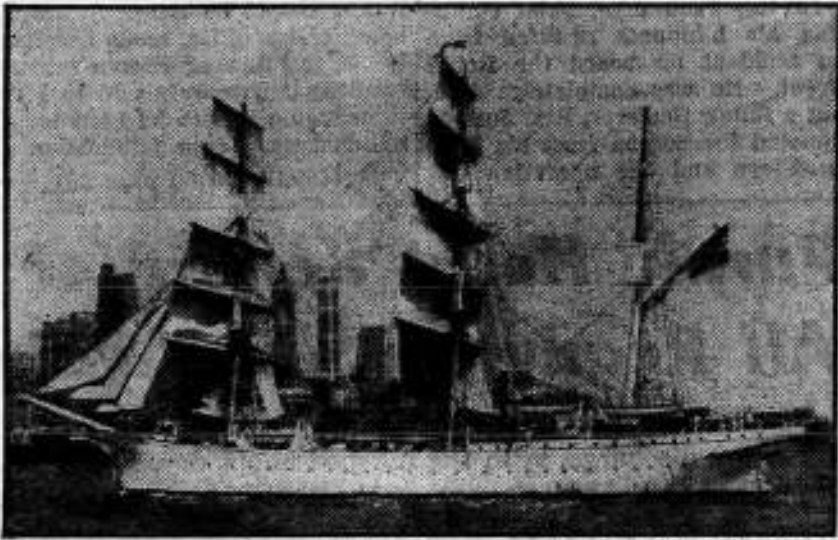
Mail Late

The biggest single factor is that many of the states will not mail ballots to the voter until a short time before election. In such cases, Seafarers who are out to sea may find that they will only receive the ballot long after the deadline for returning it.

Many states will only mail out the ballots 20 or 30 days before the election. The ballots must be filled out, mailed back and be received at the polls by election day. Because of the mails, this will be virtually impossible in most cases.

Seafarers are advised to check the state-by-state data in this issue, and then make their applications for absentee ballots as soon as possible.

Sails Against The Skyline



Using just some of her sails, the Norwegian training ship Lehmkuhl glides by New York's downtown skyline. The steel-hulled vessel put into New York with a load of young cadets to pay her regular yearly visit.

Digest of State Laws on Absentee Voting Procedure

Following is a table setting forth procedures in the forty-eight states and United States possessions governing absentee voting for Merchant Marine personnel.

STATE	In Federal Post Card Application Acceptable?	Earliest Date State Will Receive Application For Ballot	Earliest Date State Will Mail Ballot To Voter	Latest Date That Mailed Ballot Will Be Accepted
Alabama	No	40 days before election	21 days before election	Day of election
Arizona	No	30 days before election	30 days before election	6:00 P.M. day of election
Arkansas	No	20 days before election outside U. S., 15 days before election inside U. S.	20 days before election outside U. S., 15 days before election inside U. S.	6:30 P.M. day of election
California	Yes	Any time	14 May for Primary, 15 Oct. for Gen.	10 June for Primary, 20 Nov. for General
Colorado	Yes	90 days before election	About 30 days before election	5:00 P.M. election day
Connecticut	Yes	4 months before election	4 months before election	6:00 P.M. day prior to election
Delaware	Yes	15 September	15 September	12:00 (noon) election day
Florida	No	45 days before election	As soon as ballot is printed	5:00 P.M. day prior to election
Georgia	No	Any time	In time to vote and return	Day of election
Idaho	Yes	30 days before election	30 days before election	Day before election
Illinois	No	100 days before election	45 days before election	Day of election
Indiana	No	60 days before election	30 days before election	6:00 P.M. day of election
Iowa	No	Any time	35 days before election	Day before election
Kansas	Yes	1 Apr. for Primary, 1 Sep. for General	15 July for Primary, 10 Oct. for General	Day before election
Kentucky	No	Any time except 10 days prior to election	Soon as available	Close of polls, election day
Louisiana	No	Any time	30 days before election	Day of election
Maine	Yes	Any time	30 days before election	Day of election
Maryland	Yes	35 days before election	35 days before election	Close of polls, election day
Massachusetts	Yes	Any time	In time to vote and return ballot	Close of polls, election day
Michigan	Yes	30 days before election	25 days before election	Day of election
Minnesota	Yes	30 days before election	12 days before election	Day of election
Mississippi	Yes	Any time	Soon as printed	Day of election
Missouri	No	Any time	30 days before election	6:00 P.M. day after election
Montana	No	Any time	30 days before election	Day of election
Nebraska	Yes	90 days before election	15 days before election	10:00 A.M. 10 Apr. for Primary, 10:00 A.M. 13 Nov. for General
Nevada	Yes	90 days before election	90 days before election	Day of election
New Hampshire	Yes	Any time	15 October	Day of election
New Jersey	No	Any time	30 days before election	Day of election
New Mexico	No	Any time	30 days before election	Day of election
New York	No	1 April	20 September	12:00 noon on 3 Nov.
North Carolina	Yes	Any time	60 days before election	Day of election
North Dakota	Yes	Any time	21 days before election	30 days after election
Ohio	No	1 January	60 days before election	12:00 (Noon) day of election
Oklahoma	Yes	Any time	30 days before election	7:00 P.M. day of election
Oregon	No	60 days before election	60 days before election	5 days prior to election
Pennsylvania	No	Any time	28 days before election	10:00 A.M. 2 May for Primary, 10:00 A.M. 14 Nov. for General
Rhode Island	Yes	Any time	15 October	4 December
South Carolina	No	Any time	Any time	Any time
South Dakota	Yes	70 days before election	70 days before election	Day of election
Tennessee	Yes	90 days before election outside U. S., 60 days before election inside U. S.	In time to vote and return ballot	Day of election
Texas	Yes	Any time	As soon as ballot is printed	1:00 P.M. day of election
Utah	No	30 days before election	30 days before election	6:00 P.M. day of election
Vermont	Yes	Any time	30 days before election	Day of election
Virginia	No	90 days before election outside U. S., 60 days before election inside U. S.	90 days before election outside U. S., 60 days before election inside U. S.	Day of election
Washington	Yes	1 July	25 days before election	10th day after election
West Virginia	Yes	Any time	70 days before election	Day before election
Wisconsin	Yes	60 days before election	21 days before election	Close of polls election day
Wyoming	Yes	Any time	Soon as printed	Day of election
Puerto Rico	Yes	Any time	Any time	Any time

* No absentee voting permitted.
 † Absentee voting permitted only in General Election.
 ‡ No absentee voting outside of state, except members of the armed forces.
 § Absentee voting not permitted by civilians.
 ¶ Regular Army, Navy and Air Force personnel are prohibited from absentee voting.
 †† Law may change before 1952 elections.
 ††† Applies primarily to dependents of armed forces personnel.
 †††† Ballot must be voted not later than on or before election day.
 ††††† State application form is preferable.

* A form furnished by state must be used or application made by letter.
 † Not permitted to vote by absentee ballot in any election.
 ‡ Absent person must be within continental limits of U. S. in order to vote absentee.
 § Ballot envelopes must be postmarked on a specific day.
 ¶ Absentee ballot can only be obtained at time of registration.
 † Voted ballots from MM and CC must be received on Oct. 31, 1952, for General Election.
 †† Poll tax receipt must be sent with application.
 ††† Application must be in handwriting of applicant.
 †††† Postage for ballot to voter must be paid by voter, except APF.

Top of the News

CLOAK AND DAGGER SUSPECTS FREED — A Federal District Court has refused to grant an extradition order requested by the Italian government for two former Army men who were accused of murdering their superior officer while behind the German lines in North Italy. The two men, former Lieutenant Aldo Icardi and former Sergeant Carl Lo Dolce had been assigned as aides to Major William V. Holohan of the Office of Strategic Services, and had been parachuted behind the German lines in 1944 to help Italian underground fighters. Subsequently Holohan died on the mission, and last year a story was published charging the two aides with killing him because they disagreed over which groups of partisans to aid. One of the men, Lo Dolce, "confessed" to the Army but later repudiated his confession. The men cannot be tried by the Army because they are discharged, nor can they be tried in the Civil Courts because the incident took place overseas.

PRESIDENT BANS WATCH TARIFF INCREASE—President Truman has vetoed a proposed tariff increase in Swiss watch movements that was sought by American watch manufacturers and recommended by the Federal Tariff Commission. The President argued that the American manufacturers business had increased and consequently they weren't being hurt by foreign competition even though business in Swiss watches has boomed. The decision was regarded as a milestone by advocates of freer world trade and was applauded by American watch firms that assemble watches with Swiss movements.

NEW ATOMIC PROJECT IN OHIO—The Atomic Energy Commission has selected a 6,500 acre area in southern Ohio as the site for a new plant that will cost over \$1 billion. The plant will be the third gaseous diffusion operation in the country in addition to existing plants at Oak Ridge, Tennessee, and Paducah, Kentucky. Gaseous diffusion is the process by which uranium in its explosive form is separated from uranium in its natural form, and is the primary source of atomic energy used to prime other atomic plants elsewhere in the country.

CHINESE BIG-WIGS CONFER WITH MOSCOW—A 15-man delegation of Chinese military and civil leaders has flown to Moscow for conferences with Soviet government leaders. Heading up the delegation is Chinese Premier Chou En-lai, who is the second-ranking man in the Red Chinese government. This is the first known large-scale conference of its kind since the winter of 1949-1950 when a treaty was signed between the two governments a few months before the North Koreans launched their attack into South Korea. The current conference is expected to have important effects upon the Korean war and on all of South and Southeast Asia not now under Communist control.

CAMPAIGN PLANNING SHAPES UP—Labor Day will mark the formal kickoff for the presidential election campaign and both General Eisenhower and Governor Stevenson are scheduling wide swings around the country beginning on or after September 1. The General is scheduling an airplane tour of the South beginning the second of the month with stops at Richmond, Atlanta, Birmingham, Jacksonville, Miami, New Orleans and several Texas cities. This will be a test of Republican drawing power in the Southern states. Then he will come back to Philadelphia on September 4th for a major campaign speech. Governor Stevenson will start his speechmaking on Labor Day in Detroit and then will go to Minnesota, Seattle, San Francisco, Los Angeles, San Diego and Denver.

TYPHOID CARRIER INFECTS 17—A woman typhoid carrier who had been working as a cook in a children's day camp in Rockaway, New York, infected at least 17 children and workers at the camp with 42 others believed to be partially affected. The case recalled the famous "Typhoid Mary" who indirectly caused the deaths of a great many people in 1907 while working as cook and kitchen domestic in various institutions. The woman in question was unaware of the fact that she was a carrier and had prepared lunch each day for 300 children attending the camp. Under New York City laws a typhoid carrier, once identified, is not permitted to prepare food for anybody even for family members. There are 350 such carriers listed in the city. Doctors estimate that one or two out of every hundred victims of the disease become carriers after their recovery.

'NEW DEAL' FOR MIDDLE EAST PEASANTS—Peasants in Iran and Egypt who have long carried the wealthy class on their backs are promised sweeping reforms under proposals submitted in both countries. In Iran, the unpredictable Premier Mossadegh has ordered landlords to give peasants 20 percent of the returns from the crops as part of a new land reform program, thus increasing the peasants' share considerably and paving the way for eventual land ownership. In Egypt, the new military dictator, General Mohammed Naguib, is considering a land reform program to divide up big estates and turn them over to Egyptian peasants.

SWEEPING CHANGES IN MOSCOW—A drastic reorganization of the Soviet Government is in prospect as the Russian Communist Party has called an All-Union Party Congress for the first time in 13 years to revise the Party setup. One step will be to abolish the Politburo which for years has been the real ruling body of the country. In addition the Congress will take up changes in the current five-year plan calling for a tremendous expansion of industrial output. The reason for the abolition of the Politburo is not clear, although some observers are guessing that the change is designed to solve the problem of succession to Stalin. At present, the Politburo is made up of the top Communist leaders. Also in prospect at the Congress are revisions of the Communist Party constitution.

BRAZIL NEEDS US DOLLARS—Discussions are underway in Rio De Janeiro and in Washington about a possible \$200,000,000 loan to the Brazilian government. The loan talks grew out of the fact that Brazil is unable to pay for vitally-needed imports such as oil and gasoline. The country is already in hock to the oil companies for previous shipments. Attempts are being made by the government to reduce imports but the debt to US and European countries is mounting steadily as Brazil imports far more than she exports.

2nd SIU Crew Aids Blood Bank Waves Swallow Seaman

SINGAPORE—Following on the heels of their brothers from the Steel Navigator, Seafarers aboard the Steel Apprentice donated their pints of blood to help build up the reserve supply of the Singapore blood bank. The Apprentice hit Singapore just ten days after the Navigator crew started the ball rolling by donating 21 pints of blood in the Singapore General Hospital.

The action of these Seafarers aboard the Navigator has received a great deal of additional publicity on a world scale. The Voice of America has carried the story over its Southeast Asia network and the Reuters news agency as distributed it to English language newspapers both here and abroad.

Local Papers Carry News

In Singapore itself, eight English, Chinese and Malay language newspapers gave the story great prominence, with pictures, on two successive days. Similar treatment was accorded the Apprentice crew on their arrival in port.

The mass blood donations originated with the illness of a cook, Victor Silva, aboard an Isthmian ship last March. Silva was taken off the ship to the hospital in critical condition and an appeal for blood was made to the Isthmian line agents, McAllister and Co., when transfusions given to Silva depleted the hospital's short supply of his particular blood type. As a result, five European and five Asian staff members donated blood to help build up the hospital reserve against future occasions when the supply might fall again.

Union Asks Aid

As a means of thanking Singapore residents for their aid, the SIU and the company asked all Isthmian ship's crews stopping at Singapore to donate blood to the local blood bank for use both by visiting seamen and the local population.

The net effect of the crew's donations has been to build considerable goodwill for Americans in an area where relations had been strained because of local feeling that the US was responsible for the current depression in Malaya's biggest industry, natural rubber.

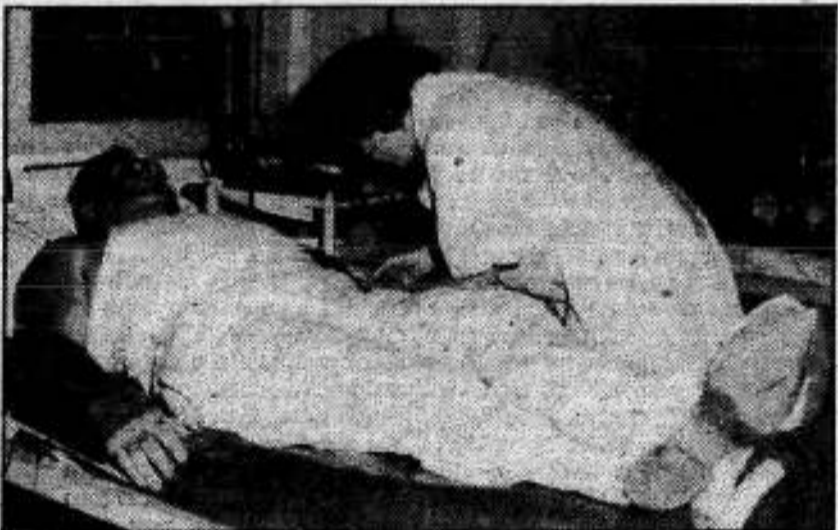
In the words of E. S. O'Keefe, Isthmian agent in the port, "Gestures like these make a far better understanding between the peoples of the world in particular between Asiatics and Americans. . . Favorable publicity on behalf of American seamen I am sure, will help a great deal and create a better understanding all around. These boys should be congratulated."



Seafarers from the Steel Navigator wait their turn to donate blood.



Hospital nurses take down information on blood types after testing.



Singapore Gen. Hosp. doctor takes pint from Captain Parry Major.

Waves Swallow Seaman Sleeping Out On Deck

SINGAPORE—Seafarer Otto Stefansson, deck maintenance aboard the Seatiger (Orion) was lost over the side during a heavy sea while the vessel was enroute to San Pedro from Bahrein.

He was apparently lost early in the night of July 23rd, but was not missed until the morning call. The ship had been bucking extremely heavy seas, and because of this did not turn back to make a search, according to Oskar Kaelep, ship's delegate.

The skipper noted the length of time that had elapsed until Brother Stefansson was found missing and pointed out that no man could have lived in such heavy seas, Kaelep said.

Slept On Deck

Kaelep and Omar Ames, deck



Stefansson

delegate, said Brother Stefansson usually slept out on the boat deck. At the time of the accident the ship was in the Indian Ocean just outside the Gulf of Oman.

Missed In Morning

After Brother Stefansson was missed, his slippers were found on the port side of the after boat deck, together with a broken cot. Ames reported that he had found the cot protruding through the boat deck lower rail at about 2:30 AM but hadn't thought much about it "because I didn't think that anyone would sleep out on such a rotten night." At the time, Ames put the cot back in place.

Earlier, Brother Stefansson had mentioned to Francisco Moreiglio, the bosun and his foc'sle mate, that he intended to sleep inside.

Apparently he changed his mind and fell asleep on the cot. The vessel probably hit an extremely heavy sea and rolled violently, sliding the cot part way through the railing and catapulting Brother Stefansson into the sea.

Started Sailing At 13

Born in Reykjavik, Iceland, in December, 1914, Brother Stefansson started going to sea when he was 13. By the time he was 28, he had sailed on ships of 8 different flags. His first berths were on Icelandic fishing vessels where he was paid \$9.30 per month.

He was once rescued from an Icelandic freighter that was blown onto the rocks in a hurricane, and had a Norwegian freighter torpedoed from under him during the war.

He became friendly with some SIU members and sailed on Isthmian vessels when the SIU began its organizing drive. He stayed aboard at the Union's request and got his book in 1946. He then served as a volunteer organizer on ships of several other companies that the SIU organized.

As Kaelep and Ames said, "he was well liked by all his brothers and was a good seaman and a fine shipmate."

US Merchant Ship Totals Hit '52 Low

The active sea-going US merchant fleet took another notch in its belt during the month of July as foreign trade continued to shrink from the high levels of last winter. Both privately-owned and Government-owned ships were affected by the trade decline which reduced the active fleet to 1,491 vessels of 1,000 tons or more, a new low for the year.

Of this total, 1,278 vessels are privately owned, a drop of four ships in the month of July. Dry cargo ships hold an approximate two to one lead over tankers, 830 to 448. The remaining Government-owned ships still active are all dry cargo vessels.

At the same time, the Government's layup fleet has expanded as more Government-owned ships are withdrawn from service. At present, the fleet totals 1,854 ships.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

By SIDNEY MARGOLIUS

Buying A Used Car

After six years of production of postwar dream cars under such stirring names as rockets, hornets, fireballs, etc., the average guy's choice of a vehicle is still—a good used car. Have you priced new cars lately? You'll understand why more men buy used cars and ride 'em longer. The average heap today rolls up 120,000 miles before it gets hauled off to the glue factory. In 1940 the average was junked at 85,000.

This year for the first time you can find 1949 models around the \$1,000 mark (sometimes even a '50). In '49 several manufacturers brought out real postwar cars instead of the prewar models some still produced from '48 through '48, and by then too, some of the bugs in early postwar cars had been fixed up.

Too, fall and winter are a better time to shop for a used car than spring when demand and prices are higher.

Cars depreciate sharply their first three years of life. A Seafarer who buys an almost-new car for just a few months' or a year's use before he ships out again may find when he goes to sell it that he's lost several hundreds of dollars in depreciation in a short period. The average car depreciates \$500-\$600 its first year and \$300-\$400 the second. Third year depreciation is \$200 and thereafter it slows down to about eight per cent of its current value each year—\$100 or less.

If you're buying for a short stretch and expect to unload it when you ship out, resale value is important. But if you want a car for keeps for the family, an initial saving may be worth more than future resale value. For example, a new Studebaker Champion costs a little more than a Ford Six but a used Champ is often \$100 or so less than a Ford of the same year.

Shady Operators

Even though most used car sellers may be honest, this business is notorious for shady practices, including palming off rehabilitated wrecks and disguised ex-taxis (which are never a good buy for an average motorist).

You can sometimes save a dealer's profit by buying from a private seller (watch the ads). The advantage of a dealer if he's reliable is that he'll give you a warranty of the car's condition (unless sold "as is"). Either way, before you buy get an idea of values by shopping several lots and salesrooms.

It's worth taking a mechanic along to inspect a used car, before you buy it. If that's not feasible, check it thoroughly yourself. Ask for a test drive; a reliable seller will permit it. Just be sure any paper you may sign before the test is not a sales contract, and also that your receipt for any "test-drive" deposit provides for a refund if you decide not to buy.

Find Out the Ills

Try a steep hill and listen for excessive knocking. Notice whether the clutch starts jerkily, chatters or slips

when you move off in first, which may indicate a worn clutch. After you've drifted down to ten mph or so, try picking up speed without shifting into a lower gear. Sluggish response or bucking may indicate low compression or other serious defects. Note whether there is too much play in the steering wheel, front-wheel wobble or noise of gears grinding. Try a sudden stop to see if the brakes grab firmly and evenly. See if the emergency holds on a hill.

Idle the motor to see if it stalls. Watch the ammeter to see if the generator is charging the battery, and keep an eye on the oil gauge too. A car whose oil pressure drops low after the engine is warmed up could be a real lemon.

One simple clue is the color of the smoke from the exhaust. Black fumes may merely mean the carburetor needs adjusting. But bluish fumes may indicate the engine is excessively pumping oil because of worn pistons, rings and cylinders.

After the drive, take a flashlight and inspect axle, chassis and engine block for cracks or any sign of welding. Look for water or oil leaks too. And of course, note the condition of the tires, although you can now get recaps for under \$10 and even new tires around \$15.

Doors hard to close may indicate the frame was thrown out of line by a collision; very loose doors are a hint the car had hard use.

NEXT ISSUE: Borrowing money at low cost.

Second Seafarer Gets Rap From Venezuelan Police, Cabbies

Another case of mistreatment of American seamen in Venezuela has come to the attention of the SEAFARERS LOG. The second incident involved Seafarer Ben "Blackie" Bone in the port of Maracaibo, and here again the police and local cab drivers teamed up to give the Seafarer a rough time.

Meanwhile the SIU received a reply from the US Consulate in Maracaibo on its protest over the pushing around of Seafarer David Archia in Las Piedras. The reply said that American consular authorities were taking the matter up with local police and port officials in an attempt to put an end to these tactics.

Watch Out For It

However, the consulate emphasized that it would be wise for American seamen going ashore in these ports to try to "avoid situations in which they may be exposed to this sort of thing."

Bone told the LOG that he was aboard the Frederick C. Collin (Dry Trans) which arrived at Maracaibo late in June and anchored out in the river. Launch service was provided for men who wanted to go ashore, and the launches were met by local taxicabs.

When Bone told the cabbie to take him to the Victoria Hotel, just eight blocks away, he was charged three bolivars, about a dollar in American money. He paid the fee without complaint and went on his way.

High-Priced Ride

Subsequently, he flagged a cab to take him back to the ship. The second driver charged him 10 bolivars for the eight block ride, or more than \$3 American.

Bone argued without success that the charge was too much but finally paid the fee. Nevertheless, one of the local cops arrested him and took him to the lockup. It cost him \$16.80 to get out of jail and get back on the ship.

In the first incident, as reported in the LOG of July 11, Seafarer David Archia, steward on the Montebello Hills, was driven 40 miles out into the back country when he hired a cab to get back to his ship. He was then relieved of all his money by a cop and the cabbie, and left to hitchhike his way back to the ship.



New Orleans Port Agent Lindsey Williams (right) accepts several original art plaques presented to the Union by Seafarer Bill Smith (center), as SIU Gulf Organizer Paul Warren looks on.

Got Idea in Travels, Opens Own Business

MOBILE—On their travels all over the world, Seafarers run into many different customs and unusual types of art work, which an enterprising fellow can really turn into a money-maker for himself.

Brother William Smith turned the trick a couple of years back on a trip to South America. Now he's got a curio shop of his own in this port where he and his wife, Lona, turn out originals of art plaques first made in Italy during the sixteenth century.

About 20 years ago these plaques were brought to South America by descendants of the same family which had made them in specially-fashioned molds back in Italy 400 years ago. When Bill Smith saw them, he decided they were a good thing and bought the special molds in which the plaques are oven-baked. Now he has them copyrighted and is in a busi-

ness for himself, aside from sailing regularly as a Seafarer.

The art plaques are hand-painted after they're made in big rubber molds, and the novelty figures on them are embossed almost two and a half inches above the rest of the surface. Up to date he has sold about 100 of them, many to other SIU members.

Mrs. Smith runs the shop when Bill is away at sea. He usually sails in the stewards department, but if business holds up as he predicts, the time may come soon when he'll be able to retire. The name of his place, My Bi-Lo Shop, is a switch on the first names of Bill and his wife, as well as a clever way of putting over the idea of low prices. The place is located here at 1013 Balthrop Street.

UNION TALK

By KEITH TERPE

(This is the first of a series of articles prepared by the SIU Director of Organization and Education.)



The SIU is now directing its full energies to the organization of tankermen in the Atlantic Refining fleet.

Tankermen today represent the only segment of the maritime industry which does not have proper Union representation, and the evident pro-SIU sentiment in the Atlantic fleet makes it the prime target at this time. The desire of the tankermen that the SIU enter the field and work with them to put SIU conditions on their ships is, we feel, a direct tribute to the long-standing record of achievement rung up by the Union on behalf of the entire membership as well as its many friends in the labor movement.

First and foremost in this record, is the fact that we have gone into every campaign with all the resources at our command, and have gone in to win. And the windup in every case has been that we have come out on top every time with the best wages, conditions and benefits going in the maritime industry. For this reason, we can call on plenty of savvy and know-how to score our points because we're in there to win no matter how long it takes and we do just that right down the line.

SIU Means Business

There are cases in point in either the tanker or freight field where Seafarers have shown they meant business when they went out to organize, and never left anyone hanging in the lurch because the battle was tough.

You don't have to go any further in the freight industry than the Isthmian campaign, the one they said "couldn't be won" because the huge fleet was scattered throughout the world and was "untouchable" by unions. "Untouchable" or not, we won on these ships in the largest certification election ever held by the NLRB and today, Isthmian runs all over the world are among the most sought-after trips on the board when the ships crew up.

Again, in a hard-fought campaign we won certification for the Cities Service fleet because CS tankermen made it plain they wanted the SIU, and only the SIU, to represent them. Though the beef was hard fought all the way, Cities Service and the SIU today have excellent labor relations. The report of the Senate Subcommittee on Labor-Management Relations on the East Coast Oil Tanker Industry pinpointed just what the Union had been up against there.

It said, in part: "It is almost unbelievable that any Union could continue in existence in the face of this combination of legal stalling and violent anti-union activity. Certainly a smaller, poorer, and less persistent Union would have been destroyed." This extract from the Subcommittee's report plainly indicated the type of campaign the Union had to face in order to survive. The point is, when the SIU starts something it finishes it in proper order. There are no two ways about it.

Right to a Union

Today, any unorganized seaman has the right to seek full union representation by an organization devoted to the needs of its membership and their families. To return to history a moment, pro-union men were fired during the Cities Service drive as part of the company's fight to resist us. But when it was over, it had to pay several hundred thousand dollars in back wages to men who were discharged unfairly, besides having to reinstate them in their original jobs. Seafarers are always assured their officials will do the job they were elected to do, because that's the only way to do things in a bread-and-butter organization like ours.

Thus, to the Atlantic tankermen we say: Your fight is our fight. We are with you one hundred percent in your struggle for Union conditions. Our Union halls in all major US ports and our headquarters in Brooklyn are open to you at all times. When in port, visit our halls and find out what you can do to help bring yourself and your fellow shipmates in the Atlantic fleet the "best in maritime" by joining the Brotherhood of the Sea.

Cartoon History Of The SIU

The NMU Is Launched

No. 18



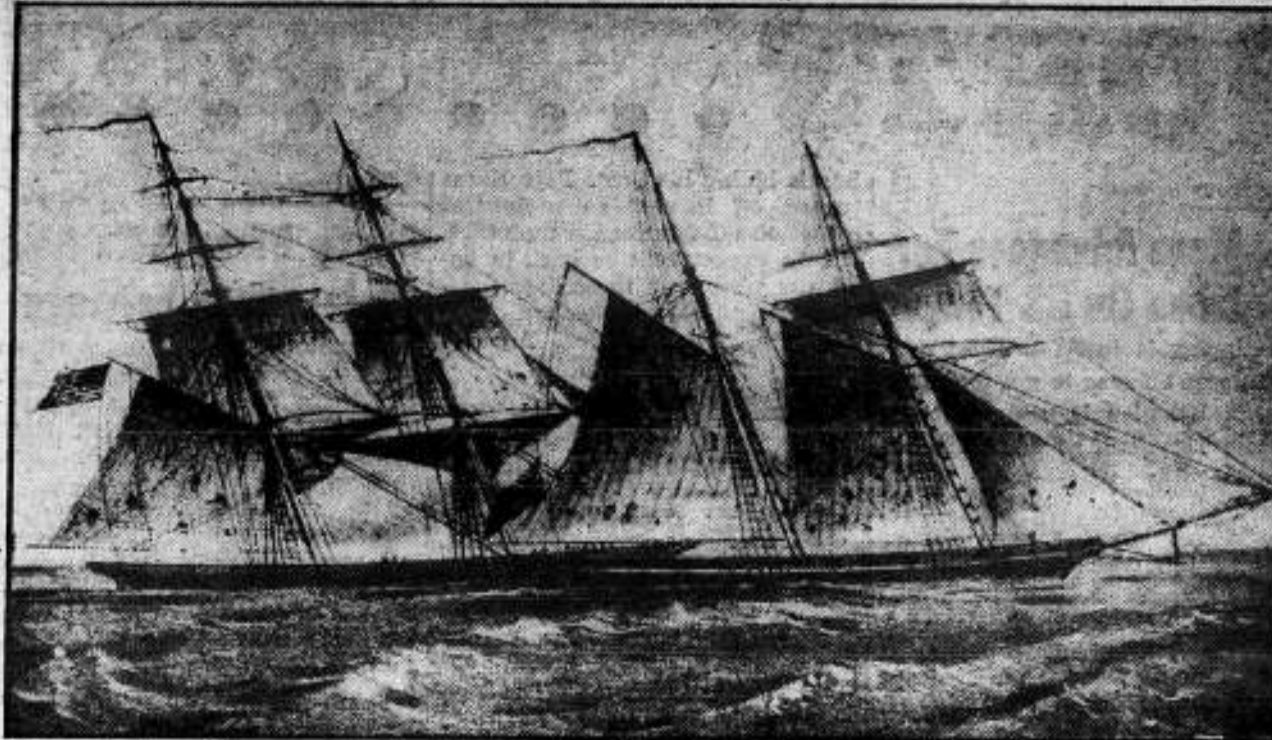
The ISU leaders had sunk so low during the 1936-37 strike, they resorted to fink herding and worked with shipowners and crimps to hold onto their pie. The East Coast membership was fed up with their tricks, and purged them from office and drove most of them off the waterfront.



The Commies, trying to take over the ISU tried to claim credit for raising East Coast wages to West Coast contract levels. But about 500 staunch AFL seamen, who had never given up, recruited 1,500 other seamen, and these men blocked the Commies' attempt to grab complete control of American seamen.



It was "rule or ruin" and the Commies, well financed and with powerful propaganda machinery, launched the National Maritime Union in May, 1937. The ISU was smashed and in the confusion, many seamen were swept into the Commies' net. The 2,000 seamen still refused to give up.



The privateer Chasseur, with her American flag flying high, closes in on the British cruiser St. Lawrence just after the British naval vessel lowered her colors in defeat. Both ships' sails are dotted with holes from cannon fire in the battle.

When Merchantmen Waged War For US

In the recent wars in which we have been involved, the American merchant seamen have been called upon to sail unarmed or lightly armed merchant vessels in the face of submarines, dive bombers, mass bombing raids, enemy surface raiders and other battle dangers so that the badly needed supplies would arrive. They have always responded admirably.

Seafarers have always answered the call of their country, but back in the days when this nation was still in its infancy, there was one big difference: the merchantmen of those days had a chance to fight back.

Early in our history we had a tiny and ineffective navy, and the merchant fleet was often called upon to wage war as armed privateers.

One of the crews that turned privateer made history in the War of 1812.

At the outbreak of the war, their vessel, the Comet, was commissioned as a privateer. She was outfitted with some extra guns and set sail in July, 1812, to cut up English shipping wherever possible.

On her first cruise, she took three ships as prizes worth a total of \$400,000. She then ran an English blockade to refit at Chesapeake Bay, and then ran the blockade again to get back to sea.

Naval History

It was on her second cruise that she engaged in an action that made naval history. She learned that a group of English merchantmen were in Pernambuco and lay in wait for them. When four vessels sailed, she followed and closed in on them. One proved to be a large Portuguese brig-of-war which warned the Comet that the merchantmen were under her protection.

Olde Photos Wanted by LOG

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

Ignoring the war brig, the Comet closed in and began an action that lasted for almost two days. While holding off the huge brig, the Comet cut out one of the armed merchantmen, subdued her and put a prize crew aboard. All the while, her guns held the Portuguese at a distance.

Then, with the large warship still hounding her, the Comet proceeded to attack each of the other merchantmen and both finally surrendered. They were badly damaged, however, and no prize crews were put aboard. The Comet, after making sure her first prize got away safely, allowed the Portuguese to take the other two vessels back into Pernambuco.

This engagement, however, was marked by the fact that "untrained" American merchantmen stood up to a much larger warship and won.

After the engagement, she took two more prizes, and then, flaunting herself before an English man-of-war, she cut two merchant ships out of a convoy.

The English man-of-war, the Swaggerer, made for the Comet. The Comet led her on a merry chase to give her prizes time to get away, and even stopped while the Swaggerer was in sight and chasing her, to engage a third English vessel and put a prize crew aboard her.

After taking a total of some 27 prizes, the Captain and crew of the Comet were given a more powerful vessel, the Chasseur, and they promptly elected to make the English channel their hunting grounds.

Took on Britain

At the time, the English, although they didn't have enough ships to enforce it, had declared a blockade of all American ports. So, the Chasseur, although she was all alone, sent a document to London declaring that "all the ports, harbors, bays, creeks, rivers, inlets, outlets, islands and seacoast of the United Kingdom of Great Britain and Ireland are in a state of strict and rigorous blockade."

The "blockade" wasn't effective, but it did upset the English calm for a while.

Then the Chasseur turned to St. Vincent and did set up a blockade that soon had the merchants pleading for an English naval squadron. The squadron was sent,

but was never able to catch the fast Chasseur.

Relying on her great speed, the Chasseur then proceeded to St. Lucia, where she operated under the guns of its forts. In fact, on one day she was just about to put a prize crew aboard a vessel she had engaged right in front of the fort when a man-of-war hove into view and she abandoned her prize.

The entire West Indies was soon buzzing with complaints of how this "audacious" ship was operating along the shores and no English vessel was safe from her.

Her last action of the war took place about 36 miles off Havana, when she sighted a sail and closed on it. The sail proved to be an English naval schooner, just about equally matched in men and guns with the Chasseur.

All during the war, the English



The crewmembers of an American privateer swarm onto the deck of an enemy ship. The lusty and hard-fighting privateers used boarding parties as their favorite war tactic and not many enemy crews held them off.

Navy had used as an excuse, the complaint that the American vessels were better built and faster than English vessels. But this ship, the St. Lawrence, was a former American privateer that had been captured by the British.

Carrying important dispatches, the St. Lawrence tried to run, but the Chasseur caught her and closed to engage her. The English opened fire and a desperate 15-minute engagement followed.

The Chasseur, seeing that the Englishman carried heavy guns, closed through a hail of fire. The

merchantmen of the Chasseur then got close enough to the St. Lawrence, and waving their cutlasses, boarded her. Within minutes, the St. Lawrence surrendered.

She was so badly damaged that the Chasseur didn't even bother to take her as a prize.

After her engagement with the St. Lawrence, the Chasseur put back into New York and learned that the war was over. Her merchant crew had earned themselves a record that could be matched by few if any naval vessels.

Sunken Treasure Defies Salvage

Most stories of buried or sunken treasure rest primarily upon speculation or legend, and come pretty close to being fairy tales, but every once in a while one comes along that has been "proven," and where the treasure, for one reason or another, still hasn't been recovered.

One such story has been told by a deep sea diver who claimed that he discovered the fabulous Santa Margarita—only to lose it again.

The Santa Margarita, according to records handed down through the centuries, hit a reef off the Florida Coast in 1595, and went to the bottom. She was carrying a cargo of silver bullion that would bring well over \$3,000,000 on today's market.

The diver in question was working on repairs to a submarine cable off Palm Beach when he saw the rotted hull of the old ship. There were large numbers of sharks silently gliding around the area, but he approached the old hull and took a good look.

Definitely Located

Through the rotted planks of the hull he saw the cargoes of silver and definitely established that the hulk was the Santa Margarita.

After he finished the repairs to the cable, and was brought back up to his ship, he quietly marked the spot on a chart of the area and didn't say anything to any of the crew about his discovery.

It took some time, but he fin-

ally scraped together enough money to buy a boat and some salvage equipment, and armed



Cross shows the approximate location of \$3 million worth of sunken treasure.

with his chart, he went back to get the treasure.

His small boat anchored at the spot marked and he made a dive.

He found the hull just as he had left it, and then went back aboard the boat to prepare for salvaging the fortune.

One of the sudden storms familiar to the Bahamas area came up just then. The seas rose. The wind became fierce. The little boat couldn't stand the buffeting and was torn loose of her anchor lines. The three crewmen were washed over the side. The precious chart was lost in the storm. The diver drifted for days before he was picked up.

No Recovery

After that he made a couple of futile attempts to relocate the Santa Margarita, but was never successful and couldn't raise the money for a thorough search of the area.

So, today there is still, somewhere off the coast of Palm Beach, over \$3,000,000 in silver just waiting for someone to find it. That the treasure can easily be reached by a diver has been established. That the treasure is there has also been established.

The only catch now is that nobody knows just where it is—and there are many, many submarine cables covering the bottom of the sea off Palm Beach.

PORT REPORTS

Lake Charles:

Ferryboat Leaves Gulf, Heads For Philadelphia

For the past two weeks we have been having such a rush of shipping for rated men, especially in the deck and engine departments, that we don't know where we got the men. With the help of good old New Orleans and Galveston, the calls were filled, and all but a couple of the brothers whom we had persuaded to volunteer for jobs were happy about things.

Accounting for the rush were the Fort Hoskins, Archers Hope, Cantigny, Government Camp, Chihuahua, Paoli, Bents Fort and French Creek, all of the Cities Service family, as well as the Beaugard (Waterman), and Republic and Federal (Trafalgar). The last two were over in Port Arthur. In addition, we had the Strathbay (Strathmore) in for a spell.

Well, it seems we called the wrong shot on this, and that the ferryboat run is finally at an end. Loud was the wailing and weeping when the sad news reached the crew of the Federal, but though a few of them piled off when it was corroborated, she loaded and sailed full up for Philly.

Among the oldtimers we've had around the beach here recently were W. Johnson, H. L. Meacham, Ted Weaver, C. Gann, A. Fruge, W. W. Hughes, J. Mitchell, H. M. Ward and H. C. Wirtz, the latter a Keystone Stater who sails in the stewards department, and joined the SIU in 1947 after a hitch in the army. None of these men were allowed to stick around very long, as most are married men and must work pretty steadily so that the family can have all the things it needs and requires, a condition we heartily subscribe to.

Gulf Oldtimer

On the Beaugard we ran into one of our oldest members, Raymond Ferrera, but better known as "Blackout," who is quite well known around the Gulf. For many years he sailed as bosun from Tampa, until finally one day he decided to give Tampa a break and moved up to New Orleans.

The labor news is spotty. About the only thing in the fire is the AFL garage mechanics still waiting on the NLRB for the word on the election at the Ford dealer's joint here. We hear the dealer is really putting up a scrap to keep the union out but can't see what he expects to gain by it.

Leroy Clarke
Lake Charles Agent

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New York:

Lots Of Jobs On Board If You're Not Choosy

Shipping and business both have dropped off some in the past two weeks, but this does not mean that things are at a standstill.

A bookmember can get out in a reasonably short time if he is not too choosy about the type of ship or run that he takes, and there are still quite a few open jobs going off the board to permitmen. Judging from the schedule of ships due to arrive here for payoffs from long runs in the next two weeks, shipping should pick up considerably. During this past period we

paid off a total of 31 ships in the New York area and signed eight on foreign articles.

The following were the ships paid off: Lone Jack, Cantigny, Chihuahua, Royal Oak, Paoli, French Creek, Council Grove (Cities Service); Albion, Catherine (Dry Trans); Seatrains Louisiana, Savannah (Seatrain); Hastings, Citrus Packer, Claiborne, Wild Ranger (Watc-man); Transatlantic (Boise-Griffin); Omega (Omega); Yorkmar (Calmar); Potrero Hills, Santa Venetia (Mar-Trade); Michael (Carras); Kathryn, Frances, Evelyn, Puerto Rico, Beatrice (twice), Ines (Bull); Steel Ranger (Isthmian); Lewis D. Emery, Jr. (Victory Carriers); Barbara Freitchie (Liberty Nav).

Included among the sign-ons were the Hastings, Gateway City, Claiborne, Mobilian, Citrus Packer (Waterman); Binghamton Victory (Bull); Lawrence Victory (Mississippi) and Yorkmar.

Better Service

We have made a couple of changes in the offices at headquarters in the past week which we expect will provide for better service to the membership. We have moved the headquarters office and the patrolmen's counter down to the second floor next to the shipping hall. This will be much more convenient for the membership in the settling of beefs, checking records or the handling of any problems which the members wish their headquarters representatives to take up.

This move also provides for closer association and contacts between the membership and its officials, which we believe is as it should be. In addition, it will give us much-needed space for handling the Vacation and Welfare Plans, which we all know is of vital importance to the Union and its membership.

Resolution Read

The last headquarters branch meeting witnessed the third and final reading of the resolution on the proposed new SIU constitution, and the reading of the report of constitutional committee elected by the branch membership. Since this resolution and report were accepted by a majority of the membership, the resolution will be voted on in a coastwise referendum during the next 30 days.

In order to keep up and continue the expansion of the SIU, and improve and protect the rights and benefits of all members of our Union, I recommend and urge that every member who casts his ballot vote "yes" in favor of accepting this proposed constitution.

Claude Simmons
Asst. Sec'y-Treas.

Boston:

No More Advances For Watches On CS Tanker

Shipping is just fair right now, and doesn't figure to get too much better. Isthmian is using the new Mystic Terminal, so her ships are keeping the port from falling apart altogether. We sure could use a few good coastwise runs through this port.

The payoffs during the period included the Tagalam (Seatrade), Christos M (National Nav) and the Government Camp and Bradford Island (Cities Service). All of them signed on again. In transit were the Republic (Trafalgar) and the Steel Chemist (Isthmian).

No More Advances

On the Government Camp, a FWT left the ship after payoff without standing a watch he had been paid to stand, so the company has decided that in the future men will not be paid in advance for watches they stand while waiting for a relief man to arrive. This may cause inconvenience to men who do not foul up, but it shows why the members should fulfill their obligations under the contract. The necessary disciplinary action for this particular man has been recommended to



Brennan

headquarters.

Another beef came up on the Bradford Island, where the bosun was butterworth when he should have been supervising. This involved 16 hours of overtime, and was paid to two ABs who were low on OT for cleaning tank holds, as agreed upon by the deck delegate and the men concerned.

Brothers Doing Fine

Our brothers in the hospital were all coming along in fine style when we saw them, particularly George N. Clarke, who is improving after a recent operation. Tom Brennan, Ken Ainslee and a brother who prefers to remain anonymous each donated a pint of blood for George at the Brighton Marine Hospital, when a call came for donors. We take our hat off to these brothers for their fine action.

Now on the beach, Stan Greenridge is out of the hospital and will soon be in shape to ship out. He said he received the best of care at Brighton Marine. Ben Gordy is still looking around for a good ship. We keep telling him any SIU ship is a good ship, but

Ben is biding his time. Pete Karas rushed off leaving an unfinished model of a T-2 tanker in the office, but we expect he'll be back to finish the job one of these days.

James Sheehan
Boston Port Agent

San Francisco:

Where, O Where, Has Shipping Boom Gone?

The coming two weeks look fairly favorable for shipping with at least four payoffs scheduled, although for the last couple of weeks it was nothing to brag about.

We had one lone payoff and no sign-ons, during the period, plus six ships in transit. The Malden Victory (Mississippi) is in port on inactive status at the present time and may either take a crew or go into the lay-up fleet. We had a skeleton crew standing by on her, but it was laid off when the ship went into drydock for overhauling and sandblasting.

Anxious To Vote

Most of the membership on the beach is anxiously awaiting the balloting on the proposed constitution, and from the various opinions expressed around here, the voting in this area is going to be heavily in favor of the changes.

H. J. Fischer
West Coast Representative

Philadelphia:

'Deals' For Time Off Leaving Crews Short

Shipping continues to move at a fair pace in this port. Coastwise tankers have been taking a number of rated men off the beach, thus practically stripping us of many ratings. The foreign runs calling here are mostly in-transit ships, but we do have to have replacements for several men occasionally.

We had a little-beef on an Isthmian ship the other day which was squared away before the ship left port. There seems to be a practice going on whereby men make deals with the captain to get on the ship in a port, and then, after signing articles, arrange to get time off so their pay does not start until they rejoin the ship.

Consequently, the ship makes her run along the coast with a crew shortage. We replaced four men on this vessel and are going to make sure that these ships have a full crew complement when they leave this port. This is a practice that has to be brought to a halt.

A. S. Cardullo
Philadelphia Port Agent

Wilmington:

Slump Blamed On Rise Of Japanese Tonnage

Shipping has been somewhat on the slow side the last two weeks, and there seem to be few prospects that it will improve right away. Seattle offers the best chances right now.

One of the reasons offered to explain why business has petered out around here is that Japanese ships have reached the three-million-ton mark this year, and their rates for hauling ore have been so low as to drive all American-flag vessels away from this cargo.

One Payoff

We had only one payoff and sign-on, the Madaket (Waterman). This ship came in clean as a whistle with no disputed overtime, no performers and the majority of the crew is staying on. All disputes were handled aboard ship in the Union way, and Capt. Fleming had particular high praise for this crew. A minor beef on the quantity of milk aboard was taken up with the company and squared away to the satisfaction of all hands.

In transit to the port we had the following: Fairhope, John B. Waterman, Alawal, Raphael Semmes (Waterman); Massmar, Calmar (Calmar); Strathport (Strathmore); Jefferson City Victory (Victory Carriers) and the Seapender (Orion).

While she was waiting at anchorage for bunkers and paint for the crew's quarters, we finally got a washing machine installed on the Strathmore. The company had stalled for quite awhile on this, but after we took it up with the master and the agent, they hustled ashore and found a suitable machine in short order.

The membership here also went on record to thank the Secretary-Treasurer and all Port Agents for the wonderful job they did on the drafting of the proposed amended SIU constitution and the work done at the agents' conference. Among the other topics discussed at our meeting was the question of what happens when a member who quits his ship catches another one in his next port. As far as we can see, he still permitted his original ship to sail short and his fine should stand. Some of the members were hazy on this point, but we pointed out this was done to prevent port-hopping from becoming a habit.

Native Californian

One of the members on the beach now is brother Cal J. Wilson, a Seafarer since 1944 and a native Californian, a real rarity in these parts. He was on the Rio run for quite a while and likes it as his favorite port, but since his marriage he has taken to the Yokahama shuttle for a fast trip over and home.

Cal has seen many changes in the Union's structure in the last seven years, and marks the welfare and vacation set-ups as a giant stride forward for seamen. While discussing the constitution resolution the other day, Cal remarked that "the Union has again stepped forward and streamlined the constitution to keep up with rapidly changing conditions. It's a great feeling to be a member of the most forward, militant and far-sighted Union in the maritime industry."

Sam Cohen
Wilmington Port Agent



Wilson

A & G SHIPPING RECORD

Shipping from July 31 to Aug. 13

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.		REG.	DECK	ENG.	
Boston	30	28	21	79	34	31	27	92
New York	233	220	161	614	179	218	137	534
Philadelphia	64	37	40	141	56	40	31	127
Baltimore	124	136	103	363	158	146	101	405
Norfolk	85	57	52	194	28	27	22	77
Savannah	24	28	25	77	19	12	14	45
Tampa	16	9	11	36	5	2	2	9
Mobile	66	73	68	207	57	60	54	171
New Orleans	101	97	99	297	75	98	100	273
Galveston	59	51	47	157	45	33	34	132
West Coast	63	46	46	155	69	65	55	189
Totals	805	782	673	2,320	725	752	577	2,054

PORT REPORTS

Mobile:

Membership Aroused Over Hospital Closing

For the next two weeks, shipping will be running on much the same basis as the past two weeks, or just about holding its own.

During the past period, the following ships paid off: Alcoa Pennant, Cavalier, Pilgrim, Roamer and Clipper (Alcoa), plus the Monarch of the Sea, Maiden Creek and Morning Light (Waterman).

The sign-ons included the Alcoa Pennant, Runner, Pilgrim, Roamer and Clipper (Alcoa), and the Maiden Creek. In transit were the Alcoa Partner (Alcoa), Del Viento (Mississippi) and Antinous (Waterman).

Full Support

The branch membership is 100 percent behind the Union's effort to block the order closing the USPHS hospital here. Everyone is quite upset with this move, since it came as somewhat of a surprise.



Howell

Among them is brother William Howell, who's been sailing as a Seafarer in the steward department since 1945.

Brother Howell says he "never thought I'd see the day that the marine hospital in Mobile would close down. This hospital had been taking care of merchant seamen and federal workers for 109 years, and without so much as a day's notice, was shut down." He noted that now "if you need hospitalization, a seaman arriving in Mobile must go to New Orleans for treatment."

A storm of protest has been raised here over this. The Union has notified all the Representatives in Washington about it, and they have given assurances they will do everything in their power to set aside this order. They, know the SIU is behind them 100 percent.

Cal Tanner
Mobile Port Agent

New Orleans:

While Talks Are On, Always Keep In Touch

Activity has been pretty fair since the last report, and the outlook for the next couple of weeks is okay too. We will crew up the Del Alba and Del Monte (Mississippi), which are now in drydock undergoing temporary repairs, and may do likewise for the Sunion (Kea) and Tainaron (Actium), also here on idle status.

Paying off since the last report were the following: Alcoa Puritan (Alcoa); Del Alba, Del Sud (Mississippi); Antinous, Beauregard, Chickasaw (Waterman); Marie Hamill (Bloomfield); Catahousa (National Nav); Wanda (Epiphany) and the Tainaron. The sign-ons included the Alcoa Puritan; Del Campo, Del Viento, Del Sea (Mississippi); Beauregard and Marie Hamill.

In transit we had were the Alcoa Pilgrim, Cavalier, Corsair, Pennant (Alcoa); Steel Scientist; Steel Director (Isthmian); Del Campo, Del Viento; Seatrain Louisiana, New Jersey, Georgia (Seatrain); Monarch of the Seas, Morning Light, Beauregard, Maiden Creek (Waterman); Longview Victory (Victory Carriers); George Lawson (Pan-Oceanic); Southern Counties, Southern States (Southern Trading).

Long Overdue

At the last regular meeting the membership received a report that had been looked forward to for

over two years. It was like a cooling breeze when we reported that work would begin the next morning on installation of air-conditioning units in the hall, and that there was a chance the job might be completed by the next meeting.

Thanks were extended to the brothers in other ports for their cooperation in concurring with the resolution from New Orleans requesting an okay for air-conditioning of our hall. At the same meeting, the members here unanimously concurred in the report of the agents' conference and the proposed constitution. All members in this port have expressed themselves in favor of the constitution and feel it is another step forward in the forward trend of the SIU.

Keep in Touch

All members are urged to keep in contact with the Union's action through the LOG and Union officials, now that we are in contract negotiations. At the present time no strike action is contemplated, but in the event we have to get our agreement the hard way, all members should be fully informed on the beef and be ready, willing and able to see it through to a successful conclusion. Brothers leaving town should have their name placed on the EOG mailing list to keep in touch.

The strike situation here has about just cleared up with the exception of beefs involving the teamsters, CIO workers in the Blue Plate Food Co., and an independent union of ferryboat workers on the Jackson and Louisiana ferries operated by one of the Bissos.

The latter outfit struck for higher wages after the AFL Masters and Mates went on strike against the Algiers Public Service Co. and got better pay and working conditions. For the present time it looks like these ferries will be tied up for a long while, as the only way they can settle the strike is to boost the rates, but the people of Gretna are not in favor of this move. They can use the Algiers ferries and the Huey Long Bridge just as well.

Plenty of Beefs

Before the strike there were plenty of beefs by the people who used the ferries to have them cleaned up and repaired, but no soap. Now that the workers are demanding more money, the company is asking higher rates so they can raise wages and repair the ferries. It wasn't too long after the MM&P struck that they got their demands, so it seems these independent outfits ought to get wise and join up with organizations that can give them the combined support of all waterfront organizations.

Lindsey J. Williams
New Orleans Port Agent

Galveston:

New Hall On Way, But Slow In Getting Here

Shipping is holding up well for rated men, but otherwise there's not much good that can be said for it. We had very little activity in here the past two weeks.

There was one lone payoff and sign-on in the port during the period, the Neva West (Bloomfield). In transit were the following: W. E. Downing (Mathiasen); Royal Oak, Lone Jack, Winter Hill (Cities Service); Seatrains New Jersey, New York (Seatrain); Steel Flyer (Isthmian) and the North Platte Victory (Mississippi).

Things are pretty slow on the waterfront right now, but there's hope they'll pick up soon. Our branch got itself a little publicity in the local press the last couple of days when word got around that the SIU in Galveston was due for a new hall.

One of the brothers on the beach who is eagerly awaiting the new hall is Earl C. Wallace, who joined the Union in 1945 and ships as bosun. Earl was very active during the 1946 strike in Portland, Oregon, but missed the Isthmian beef because he was at sea during the time.

He's one of those who was ready to plunk down his 20-buck assessment for new buildings almost as soon as he heard we'd won approval on the building resolution. He, like all of the brothers shipping from here, says we can't get that building working too soon because the branch really needs new quarters badly.

Keith Alsop
Galveston Port Agent

Baltimore:

Constitution Readings Guaranteed Protection

We have just seen the best shipping in this port for the last couple of months. For the first time in a considerable period, the men shipped have outnumbered those registering.

Since the last regular meeting, we had 13 ships pay off, 18 ships sign on and 10 calling in transit.

Many of the members have asked why the proposed new constitution had to be put through three complete readings at our shoreside meetings, and the question de-

serves a proper answer. If we only consider the temperature inside the hall and the length of the reading, it might be said that one or two readings at most would have been sufficient.

What we want to point out, however, is that this action was taken to assure full protection to those on the ships and unable to be present at a reading, that we made the maximum effort to conform to all possible constitutional requirements. If it had been required that we have 25 readings like this to make sure that everyone possible have a chance to raise a question in regard to the new document, then we would have had 25 readings.

Appreciation Voiced

Finally, a word of appreciation to the members who have been taking these Ore ships because we know several long-standing beefs sometimes make things uncomfortable for those who ride them.

Our thanks to the members who take these jobs regardless of the present conditions. Incidentally, we have scheduled a meeting with officials of both Ore and Calmar with an eye to squaring away the causes of the disputes on these ships.

Earl Sheppard
Baltimore Port Agent

Savannah:

Shipping Slow-up Not Likely To End Soon

There's been no change in the outlook for shipping here, and we can't say we expect any in the near future.

The High Point Victory (South Atlantic) is expected to pay off and go into the boneyard in Norfolk. The Southwind (South Atlantic) is laying up temporarily for 30 days due to a lack of cargo, and many of the guys are set to wait for her to crew up again.

We paid off two ships and signed on one during the last period, but got men off the beach as replacements for the Blenville (Waterman), Julesburg (Mathiasen), Southstar (South Atlantic), Steel Director (Isthmian) and an SUP ship, the Chestatee.

Besides the High Point, the ships due in are the Southport (South Atlantic), Marina (Bull) and the Seatrain Savannah (Seatrain).

At our branch meeting, several of the brothers took the deck to give a vote of thanks to the membership in other ports who helped make it possible for the Savannah hall to have air-conditioning installed by the next meeting.

E. B. Tilley
Savannah Port Authority

Seattle:

Don't Pile Off Unless You Have Replacement

Everything is moving along mighty fine right now, and we hope it keeps up that way.

Two Waterman ships, the Fairisle and Jean Lafitte, and two Ocean Tow motorships, the Gadsden and the Alaska Spruce, were paid off and signed on again. In transit we had the Yaka (Waterman), plus the Massmar, Calmar and Marymar (Calmar).

OT Sailing Beef

There was an OT beef on the Fairisle because the sailing board was set for midnight, and then they failed to set sea watches at noon on a holiday. We got the dispute settled in favor of the crew because they should have set the sailing time at 12:01 or otherwise set sea watches at noon.

The wiper and the chief on the Lafitte raised a row because they were grinding and packing winches, which is deck engineer's work. This time is pending, but will be settled shortly.

Some members have been slow in getting to their jobs when dispatched to a ship, and on the inter-coastal Calmar ships, some guys have refused to work when they hit this area and pile off even when nobody is available as a replacement. These men must themselves make sure that a replacement is available from the hall and if one isn't around, have to wait until they hit a port that can give them one. Otherwise, they'll face charges.

Kept Pledge

Now serving as AB on the Spruce, brother Julian Markham is one fellow who said he was going to quit drinking a couple of years ago and lived up to his pledge. An SIU member since 1947, he now lives in Portland, although he is originally from North Carolina. He served as ship's delegate aboard the Seacomet (Orion) for eight or nine months, and then on a Calmar ship for four months, all the time doing a fine job. Although he's not the delegate on the Spruce, we know that with men like him we will always be able to keep the SIU on top.

Jeff Morrison
Seattle Port Agent

Tampa:

Coastal Runs Are Only Break In The Monotony

Things are pretty slow here, with only coastwise ships passing through occasionally.

We had the Chickasaw (Waterman) in last week, with no beefs and everything in fine shape, as well as the Florida (P&O), which we visit the 20th of each month in Miami. The boys on her are working hard on their working rules, in order to present them to the negotiating committee and see whether they can be improved.

Most of the talk here centers on the Union eventually getting a retirement clause in our Welfare Plan, though the membership is plenty pleased with the rapid gains being made in each report on all phases of the Union's operations. Generally, we'd advise anyone who's looking for a quick trip to steer clear of this port.

Ray White
Tampa Port Agent

SIU HALL DIRECTORY

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IN THE WAKE

Sailors who experienced those violent sea storms before many people knew about them coined the name tornado, which is a switch on the Spanish word tronada for thunder . . . Similarly, typhoon, as used today, is the seamen's garbled version of tai-fung, Chinese for the cyclical storms which raged in the China Sea and the islands of the Pacific.

The term Spanish Main was originally applied to the Spanish colonies on the northeast coast of South America between the mouth of the Orinoco River and the Isthmus of Panama. It distinguished the Spanish colonies on the mainland from the island possessions in the West Indies, and was later extended to the Caribbean Sea and adjacent waters, including the route taken by Spanish vessels between Spain and the New World. The application of main in this sense was natural, however. In the 16th century the ocean was frequently called the main sea or simply the main.

Landlubbers who want to show off their familiarity with sea terms will refer to a square-rigged sailing vessel as a windjammer, but this term is just about the poorest choice as far as the man brought up in sail is concerned. Windjammer was the steamship man's disparaging way of referring to a sailing ship . . . Scoot has long been abandoned as a sea term and is only used ashore today in the sense of hurrying or moving fast. Originally it came from the Dutch word schuyt, to sail fast.

Dreadnaught, or dreadnought as it is also spelled, is an old adjective meaning fearless, dreading nothing, used to designate a type of battleship at one time thought to be the ideal. The type was proposed in 1903 by an officer in the Italian navy, but was first brought into being by the British with the HMS Dreadnought, the prototype of the class launched in 1906. That same year the US built the USS South Carolina and the USS Michigan. They combined

large tonnage, heavy armament and relatively high speed for that period.

According to Scandinavian sagas, Blorn and Eric the Red discovered Labrador about the year 1000. John Cabot rediscovered the region in 1497, but the most probable theory on how this British territory received its name is that it stems from the Portuguese word for laborer. Records show that the explorer Corte Real in 1500 brought a cargo of natives to Portugal. Apparently the king was so pleased with them and the thought that he had come into the possession of another slave coast from which natives might be exported to other colonies as slaves that he named the place Labrador, or laborers' land.

The seven seas is a figurative term denoting all the seas and oceans of the world, usually said to include the Arctic, Antarctic, the North and South Pacific, the North and South Atlantic and the Indian Oceans. But the term was used long before some of the oceans named were known to the inhabitants of Europe and Asia. It appeared in the literature of the ancient Hindus, Chinese, Persians, Romans and other nations, each time indicating different bodies of water. Right near Venice, Italy, there is a group of salt-water lagoons which the Romans called septum maria, the Latin phrase for seven seas.

A ship's compass will ordinarily be kept in a binnacle, a special housing constructed of hard wood or non-magnetic material for just that purpose. At one time this housing was known as the bittacle, varying according to the Spanish or Portuguese spelling. Aptly enough, it ultimately came from the Latin habitaculum, or dwelling place . . . Meatless days aboard ship used to be known as banian or banyan days, and usually came on a Thursday. The Banians were a Hindu sect of traders and merchants which abstained from eating meat.

THE INQUIRING SEAFARER

Question: If you ever became a beachcomber away from your home port where would you prefer to be?

(Asked of Seafarers on the SS Angelina by Luis Ramirez, FWT.)

W. J. Swartjes, AB: Buenos Aires is the place I'd like to be in if I had my choice. The life down there is pleasant and you can always depend on some kind of a job turning up to keep you alive. Besides, the climate is perfect for me and I can buy all sorts of things cheaper.

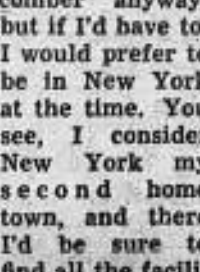
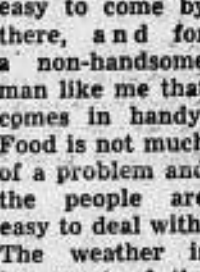
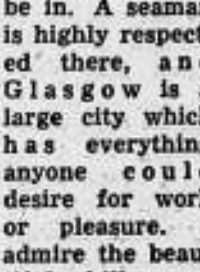
T. Weber, deck engineer: I think Scotland would be a nice place to be in. A seaman is highly respected there, and Glasgow is a large city which has everything anyone could desire for work or pleasure. I admire the beautiful hills and scenery around there. The only trouble is that it rains a lot.

Jose Rivera, chief cook: Where else but New York? You can find all the advantages there that a beachcomber dreams about and there are a thousand ways to make an honest dollar. The people are not as hard to deal with as most people would seem to think.

Tony Acosta, BR: I'd prefer San Juan because beautiful girls are easy to come by there, and for a non-handsome man like me that comes in handy. Food is not much of a problem and the people are easy to deal with. The weather is hot most of the year, but you can beat the heat.

Frank Zananski, oiler: Beachcombing is a wonderful experience. Each place you stop at leaves you with plenty of memories. As for me, I'm married, and my wife and I agreed to do our beachcombing together—at home. But once in a while you get that feeling, be it Istanbul, Hamburg, Venice or Genoa. Should I say more?

Emilio Ramos, FWT: For one thing I can't see becoming a beachcomber anyway, but if I'd have to, I would prefer to be in New York at the time. You see, I consider New York my second home town, and there I'd be sure to find all the facilities I could hope for.



MEET THE SEAFARER



STANLEY JOHNSON, chief cook

Experience shows that even the slightest taste of non-union conditions is enough to make confirmed pro-unionists out of most men the first chance they get.

Johnson, a native of Georgetown, British Guiana, began working during the war for a contractor on nearby Trinidad who was building lend-lease bases for the US. One day, he decided to move on, so he signed on as a messman on a US army transport in port at the time.

Shuttle Run

As fate would have it, he didn't get too far away, because for 17 months the transport was running a shuttle service between Army bases on the islands, carrying food and troops from one installation to another. Working conditions were nothing like those he sails under today, however, because, among other things, overtime was something only a privileged few ratings were permitted, and they worked a seven-day week with one day off in theory only most of the time.

Then, one time when he was off in Trinidad, Johnson called it quits and headed out to the docks to see if any other vessels were in port. He ran into the William McClay, an Alcoa Liberty, which just happened to need an extra hand in the galley, and took this ship into New York, arriving there right in the middle of the 1946 General Strike. It was here that Johnson got a chance to find out what a union was all about for the first time, and the revelations offered a welcome relief from the conditions he sailed under previously.

Since then, he's been on the European run, to West Africa and a couple of times to the Far East. He also made the cruise run on the old SS Washington for Eastern, to Bermuda, Nassau and back, and did an 11-month stint on Cities Service tankers running coastwise and near foreign.

The best trip he recalls was a 'round-the-world trip with the Steel Rover late in 1949, which, besides providing a fat payoff, of-

fered a chance to see a lot of interesting places in out-of-the-way corners of the world.

Sailed CS Tankers

The advantages of sailing with the SIU were brought home to him concretely one time, he asserted, when he began sailing Cities Service tankers soon after the CS agreement was won. They were just two days out on this first trip when the chief engineer started hardtailing him about a fire that had gotten started on the range in the galley because the whole thing was crusted with grease.

"It wasn't too serious, just smoking a little, but this chief started to order me around and tell me I shouldn't cook a certain way as that was causing all the trouble. I told him to stick to worrying about his boilers, but he kept it up until I got sick of it and said I didn't have to take that from him certainly, and while he was suffering from lack of Union representation, I wasn't."

"We wired the Union hall in Lake Charles and had this guy put in his place properly so that even the captain admitted I only took orders from the steward or himself, but not from any black gang officer who fancied himself a chef. This chief didn't bother anybody after that, and maybe even learned to respect the Union because it stood by its members all the way. We appreciate that kind of treatment, and that's why we're 100 percent behind the Union every time."

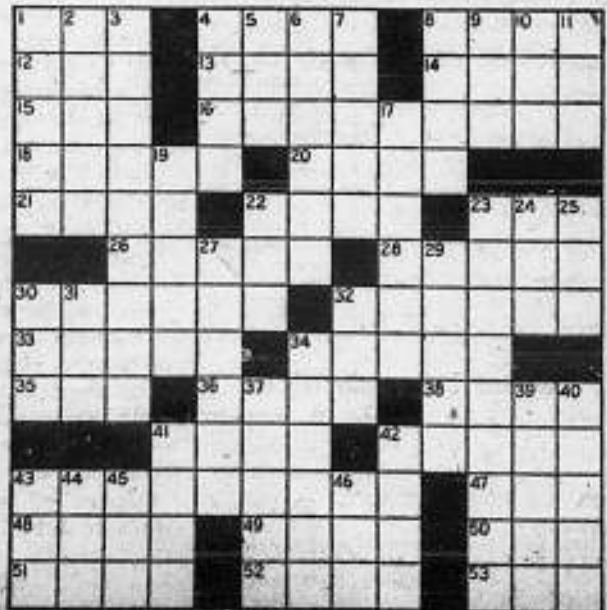
Future Uncertain

What the future holds Johnson isn't too sure, but he expects he'll go up for steward by next year and probably eventually beach himself for a while to take some formal training in telegraphy, or maybe radio too. He's got a full bug key rig at home in Georgetown that he used to play around with quite a lot, and he's been toying with the idea of taking up telegraphy full-time. He'd probably settle on being an operator aboard ship, though, since you "just can't beat the life."

The Seafarers Puzzle

- | | | | |
|--------------------------------------|--------------------------|--|------------------------------------|
| ACROSS | DOWN | 19. Part of a pro- | 24. Trivial |
| 1. How SIU voted on new Halls | 1. Periods of time | 22. Members of crew | 37. Make happy |
| 4. Island in the Aleutians | 2. Cloth | 23. Port 3,129 miles from NY (Track C) | 38. Only middle name on \$1 bill |
| 8. It's worth 53 cents in Uruguay | 3. Penis. Nav. ship | 24. Had a snack | 40. — Maker (Isthmian) |
| 12. Compass point | 4. — deucey from Bolivia | 25. Navy metal-smiths: Abbr. | 41. Visit, as a port |
| 13. Plant shoot | 5. Export from | 27. Great fright | 42. Results of sea voyages |
| 14. — Blere, actor | 6. Wearing a robe | 29. Pass rope through block | 43. Quick drink |
| 15. Girl's name | 7. What all Seafarers do | 30. A famed set of initials | 44. Small fish |
| 16. Products of the BME school | 8. Quick look | 31. Adherent of | 45. — Victory (Victory Carriers) |
| 18. "Football" in Britain | 9. Sooner than | 32. Bashful | 46. Chief island of Wallis Islands |
| 20. Above | 10. Title of respect | | |
| 21. Animal seen at sea | 11. Oceans: Abbr. | | |
| 22. Come together | 17. Watch this in LOG | | |
| 23. "Seafarer Says" | | | |
| 26. Listed | | | |
| 28. Angry | | | |
| 30. What some reefs are | | | |
| 32. Views | | | |
| 33. What helmsman does | | | |
| 34. A sail | | | |
| 35. Bill carrying Hamilton's picture | | | |
| 36. Depend | | | |
| 39. Large tractor | | | |
| 41. Bacteria in polluted water | | | |
| 42. Belief | | | |
| 43. Where Bluefields is | | | |
| 47. River in England | | | |
| 48. Image | | | |
| 49. At that time | | | |
| 50. Compass point | | | |
| 51. What cook does to spuds | | | |
| 52. Greek letters | | | |
| 53. Relative: Abbr. | | | |

Puzzle Answer on Page 25



TEN YEARS AGO

The fighting on Tulagi, Guadalcanal and Florida Islands became hotter as the American forces forced a showdown fight, which could have meant control of the group . . . Police began cracking down on those drivers who did not have Federal Car Use tax stamps on their cars . . . The SIU made several proposals to the WEB that would protect the rights of torpedoed seamen . . . The US Air Corps, after getting established in English bases, began its raids on France.

An amphibious force of Marines raided Makin Island . . . A large force of Canadian Commandos, along with English Commandos and American Rangers, staged a raid on Dieppe that most of the world thought was the beginning of an invasion of the French coast . . . The SIU met with Army and War Shipping Administration over beefs about the Army throwing out the SIU contracts after taking over some ships. The Army refused to budge, despite a "statement of policy" so the WSA promised that it wouldn't turn any more ships over to the Army . . . The fighting in Egypt still continued to see-saw.

Brazil declared war on the Axis powers after several of her ves-

sels were sunk by U-boats almost within sight of her coast . . . Japs landed on New Guinea, stirring up new battles . . . Japs tried to land a strong flanking force in the Solomon Islands and were beaten off after losing over 13 ships . . . Selective Service agreed to adopt an SIU proposal that postcards be placed on board ships so that merchant seamen could notify their local boards of their activities while signing on vessels . . . The RAF continued to pound France in night raids.

It was reported that an unprecedented amount of mosquitoes in New Jersey, larger than ever before, were disrupting the war effort because they kept bothering workers in defense plants and then by keeping the workers awake at night . . . US submarines bagged a record high of four Japanese ships in the same day . . . National income was reported up 31 percent over 1941 . . . The SIU hit attempts to cut the salaries of all Canadian merchant seamen . . . The Yankees were eight games out in front while the Dodgers led their league by three games . . . Williams of Boston led his league by batting .344 while Reiser of Brooklyn led the National League in batting with .328.

SEAFARERS LOG

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Atlantic Next!

Announcement of the SIU organizing drive in the Atlantic Refining fleet is undoubtedly heartening news to unorganized tankermen everywhere, for the SIU means the best. The sure-to-come success in this drive will add hundreds more seamen to the ever-growing ranks of the best represented, best paid seamen in America.

The post-war organizational policy of the SIU has achieved some striking results since it was first set in motion early in 1946. In those few brief years the Union has more than doubled the number of companies under contract, including the signing of Isthmian and Cities Service, which stand out as the greatest post-war achievements anywhere in maritime.

In its early weeks the current campaign is meeting with enthusiastic response. It's obvious that the word has gotten around about the advantages of sailing with the SIU, because the men in the Atlantic fleet have shown themselves eager to join up and bring to their ships the fruits of a Union contract.

That doesn't mean that the company will be signed next week or the week after. There's still plenty of time-consuming work to be done before that day arrives. But the SIU organizing team is certain that Atlantic will come in like all others the Union has gone after. When that happens it will mean the seamen of one more company will be "traveling first class"—SIU style.



More Safety Needed

The Coast Guard report on the SIU-manned Southern Isles disaster confirms the trend of testimony all along, namely that the converted LST was overloaded with the full knowledge of the company and was unsuitable for bulk cargo operations.

As stated in the report, the company bears a good share of the responsibility for the loss of 17 crewmen. Yet part of the fault lies with official agencies that permitted these ships to go into bulk cargo service without fully testing their capabilities.

The fact remains that nothing said in the report can ever undo the damage already done. We can only hope that it will lead to tighter safety regulations and less tendency on the part of an operator to disregard the safety of the crew for the sake of a few more tons of cargo.

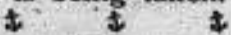


Watch Your Step

As everybody knows, injuries are frequent on shipboard. Where the injured man feels the company is responsible, he will file suit seeking just compensation. In such cases sworn statements of his shipmates will have great bearing, since these cases are handled through Admiralty courts where written affidavits are accepted as evidence.

The doubtful procedure in one such case involving the Robin Line was called to the attention of the SEAFARERS LOG by a potential witness. The eagerness of the company lawyer to get favorable evidence is understandable, but the methods he employed are bound to raise questions.

What took place in this case as in the Pron case, which was reported at length in the LOG, should serve to caution SEAFARERS. Before issuing any sworn statements to anybody they should consider what they are doing in the light of the circumstances of the case and the conditions under which their testimony is being taken.



Benefits Pay Off

The value of SIU welfare and vacation benefits was never better illustrated than by the case of Seafarer Luther Milton. This week Milton collected three different benefits at once totaling more than \$400 because he had had a short stay in the hospital, his wife gave birth to a baby and he collected vacation pay accumulated.

Before the SIU fought for and won its benefit system, Milton would simply have been out of luck. It would have meant being in the hospital and a new baby arriving with not a cent coming in to pay the bills. As for collecting vacation pay—he would have had to whistle at the companies long and loud to no avail.

But all that's changed now thanks to SIU gains. They really pay off when it counts most.

LETTER of the WEEK

Union Has No 'Forgotten Men'

(Ed. note: The author, hospitalized at Manhattan Beach for some time, was recently chosen SIU delegate at the hospital by his fellow patients. In recognition of his carefully thought-out analysis, we are taking the liberty of reprinting his lengthy remarks in their entirety.)

To the Editor:

To every Seafarer the LOG is of tremendous importance. Through its columns he learns of the business of his Union and the health of the maritime industry in general. He is advised of pending and proposed legislation affecting him. He is informed of new techniques and equipment being developed for greater efficiency and safety at sea.

These, and more many phases of his livelihood, are presented to him in an interesting and easily understood manner.

This is as it should be, since the better informed we are, the stronger our Union will be. However, all these things are the immediate concern of the Seafarer who is active. What about the Seafarer who is hospitalized?

Welfare Section

In each addition of the LOG a section is given over to the welfare of the membership. The average Seafarer, if he is active, consults this section of the paper to find out if any Seafarer he might know is in the hospital. It never enters his mind that one day his own name might appear there. One day I made it, and here's what I found.



Driscoll

In November, 1949, I was hospitalized for tuberculosis. At that time, a hospitalized Seafarer received \$3 per week for one year. When he had exhausted these weekly benefits, he was given \$5 per month for the duration of his hospital period. Consider this as compared to today, when a hospitalized man receives \$15 a week not only for one year, but what is of vital importance to a man facing a long period of illness, as long as he is in the hospital.

'Just Didn't Happen'

Now all this just didn't happen overnight. Because our Union affairs are administered by a group of humane and forward-looking men, a well-thought-out, hard-fought and hard-won campaign was instituted some years ago to obtain these benefits for our membership.

It has become increasingly popular in recent years to classify any program of human welfare and betterment as "creeping socialism." These critics might well ask why a man in a Government hospital needs \$15 a week anyway. The answer is this:

Because our negotiating committees have secured for our membership the best wages in the maritime industry, it has become possible for a member to establish a

(Continued on page 21)

'For All Seafaring Men!'



As I See It

by PAUL HALL



TODAY UNITED STATES shipping is experiencing a recession due to world trade conditions and there is nothing any union or individual organization can do about such a situation. But there are certain outside forces at work which could worsen the situation. And here is where something can be done, and your Union most certainly intends to take a vigorous part in this respect.

For example, several nations are presently maneuvering here in an attempt to buy ships from the US Government. For the past two years, nobody has been able to purchase bottoms from this country, because of the expiration of the Ship Sales Act. Now these people are trying to get special legislation worked out that would permit the sale of our ships to them.

During the five-year existence of the Ships Sales Act, the legitimate maritime nations whose tonnage had been destroyed by the war were given an opportunity to rebuild their fleets. They have been able to do this, as any table of figures on the relative strength of the maritime nations will show.

Now along come these Johnny-come-latelys-guys from non-seafaring nations, who want to buy 8, 10, 12 or more of the Government-owned ships. Permitting such a deal means the Government would be giving these guys ships at bargain-basement prices, and the green light to cut-rate the life out of American shipping.

We intend to throw our weight against such a move. The Union and its Washington representative will vigorously oppose any special legislation to scuttle US maritime operations.

A sample of the Union's ability to conduct a successful campaign of this nature on the legislative front was evidenced in 1949, when we were in the forefront of the battle to win the provision that 50 per cent of all Marshal Plan cargoes had to be carried in American bottoms. That battle was won de-

spite tremendous opposition in high government places.

In this latest attempt to snipe at US shipping, as in 1949, the SIU will be in there fighting to protect the jobs of American seamen and the merchant marine as a whole.

THERE ARE STILL SOME who may find it hard to understand why the SIU has gone into the business of paying maternity benefits. It's generally agreed that this is a pretty revolutionary thing for a seaman's union, but when you look it over you can see that it's a natural step considering the changes the Union has made in the Seafarer's life.

The large number of maternity benefits being paid out by the Seafarers Welfare Plan shows how false is the notion that seafaring men of today are not family men. And as the Union continues to pioneer in this area of security, the opportunity for our members and seamen generally to lead more stable and normal happy lives will increase.

TALKING ABOUT FIRST-class citizenship reminds us there is one important feature that the Seafarer is lacking, his full right to vote. The sad facts are that only a handful of states have any decent kind of absentee ballot setup. This means that the Seafarer, whose occupation compels him to be away from home a large part of the time, is being deprived of the democratic rights that are rightfully his as an American citizen.

The Union resents this situation strongly considering that there's no real excuse for it. The SIU has arranged things so that every Seafarer has an opportunity to participate in our Union referendums and elections.

If the SIU can do it, Uncle Sam ought to be able to also. We intend to keep reminding our nation's leaders of that fact until some action is taken.

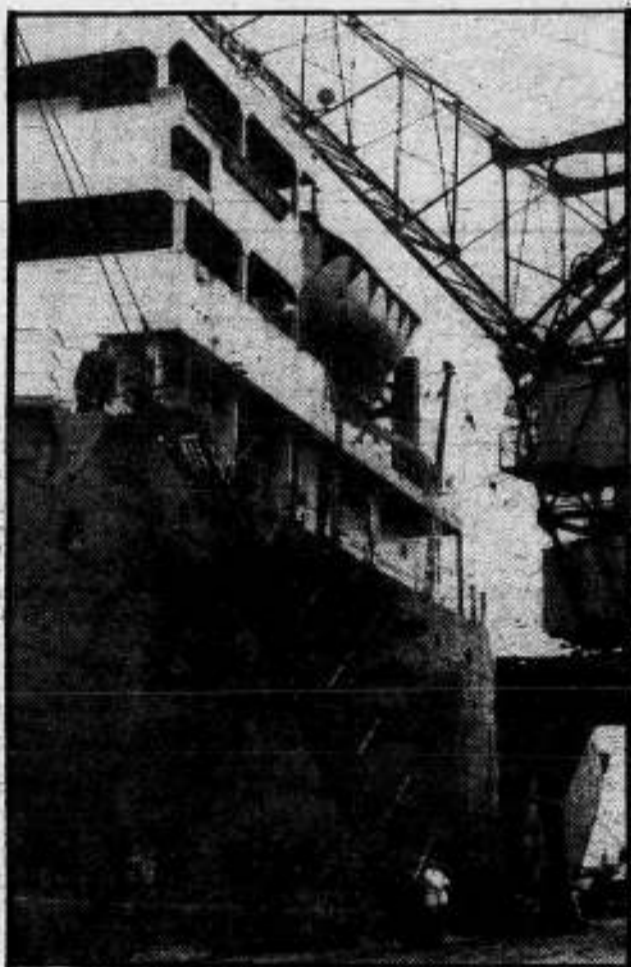


SEAFARERS PORTS OF THE WORLD

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

This photo story on Rotterdam is the first of a series which will deal with the major ports familiar to Seafarers.

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



Seafarers leave the SIU-contracted Hurricane during its stay in Rotterdam to spend some time ashore.



Rotterdam, the largest port on the European continent, is usually filled with ships of all flags, which load and unload at piers or while moored out in the stream.

Rotterdam—the largest port on the European continent, the entrance to the world-famous home of the dikes and windmills, and one of the favorite ports of call for Seafarers.

A bustling, thriving port it has undergone a considerable face lifting in the form of new building to repair the ravages of the war, but is still one of Europe's busiest ports because of its amazingly effective system of inland waterways and canals that link it with most parts of interior Europe.

At the same time, its easy water access to the North Sea without the use of any locks and its concentrated maze of railway connections help make it the busy port that it is.

Seafarers Like It

From the Seafarers' viewpoint, the reasonable prices, pretty girls, good entertainment, and friendliness of the people make it one of their most popular European ports of call.

As one of the regular stops for scheduled SIU-manned vessels from East Coast and Gulf ports, as well as a popular port of call for the non-scheduled SIU-manned tankers and freighters, Rotterdam is a place with which most Seafarers are familiar.

Meeting Places

Before the war, the famous Schiedamsche Dijk was the recreation center for seamen, but this was destroyed during the war. For a while after the war, The Half Way House was one of the Seafarers favorite rendezvous, but now most Seafarers seem to prefer meeting at the Coney Island or Tudor Bars in the Delfshaven section—just a short distance from Merwe Haven where most of the Waterman ships dock.

At night, the Cascade, Habanero or Ambassadeur seem to be popular with the SIU men, as well as the Mae West Bar on West Zee Dijk or Chinatown which is the Katendrecht section of Rotterdam.

Of course, the Seafarers know that they can usually find copies of the SEAFARERS LOG at the Dutch Seamen's Union on Heemraadsingele N., the Pacific Bar on Sumsbweg, the Top Hat Bar on Aldenbarnevelofstraat, and from L. Pleyzier on Beijerlandshelaan.

Camera Fan's Delight

For the Seafarers who carry cameras with them or just want to see some of the country, with its flat farmland, canals, dikes, windmills, local costumes and wooden shoes, a taxi ride to the country to the west of the city seems to be a must.

Most Seafarers report that they like to take a taxi and go about 20 miles outside the city. They prefer going out along the south side of the Maas, on Stadien Weg, and then come back to town on the north side of the river on S'Gaven Weg or one of the other main roads. A trip like that is a pleasant



The ever-present "bumboats" roam Rotterdam Harbor bringing fresh fruit and cold soda to the ships.



Many of Rotterdam's main streets, just as this one, are lined with impressive, modern stores, office buildings and apartment houses. These structures were all constructed since the end of the war to replace the many buildings that were flattened and destroyed during the fighting.

WORLD



Rotterdam

way to spend an entire afternoon, including stops to take pictures, and the fare usually runs about \$10.

But even within the city itself, the many canals with their low, flat barges and tree-lined sides, always make interesting camera and sightseeing fare, while the large numbers of bicycles, one of the main means of transportation, always makes an interesting spectacle. One Seafarer noted, "Gosh, there's bicycles all over the place. They even have special streets just for bicycles."

People Friendly

As one Seafarer said, "The people over there have always looked at the sea as a respected profession, and so they're usually real friendly and happy to be of help to a seaman."

At the same time, Rotterdam with its theatres, restaurants specializing in that substantial and tasty Dutch food, many nightclubs, sightseeing possibilities and general all-around amusements, is known as one of the comparatively cheap European ports of call. Most Seafarers report that the prices are all reasonable.

Of course, the famous Dutch beer and the pert Dutch lasses known for their beauty, always help make Rotterdam an interesting place.

It has been said that "God made the world, but the Dutch made Holland for themselves," and it comes close to being truth. The country which lives from farming and produces most of the milk and dairy products used by the US armed forces in Europe, would have very little land if it weren't for its ingenious system of dikes and canals.

Reclaim Land

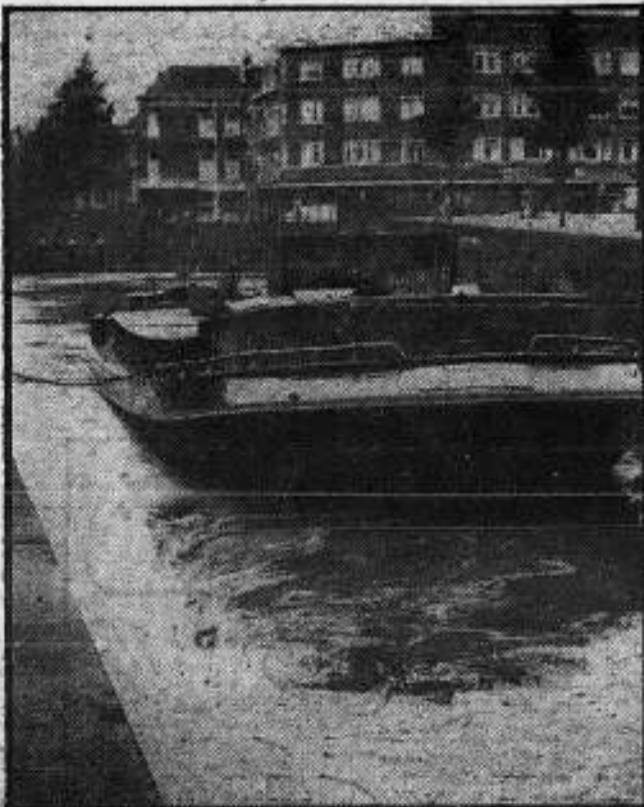
About one-fourth of the country's area is below sea level, while the average height of the country is only 34 feet above sea level. This would ordinarily mean a tremendous loss of land, but the Dutch manage to keep the sea out with their dikes and even go one better with such projects as their present reclaiming of the land under the Zuider Zee. Here, dikes were constructed and the sea drained out, so that when the project is finished, about 380,000 acres will have been added to the land area of the country.

A sober, clean and industrious people, the Dutch have been hard-pressed to rebuild their country since the war, but they still are known to Seafarers as friendly and fair hosts. In fact, so much so that, together with the comparative low cost of living there, some Seafarers maintain their homes there. At the present time, a number of Seafarers have their families living in Rotterdam or just outside the city.

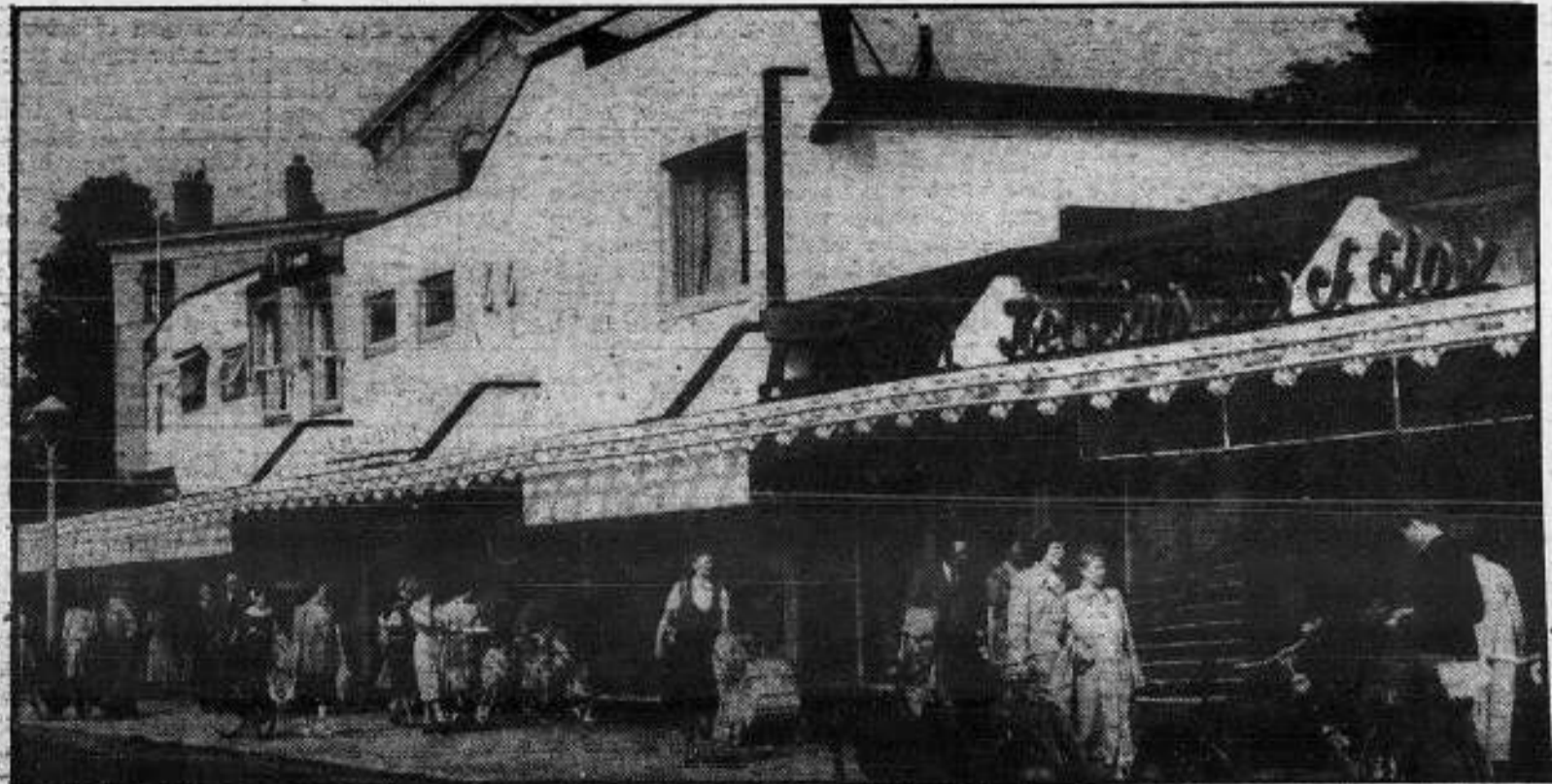
Today Rotterdam is booming once more and the port and city seem to be on their way to an importance even greater than they enjoyed before the war.



A quick snack can be had (upper left) at a sort of automat on the street. A canal barge (upper right) passes under a raised bridge. The main traffic problem, bicycles and motorcycles (lower left) scoot past a traffic cop. Even florists' delivery boys (lower right) rely on bicycles.



One of the flat Dutch barges calmly floats along one of the canals that bisect the city.



A scene in a quiet shopping district again shows the large number of bicycles found in Rotterdam. Most of the stores are modern, and offer good stocks of all sorts of goods, particularly the Dutch specialties. In most cases, Seafarers have found that the prices charged are not too high.

• On the Job •

For obvious reasons tankermen face special fire hazards which do not exist on dry cargo vessels. A small fire aboard a cargo vessel could be of little import, but a spark in the wrong place on a tanker could blow the ship and crew to kingdom come.

The fire hazards on a tanker are greatest when cargo is coming aboard, and somewhat less when it is being discharged, but in either case the hazard is not to be taken lightly.

Several Precautions

Therefore when a tanker ties up there are several basic precautions that have to be taken. Once the vessel is secured the traditional warning goes up on the gangway: "No open lights, no smoking, no visitors." The sign is coupled with a red flag by day and a red electric light at night.

If the ship is transferring Grade A, B and C products (these are the so-called inflammable oils which give off inflammable vapors at or below 80 degrees Fahrenheit), before anything is done all fires aboard the ship have to be put out. To be on the safe side, it's advisable for everybody to wait until the chief personally reports that all's well in the fire room.

Several other precautions have to be taken before operations can proceed. For one, the scupper plugs should be in place. Otherwise if there is a spill of oil, the cargo will run over the side creating an additional fire hazard in the harbor and polluting harbor waters. With the plugs in place, any spillage can be balled up by the crew.

Grounding the Ship

Also the ship has to be grounded so as to prevent any sparks from static electricity in the ship or on shore. This is done with a bonding wire which is attached to the ship inside a gastight switch. Its other end has a "U" clamp which is made fast to a dock fitting. Once the switch is closed, any sparking will take place within the gastight switch cover.

After these preliminary precautions have been taken, the hose is connected to the manifolds with the use of plenty of gaskets and bolts. Drip pans are placed under the points of connection to catch any leakage which might occur while this is going on. However these pans should not be used as a substitute for correcting a permanent leak.

To make sure that everything is understood on both sides, the signal system between the ship and the dock should be carefully checked. The various cargo valves, master valves and other valves also get a going over and are prepared for the transfer of cargo. When loading or unloading gets underway, it should be at slow speed so as to give an opportunity to make another check for leaks and to see to it that the proper valves have been opened. If the tanker is loading and the ullage holes on top of the tanks are open to permit gas to escape, they have to be covered by flame screens which are simply a fine wire mesh that does not permit the passage of flame. The same holds true for vent pipes or flue gas valves.

Attending Mooring Lines

Since a tanker will ride lower and lower in the water as it loads, and vice versa, the mooring lines require a good deal of attention to let out slack or take it in as needed. The hose connected to the shore installation has to be watched in the same fashion and also care must be taken to keep it from being pinched between the tanker and the dock.

Other obvious precautions include the use of vapor-proof lights on deck, with light bulbs enclosed in gastight lamp covers. Repair work involving tools should be avoided, but in case it is absolutely necessary, the tools employed should be sparkproof, made of substances like copper, brass, rubber or plastic.

In the event a tank spills over, or a hose bursts, all cargo transfer operations have to be halted immediately, and the spill balled up by the crew. If any sizeable amount of the spill has gone over the side because a scupper plug was not in place, the local fire department should be notified.

Fire Fighting Equipment

With all these precautions and everything in good working order, it still is very important that all fire fighting equipment should be on hand ready for instant use. Hoses should be connected to hydrants and other extinguishers should be on hand for speedy use.

If a fire should break out on a tanker it is still possible to bring it under control with the aid of modern fire fighting equipment. All tankers have steam smothering systems which will often smother a fire. Water sprayed on a fire through a fog nozzle which makes a very fine spray will have the same effect as a steam smothering system, and very large quantities of water are sometimes effective on black oil fires. But the best way of fighting an oil fire is with a foam-type extinguisher, and some tankers are so constructed that the foam can be pumped directly in the tanks for best effect.

THE LABOR ROUND-UP

The organizing strike of the International Ladies Garment Workers was still rolling in high gear. Some 15 of the 55 non-union shops have already signed contracts with the union. The other 40 all belong to the newly organized "Independent Association of Women's Apparel Manufacturers."

This association offered to throw in the towel for its 40 members and sign a contract through the association, but the ILGWU refused to deal with the organization because, the union said, "we have no such faith or trust in the leadership of this organization."

The union offered the 40 non-union operators two choices, either join one of the legitimate employers' associations or sign up individually.

After nine months of "negotiating" with employers who wouldn't even discuss their demands, the Authors League of America and the Screen Writers Guild went on strike against 13 TV producers.

Some 102 locked-out employees of the magazine Consumer Reports went back to work after ratifying an unprecedented settlement. The Consumers Union and the Newspaper Guild of New York ended their long dispute when the magazine guaranteed the employees regular wages and retroactive pay provided by the contract signed last year, as well as stipulating that the employees would have a chance to make up at overtime rates, all wages lost during the lockout.

Three weeks after the steelworkers returned to work under a "memorandum of agreement," negotiations still continued with all major companies. One company remained struck and another brought on a wildcat strike. While still talking about the local-practices section of the contract in an effort to get the companies to abide by their word, the union charged that the companies were assigning the men extra duties and trying to make them work harder in an effort to make up the wage increases they had won.

The United Mine Workers have begun talks with the Bituminous Coal Operators Association on a new contract, representing the northern coal operators. The union's 60-day notice of contract cancellation leaves them free to strike Sept. 20. The southern operators have also received a notice of cancellation that would leave the union free to strike them on Sept. 30.

MARITIME

Russia's "merchant" training ship was allowed to leave Genoa Harbor after a Russian embassy official rushed there from Rome to pay a \$1,280,000 repair bill. The vessel, the converted 6,492-ton German tanker *Mittelmeer* seized during World War II, is used as a training ship for Russian "merchant" seamen. While in Genoa, she had cabins, anti-aircraft guns, magnetic compasses and other equipment installed, and then an official refused to okay the repair bill. Italian police impounded the vessel, and then the embassy official rushed to the city with payment.

Army Corps of Engineers' divers went down to examine the wreck of the tanker *F. L. Hayes* in the Chesapeake and Delaware Canal to see if the bodies of any of the four missing crewmen were still aboard before the second attempt to remove the wreck from the canal got under way. . . . The new MSTC troopship *Geiger* began her trial runs off the Atlantic Coast before being turned over to the Government. . . . The luxury liner *Maasdam* made her maiden voyage to New York.

Five pleasure fishermen were rescued from Boston Harbor by a tanker after their 40-foot fishing boat was in a collision with a Coast Guard patrol boat in the harbor. The Coast Guard vessel managed to limp back to her base but the fishing boat sank. . . . The 7,000-deadweight-ton motorship *Vulkan*, the newest addition to the Hamburg-American Line, completed the eastbound portion of her maiden voyage.

The *Vulcania* and the *Saturnia* are expected to disappear from the New York scene next year when the new Italian Line vessel *Andrea Doria* goes into New York service. The new 27,000-ton liner is expected to be joined by a sister ship within a year after she begins in service. The *Vulcania* and *Saturnia*, meanwhile, are expected to go into the Mediterranean cruise service.

The Maritime Administration has announced that a total of 467 merchant vessels have been returned to mothballs since the MA stopped carrying Marshall Plan cargoes at the end of March. There are still 143 vessels from the reserve fleets still in active operation, but all of these are involved in carrying military cargoes. The MA said it does not foresee any need in the fall for taking more ships out of mothballs since it expects that privately-owned vessels will be able to handle all the planned Mutual Security Agency shipments, including coal and grain.

Customs collections in the Port of New York for the year ending June 30, totalled \$278,966,767. Customs collections in the Port of Houston set a new record when they reached a total of over \$12,000,000 for the year ending June 30. . . . The 10,000-ton passenger-cargo vessel *Beaverlodge* will join Canadian Pacific's trans-Atlantic service at the end of September.

The Military Sea Transport Service has announced that it has hauled over 34,000,000 tons of cargo to the Far East since the start of the Korean war. . . . The San Francisco bay area ports set a record for foreign travel during the last year by handling imports and exports totalling 4,488,000 short tons, valued at \$757,568,000. . . . The Nippon Yusen Kaisha Line has increased its Tokyo-New York service from one to two ships a month. It has added four new motor ships to the run, the *Surabaya Maru*, *Ryazan Maru*, *Shoun Maru* and the *Eiken Maru*.

The liner *Lurline* started to leave San Francisco for Hawaii, but had to drop anchor in the outer harbor and wait for six hours while accumulations of mussels were cleared out of the vessel's plumbing. The mussels had apparently invaded the ship while she was tied up in San Francisco during the 63-day SUP strike. . . . The largest self-unloading limestone carrier ever built for Great Lakes service has begun her dock tests. The 666-foot *John G. Munson* is designed to carry 20,000 gross tons of limestone at about 16 knots.

Some 322 passengers on board the *Uruguay* were treated to a night in swank Virginia hotels and a day's sightseeing through Williamsburg at the expense of Moore MacCormack Lines. The *Uruguay* struck a submerged object and bent her propeller, so she put into Newport News for repairs that took some 12 hours.

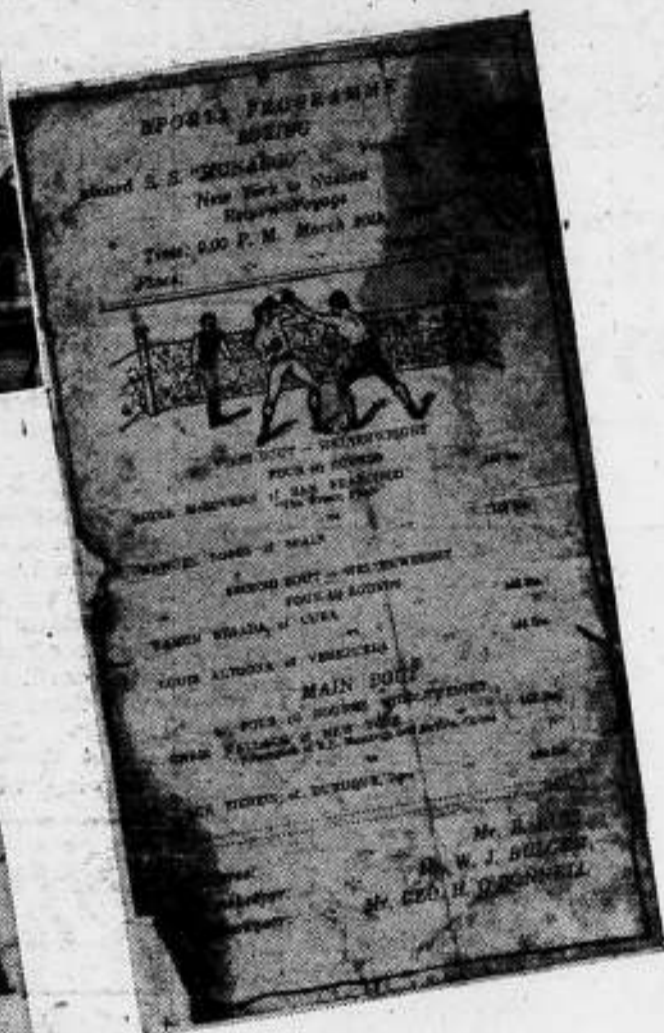
The Maritime Administration has taken possession of the 13,000-gross-ton liner *Monterey*, after paying the Oceanic Steamship Company \$3,095,000. Her sister ship, the *Mariposa*, was turned over to the Matson Navigation Company. The Government had taken both ships over during the war: when the company tried to reconvert them into cruise liners, it sued the Government for what it said were redelivery obligations. The money paid was an out of court settlement of the suit, along with the purchase price for the one liner which the Government again plans to put into service as a troop transport.

Burly

Follow Burly Every Issue In The Seafarers Log



A Seafarer Looks Back...



Seafarer John "Bananas" Zierys, who has had a long and varied career aboard ships, has taken time out to go back through his scrapbook of memories and give the LOG this collection of pictures which highlight his career.

Jack's career spans 30 years of sailing private yachts, tankers, passenger vessels and freighters. Jack also enjoys the distinction of being a charter member of the SIU, where, he says, he's enjoying the best conditions of any seaman in the world.

In 1923, Zierys was one of the "dots" in the rigging of millionaire financier Arthur Curtis James' yacht Aloha (top left). At left Zierys was billed against Chris Wallace in the main bout aboard the Munargo in 1924. At center left, Zierys smiles while at the wheel of the Cythera, Harkness' yacht, in 1926.



At left, Zierys poses with a shipmate aboard the John P. Mitchell. Above, he's at the left with two shipmates aboard a ship on the Great Lakes in 1924.

A group of Zierys' former shipmates hold up the life-ring of the Salina, a West Coast tanker that Zierys sailed aboard way back in the year 1926.



Bosun Zierys as Old Father Neptune (in background) gives the polywogs a real going over as the old Del Sud glides over the Equator in 1939.

Zierys, right, sporting a beard after a long war-time run, relaxes with his brother, Joe, left, and a pretty Miss in good old New York City.

SIU Tops--Columnist Tells Crew

Crewmembers of the cruise ship Puerto Rico had a surprise guest at their last shipboard meeting when labor news columnist Victor Riesel addressed the group. A passenger on the cruise ship, Riesel took time out to come down and congratulate the Seafarers of the Puerto Rico for being part of a militant and clean Union, the SIU.

Riesel spoke to the Puerto Rico crew after sitting in on the meeting and complimented the group for their knowledge of parliamentary procedure and the manner in which they conducted their meetings.

Seafarers Aid Others

He told the members that unions like the Seafarers are the heart and strength of the organized labor movement that was helping white collar workers and other groups get organized and win the gains that have been obtained by men in the various crafts.

Reminding his listeners that there are still some who consider the seaman a second-class citizen, he declared that anybody who saw the shipboard meeting in action would quickly give up that idea.

The SIU has made many gains, he said, and in the course of getting them has had to dish out quite a few lumps and receive them too. Fortunately, he said, the SIU and SUP are clean unions, run by the membership and have good leaders.

He recalled that his own father had been a representative of a small union but that he had been killed by mobs intent on taking over and taking control out of the hands of the membership.

He urged the crewmembers of the Puerto Rico never to get cynical about their union but to keep



Victor Riesel

it as it is, a clean and progressive outfit.

At the conclusion of his talk he was warmly applauded by all crewmembers present.

Eddie Caudill
Ship's delegate

Did You Know . . .

That in the early days of sun-worship, sacrificial offerings of human hair were made to the rays of the sun, believed then to be the solar hair? The crackling of hair and the sparks which sometimes show in the dark—due to electricity, we know now—were believed to show that hair was related to the sun's activities.

That a Vice-President of the US once resigned from that office? During the administration of Andrew Jackson in 1832, Vice-President John C. Calhoun was elected to fill a vacancy in the Senate from his native state of South Carolina and chose to keep that post instead.

That membership action requires that every Seafarer registered on the shipping list must attend every regular SIU meeting until he gets a ship? The name of any man registered on the shipping list who does not participate in Union affairs by attending these meetings is removed from its place in the list. Absence from a meeting is excused under certain circumstances.

That problems arising from any operation of the Seafarers Welfare Plan can be cleared with a minimum of red tape through the new SIU Welfare Services Department? Questions and claims for any welfare benefit can easily be squared away through this department.

That there are really only 44 states in the Union? Strictly speak-

ing, four of the 48 are known as commonwealths, while all the others are known as states. State and commonwealth have about the same meaning, but commonwealth originally indicated more of self-government than state. Kentucky, Massachusetts, Pennsylvania and Virginia are the exceptions.

That fish are unable to close their eyes and do not sleep in the ordinary sense of the word? Experiments have shown that fish are more active at certain times and that these periods of activity are followed by periods of inactivity which, though variable in degree, can be compared to sleep in the sense of a rest from active body functions.

That wheels with paper cores were used on railway passenger cars for many years? It was thought these wheels would have several advantages over steel wheels, since the paper would expand and contract with changes in temperature and deaden the sound of the moving cars. Although these wheels were used for 25 years or more, they were abandoned around 1920 as impractical.

That it is possible to have rainbows by moonlight? A moon bow is an unusual but not a rare phenomenon well known to scientists, although it is not often observed because of the faintness of the light. It is most likely to occur after showers on nights when the moon is bright but not high in the heavens.

Freshwater Sailing Wasn't Easy

Reading in the LOG that you wanted old pictures and documents relating to seafaring I looked around and found some of my old discharges off the Great Lakes which reminded me of my sailing days on fresh water.

One of them which I am sending you was put out by the old Department of Commerce and is the only one from the Lakes ever issued me by that body. Formerly you were "issued" an entry in a fink book put out by the Lake Carriers Association which was a company-sponsored setup. Later on the Copeland book replaced it and then at the insistence of our seamen's unions, the Copeland book was paired with the Certificate of Identification issued by the Department of Commerce.

Union Man's Choice

Every seaman had his choice of which document he wanted. It was a sign of a union man, or one leaning in that direction, to see him "pack" the ID certificate as the Copeland book was in as much disrepute as the LCA fink book was. Both books supplied too much space for entries about the individual seaman. If he was a union man sailing with an anti-union officer he could have some sweet, sweet entries made in there which could blackball him.

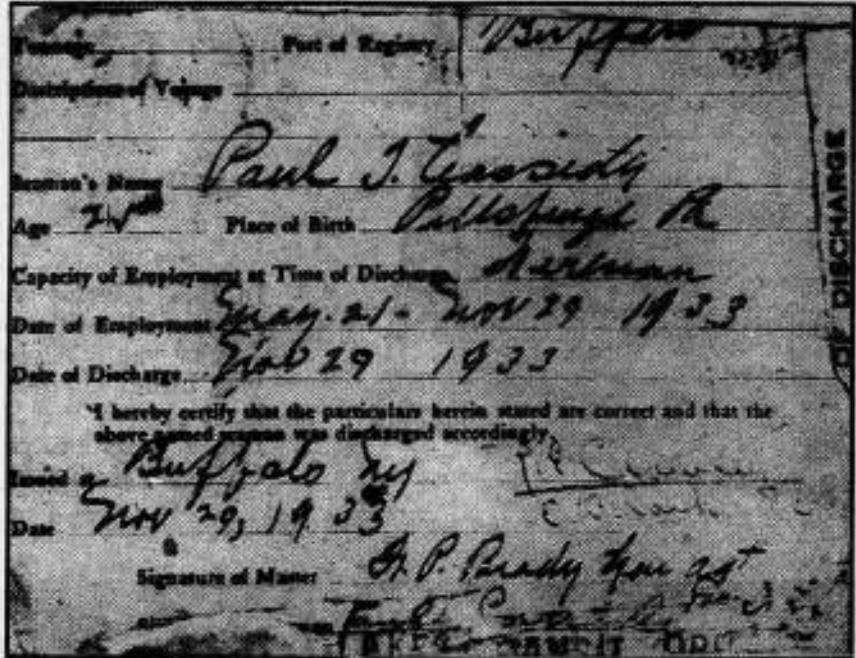
The other discharge I'm sending in was issued by a company which didn't belong to the Association. The LCA was, and is, supported by the big steel outfits in the area, whereas this company was entirely independent, being in the "package freight" business.

This company's name is nearly illegible on the discharge, but it was called the Great Lakes Transit Corp., and operated two fleets. One ran between Buffalo, NY, and Detroit, Michigan, with stops in between.

Canadian Beer Welcome

It also stopped at Windsor, Ontario, across the river from Detroit. This was most welcome for we always found time to get a bellyful of good Canadian beer or ale as it was prohibition time in the US.

Also if you went at it right, you could snag a liquor store buying permit and procure a couple of bottles of harder stuff. One of our oilers got two bottles of blackberry brandy that way to bring back to his wife for he'd heard that it was



This old discharge was off a Great Lakes ship operated by the Great Lakes Transit Corp.

good for "expectant" women and his wife was "that-a-way." Poor woman; she didn't even get a snifter of it. The black gang, being a judge of what was good for mothers-to-be decided the oiler was wrong and convinced him of same. Then we polished off his brandy.

Fire Rooms Tough

These vessels were excellently built and few ships could pass them. They could do 16-17 miles per hour if pushed but were "work-

horses" for the black gang. The entire fleet was under Government schedule and had to keep moving despite fog or what-have-you if at all possible.

If the ship was held up, the black gang caught it for the engine was opened up to make up for lost time. Being coal burners, working the fire room was no joke. Some of them were "tween decks and not big enough to man a "slice" bar or hook properly. Also, due to lack of depth, the fire rooms were a coal-gas and steam room when cleaning fires.

The coal passer standing by with a bucket of water to douse the hot clinkers the fireman pulled from the fire box created the steam or coal-gas.

At one time these ships were contracted to the old International Seamen's Union but were lost to that organization during a strike. The ISU men who rode them still "packed" their old ISU books and later got into the SIU Great Lakes or A&G districts.

Shortly before World War II, this company amalgamated with another package freight outfit called the "Poker Fleet". They were so named because their vessels were called Ace, King, Queen, Jack, Ten and Nine. At the start of the war, this firm sold some vessels to the War Shipping Administration which sent them to salt water for conversion. Today I feel very safe in assuming that they are scrapped or in boneyards.

Paul T. Cassidy

Need Pix Of Foreign Ports

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

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

Any pictures you send will be returned if requested. So gather up those pictures you took and mail them to the SEAFARERS LOG, 675 Fourth Avenue, Brooklyn, NY.

Settling Down On A Farm Is Pleasant Sea Dream

There's always plenty of stories going around about the seaman who wants to settle down on the farm. We've got a couple of gentlemen farmers in our midst, one of them being Lou Soslovitz. He refuses to plow behind a mule however, so he has to do it the hard way . . . Mitch Mobley is another one who's been talking about going back to Florida and buying a little patch of ground to raise vegetables. He says he can't get rid of the cracker sand in his shoes . . .

One fellow who changed his plans on this score is William Smith of Alabama. At one time he was talking about a chicken farm. Now he intends to buy a trailer and travel all over the country . . . Up north around New York you yankees play softball by pitching underhand. Down here in rebel land the ball is pitched overhand and the game is called "jungle ball" . . .

Back On Job

John Vszakiewicz (Big Polack for short) wants all his friends to know he has left the hospital and is shipping out to South America again . . . Al Whitney and Curley Liles both did a good job serving drinks during a recent party aboard the Del Mar while in South America. They handled matters so well they were told to return . . . When his ship is in New Orleans, Forrest King can be seen in a car driven by his old pal, Bobby Dagrèpont . . .

Here's a man who has had bad luck for some time. He recently left the hospital cured after a long illness and took the Del Mar. While working as a waiter he injured his shoulder. Now Regino Cabrera is back in the hospital again . . .

Still Sailing

Hal R. Ellis is still sailing out of the Gulf and getting a little

gray around the temples. But he always has a smile to greet you . . . Henry Principle now sailing coast-wise on the Antinous as electrician. . . There are a few Seafarers who don't believe in ship's funds. May I suggest you see Mrs. Johansson, stewardess on the Delta Line and ask her to show you the accounts she keeps in the book. So far it's the best system I've seen . . .

Some of the boys are asking about Thurston Lewis. He's on the Puerto Rico doing okay. The last time I saw him he was looking like a million . . . Harry Donnelly has taken over the duties as editor of the Del Norte Navigator . . . The big question is, why doesn't the Del Mar resume their ship's paper, the Mar-Log?

"Salty" Dick

Boy Mascot



Little Jimmie Duet, son of Seafarer Maurice Duet, shown when he was mascot of the Del Norte team.



Cassidy

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

All those mysterious numbers on the control dial of your camera represent the means of getting exactly the kind of exposure you want. They control the basic variables of photography—lens openings and shutter speeds. If you understand how to use them, most of your picture-taking problems are over.

Exposure, and the good or bad negative which results is determined by two factors. These are the amount of light permitted to reach the film, and the interval of time it is given to act on the film. The aperture or lens opening controls the amount of light, and the shutter speed controls the interval of time. The aperture can be made larger or smaller, thus admitting more or less light, and the shutter speed can be made slower or faster, again admitting more or less light. Of course, it's evident from this that several combinations of aperture and shutter speed will allow an equal amount of light to strike the film. For example, an opening of F-3.5 and a shutter speed of 1/500 of a second will produce the same exposure as an aperture of F-22 at a speed of 1/5 of a second; which combination you select will depend on the lighting conditions, the type of film and what you want to show to best advantage in the photo.

If you use an exposure meter, set the film speed indicator to the proper film speed and match the dial setting to the light reading on the meter. You then will have a choice of several combinations for proper exposure. If you don't use a meter but prefer an exposure calculator or the film manufacturer's recommendations, you will again have a choice of combinations for proper exposure. The only remaining problem is to choose the right combination for the effect you want.

Use Fast Shutter

If you want to stop action, you have to use a fast shutter—perhaps the fastest on your camera. That will make it necessary to use a wide aperture opening. The fast shutter speed will stop the action nicely, but the use of the large opening will reduce the depth of field. This means that you will have to be focused accurately on the moving figure or object, since there will be very little leeway of sharpness in front of and behind the subject. Control of depth of field can be used to good advantage. Selecting an aperture for shallow depth of field is a technique you can use if you want to separate a subject from an undesirable background. On the other hand, if you want to tie a subject in with the background, a long area of sharp focus is helpful. And for a three dimensional effect, focus on a near object and close the lens down for extreme depth of field.

You can easily test this for yourself. Just make a set of pictures with a constant shutter speed and varying apertures. You'll notice varying degrees of exposure and depth of field in the results. Another set of photos made with constant opening and changing shutter speeds will show a uniform depth of field, but varying exposure; also, if there is a moving subject in this series, it will range from very sharp to very blurred, as the shutter speed ranges from the fastest setting to the slowest.

Two additional variables control the depth of field, the focal length of the lens and the distance at which you focus. The shorter the focal length of the lens the greater the depth of field.

The normal short focus lens on a 35mm camera has a greater depth of field than a normal long focus lens on a 4x5 camera with both at the same lens opening. The distance at which you shoot also controls depth of field. This effect generally is the same for all cameras, varying only in degree. If you focus on a very near object, the depth of field will be considerably smaller than if you focus on an intermediate or distant object.

Pennmar Has Gun-totin' Cap'n

A few years ago Bill Champlin asked me why I never write anything for the LOG. The answer is that up until now I never found anything to write about other than gripes and I'm not the griping type—that is I wasn't until I shipped on the Pennmar out of Seattle.

The skipper of this scow is Captain Windy Gayle, who among other things uses a rifle for seagoing target practice. He is the type of person who any crewmember can approach and argue with and he argues right back although it is always to no avail to the crewmember as Windy will never admit he is wrong.

Loves To Argue

Unlike most skippers who won't tolerate an argument on account of their rank, Windy argues to live and thrives on arguments. But besides this, he has a few tricks which I believe to be a matter of revenge toward the Union. He will turn the crew to and knock them off at all times, including coffee time, by the ship's whistle. It makes some men feel that he distrusts them or that he considers them a bunch of illiterates who can't tell time.

Although the whistle is slightly tooted it is possible to confuse other vessels in the vicinity.

Then he is always shouting from the bridge to the deck department,

telling men who have been to sea for years how to do the work rather than have the bosun relay orders to the men. It is obvious that the bosun has no authority since Windy is a combination bosun and captain.

Critical Of Crew

Windy is always criticizing the work of the crew and the bosun. He will clip small items out of the LOG like "keep the ship clean" and post them in a glass frame in the messhall, but if the crew were to want anything like having the

Don't Wait, Get Vacation Pay

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

radio turned on, they can't get it. The radio hasn't been on at all on this trip.

Whenever I hear so many complaints from both officers and crewmembers regarding lightheaded feelings and upset stomachs I often wonder whether this can be attributed to Calmar's special food. If Calmar and Windy think they're being economical they have a lot to learn because they are getting just as much out of the men as they are putting into them. The sooner they awaken from their stupor the sooner the men will have their ships looking like ships and not like seagoing garbage cans.

If the company fails to give you three square meals a day which constitutes part of your compensation, then it boils down to the fact that the company is taking part of your wages from you. When referring to Calmar I believe it would be fair to disregard the term three square meals, and call them three flat meals.

Good luck and smooth sailing. Don't forget to give the company a good day's work for a good day's wages providing they give you enough of the proper food to look and feel alive.

Philip Sarkus

The Afoundria Gets A Snug Fit in Port



Taking in the slack on the stern mooring line and securing it to the bitts are three deckhands on the Afoundria, (left to right), Frank Trenholm, AB; Whitey, OS; and Red Stewart, OS. Photo taken by Rafael Garriz, deck engineer.

Hungry India Keeps On Smiling

We are currently making our way toward Aden on the Triton company's version of a "slow boat to China"—the Greenstar. The noonday bulletin said we chalked up 159 miles yesterday but the deck engineer claimed he saw the same jellyfish pass us three times, so I have my doubts. The Greenstar isn't really slow. It's just that things have changed so much since 1900.

Most of the boys are glad for a few quiet days at sea though. Everyone looked a bit drawn (not to say outdrawn) our last two days in Vizagapatam. For the benefit of younger Seafarers, Vizagapatam is a small port on the east coast of India composed of 20 souvenir shops, one seamen's club, several hundred rickshaw drivers and a population whose principal amusement seems to be watching the strange antics of whatever American seamen are unlucky enough to drift into town. It is only 400 miles from Calcutta but the distance seems greater when you can't get away.

Three Hours To Shore

At that it was a big improvement over Tuticorin where we unloaded our grain. The closest anchorage at Tuticorin is seven miles from the beach. The sail barges which took off the grain made the

trip in three hours while the launch we had to take us ashore sometimes made it in less.

When you did get ashore you had your choice of: 1) going to the New Delhi hotel where there was lots of atmosphere and bad coffee, 2) going to the Indian Coffee House where there was no atmosphere but good coffee, 3) getting the next launch back to the ship.

Curiosities To Natives

Of course if you survived the launch ride in good condition you could always go sight-seeing. That is, if you could see over the heads of the hundred or so people who always elected to go with you. For if we were curiosities in Vizagapatam, we were the greatest thing that hit Tuticorin since the last time the elephants trampled it down.

If one of the boys stopped to tie his shoe, it was enough to halt traffic in both directions. When three of us sat down outside the local market, the manager came out and insisted that we either come inside or move to some other part of the town as there was nobody left around the stalls. Since we had seen enough goat heads and raw intestines for the day, we moved to another part of town.

A couple of really adventurous types went to Tinnevely, a town 30 miles away, to see a Hindu temple and go wading with the water buffalo. They got a good reception at the temple but the

water buffalo walked out to the middle of the river and wouldn't come in until they went away. They figured the river was restricted.

Everywhere we went though, the people were friendly and helpful. There was no sense of animosity such as Americans encounter in so many parts of the world today. The Indians are poor and we are, by their standards, incredibly rich and prosperous.

Marvel At Clothes

They watched us from the port-holes as we ate, they marveled at our fine clothing and they gaped as we pulled out ten rupee (2) notes. There were plenty of outstretched palms, skinny not fat ones, and the usual number of dockside promoters. But there did not seem to be any jealousy, any resentment.

The Indians we saw worked brutal hours for subsistence wages (21 hours for 90 cents in Tuticorin). But they weren't whining and they could still laugh. They are good people, working people, and we of the Greenstar hope that they get the breaks that are coming to all good people.

Those 9,000 tons of grain we helped haul to India may not go far, but it will fill a few empty bellies. Thinking about that as we crawl along at our usual seven knots, it doesn't feel too bad to be a seaman.

Charlie Bortz

Quiz Corner

- (1) It may sound impossible but we knew a man who was once married to his widow's sister. How could this be, despite the fact that a man's wife does not become his widow until he dies?
- (2) The greatest difference in the length of day and night occurs at the (Arctic Circle), (Equator), (Tropic of Cancer), (40th parallel)?
- (3) An express train leaves New York for Boston the same time a local leaves Boston for New York. The express travels 50 MPH and the local 30 MPH. Which is farther from New York when they meet?
- (4) The first president to visit Europe in order to participate directly in European affairs was (T. Roosevelt), (Wilson), (F. Roosevelt), (Truman)?
- (5) Who was the third man in the old-time all-star outfield including Babe Ruth and Ty Cobb? Was it (Hartnett), (Speaker), (Wagner), (Pennock)?
- (6) Comets are visible from the earth because they (reflect sunlight), (burn in the earth's atmosphere), (are self-luminous), (revolve about the earth)?
- (7) If a half of one of two numbers is added to two-thirds of the second the sum is 23, and when the second is subtracted from three times the first, the difference is three. What are the numbers?
- (8) The war in which sea power had the least to do with the outcome was (World War I), (War of 1812), (Civil War), (Mexican War)?
- (9) When noon arrives at any meridian, it is already one hour later on the meridian (15), (30), (60), (90) degrees east of that one?
- (10) If you cut 30 yards of cloth into one-yard pieces, and cut one yard a minute, how long will it take?

(Quiz Answers on Page 25)



Sarkus

Looking Over The Results



Bill Steinman, deck engineer, (seated), shows some of his former Cities Service shipmates prints of pictures he took in Japan.

Home Port

by M. Dwyer

Did you ever think how a sailor feels,
As his ship pulls into port?
It's a feeling deep down inside
That never can be bought.

He knows that in a little while,
He'll step upon the land,
And clasp his loved ones to his breast,
And shake a friendly hand.

He'll see the town and greet old friends,
And drink a cup of cheer,
And never more to roam again,
He'll vow once more, I fear.

But days will pass and he will hear
The calling of the sea.

Then he'll be back upon his ship
Where his heart will long to be.

The SPORTS LINE

By Spike Martin

Back in the days when the neighborhood kids got together in a weed-infested lot for a baseball game, it was customary for most of the runs to be scored by waiting out the pitcher.

A favorite tactic well used when the going got tough was to insert somebody's six-year-old kid brother as a pinch hitter. He was almost sure to get a walk, the control of youthful pitchers being what it was. It was not unusual for a team to pick up five runs on four walks, three errors, a hit batsman and one legitimate single that went for three bases.

Up in Big Leagues

Sad to say this type of rally is showing up with increasing frequency in the big time. Just a couple of weeks back we watched a young Pirate pitcher come in a ball game in a tight spot, give up a hit, walk three men in a row, give up another hit, walk another man, and then finally get the side out.

All this is of a piece with the news that the Boston Red Sox have paid bonuses running into six figures for two untried high school stars; or for that matter, the gag signing of a young lady by the Lancaster Red Roses of the Eastern League. In other words, professional baseball is in a bad way for talent and the situation is likely to get worse.

Of course, it's always customary to look back and say they were better in the old days. If you tell

somebody that Ray Robinson is good he'll say "Yeah, but you shoulda seen Ted 'Kid' Lewis." In baseball's case it is generally agreed that the teams aren't what they used to be.

The villains in the case are the two wars in the last 11 years. World War II cut short or destroyed the careers of countless budding baseball stars. The sport was on its way back to normal when along came the Korean War and an accelerated draft.

Draft Grabs 'Em

The effects of Korea are not quite as noticeable as those of world War II but they have been plenty damaging nevertheless. Just look at the roster of quality players who have been drafted or recalled in the last year: Players like Willie Mays, Ted Williams, Eddie Ford, Chet Nichols, Don Newcombe, Erv Palica, Bobby Brown, Tom Poholsky, Gerry Coleman and Bob Kennedy—all competent performers, some of them among the best in the field.

In desperation, the major league clubs are hot after anybody who looks like he might become a good ball player. They dangle wads of cash in front of the youngster's nose at the earliest possible moment. So if you have a couple of strapping 14-year-olds around the house, dress them up in uniform and start showing them off. They might be good for \$50,000 or so by the time they get out of high school.

SIU Gains Irk Nikoklis Captain

Some seamen dream about the time when they can retire and buy a chicken farm somewhere in the country, but two Seafarers tell a story of a captain who would rather buy a ship and put it under the Panamanian flag so he won't "have to contend" with a Union like the "SIU, which has come too far."

Perhaps thinking back to the old sailing ship days, Captain O'Brien of the Nikoklis (Dolphin) was a good captain, according to Seafarers John Sorel, AB, and N. Olsen, steward, but he just didn't like the Union.

"Getting overtime on that ship," they said, "was a lot worse than pulling teeth. Why for one six-week stretch the stewards department only got an average of four hours overtime."

But, they said, the captain's pet beef was that "the SIU has come too far."

"He just couldn't see why seamen rated the wages and the benefits that the SIU has gotten

for its members. This maternity benefit and disability benefit was the last straw as far as he was concerned," they said.

"He started talking about how he was going to get his own ship, and how he was going to sail it under the Panamanian flag. That way he wouldn't have to pay the wages that we are

getting." Sorel used to talk it over with the captain while he was at the wheel. "He admitted," said Sorel, "that he'd never get the heads up kind of SIU crew that he had if he sailed under Panamanian flag, but he just didn't like the idea of having to treat the seamen like men."

The ship fed pretty well, con-

sidering the stores that were taken aboard, but they both agreed that, all in all, it was a pretty rugged trip under the kindly captain and unprofitable.

Dissatisfaction Is Useful Thing

A chief engineer once told me that the 4 to 8 oiler he had was the best worker he had ever seen. He said this oiler's interest in his work was quite exceptional. I thought the compliment was worth mentioning, especially to the oiler.

I conveyed the praise to the oiler as the chief engineer had stated it. He uttered a few discontented phrases. To make sure, I asked him what he said. The answer was very deliberate. Said he, "I am dissatisfied." I began to scratch my brain. How can a man be a good worker while being dissatisfied?

Later I dusted off one of Arthur Brisbane's books to see what he had to say about it. The information prompted me to quote his statements:

Motive Power

"Dissatisfaction is the motive power in individual life, in national life, in commerce, in politics. Millions of years ago, creatures that inhabited the ocean, the only living things on this planet, got dissatisfied and crawled up on land; hideous serpents and lizards, dreadful things to look at they were but, luckily, they were dissatisfied.

"Never let well enough alone. You might as well be dead as contented. You were put here to work for yourself and for others and especially for those that are to come after you. The man who is letting well enough alone and not trying to do better might as well be off the earth and give his place to someone willing to work.

"He does not deserve the noble work done here by the dissatisfied before he was born.

Right To Rest

"Only when man is very old, when life is practically all behind him, has he the right to rest and think, and having finished his days, look back at the past. And even then, on the last day of the year, the right kind of man will preach wise dissatisfaction and ambition to the young and go into his grave dissatisfied with himself for not having done better.

"Be dissatisfied with your work especially, for it is what you do that counts . . .

"Be dissatisfied with your supply of information and try to get more . . .

"Be dissatisfied with what you do for those that depend upon you . . .

"Old well enough is a sleepy, harmful, dismal, humbug. Don't

have him in your neighborhood. Never let well enough alone, make it better."

My opinion is, let's let our dissatisfaction go into our energies for better work.

Freddie Stewart

Seafarer Sam Says



GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions. Here's Chief Steward Louis E. Meyers' recipe for "Veal Scaloppine."

Dishes of foreign origin offer an almost unlimited field of opportunity for varying the regular menu every now and then just to keep the boys guessing.

Foreign cookery experts have long relied on subtle spices to mask cast-off ends of meat and bits of vegetables from unsuspecting diners. However, on SIU ships, where every item on a stores' requisition is of uniform top quality, the use of spices and different sauces offers a chance to do over a familiar dish simply by the judicious use of the proper flavoring.

Interchanging veal with beef for a stew will seldom make as many palates tingle as a brand-new treatment for the veal itself. One of these adaptations, "Veal Scaloppine," is a particular favorite of Chief Steward Louis E. Meyers, who uses it as a change of pace "whenever the urge moves him."

Meyers, with seven years' galley-time in the SIU and another five

ashore, finds the Italian dish goes over very well every time and urged much greater use of it when he was queried on the subject in the Seattle hall. By the way, "scaloppine" itself means a slice of meat in gravy, but this definition is empty of hints on how to arrive at that special gravy which makes all the difference.

Here's what you need: about 15 pounds veal, 5 green peppers, 5 medium onions, 1 celery stalk, 1 cup olive oil, a few garlic cloves. The veal is cut in strips as for chop suey and braised with diced celery, onions and peppers in the olive oil. Tomato puree is poured over this and the whole left to simmer for about 2 hours. Add a number 2½ can of green peas and serve on steamed rice or macaroni. During the cooking, seasoning should be added in small amounts so that it is completely absorbed. (Serves 50.)

A good idea is to have Parmesan cheese on the table for those who like it. This cheese, incidentally, comes from Parma in the northern part of Italy. It's a hard, dry and fine-flavored variety made from skim milk which goes especially well with the veal.

Beards Go Long On The Venore

To the Editor:

I am enclosing a couple of shots taken by myself on the Venore (Ore), out of Sparrows Point, Md. As you can see, some of the boys let the chinwhiskers run wild on the trip, but I don't know if they've let the underbrush con-



A native barber performs the tonsorial chores on be-whiskered Machinist Harold B. Vincent while the Venore passes through the Panama Canal on a recent trip.

tinue that way, since I'm on the Chickasaw (Waterman) now.

I haven't taken any new pictures with my new Graphic, as I can't get the cut films in the holder. Will have to get some help whenever I get a chance.

Merwyn E. Watson

(Ed. note: Maybe our photo editor can help you. Send us some of the details and perhaps we can square away your problem.)

~ ~ ~

Pile-offs Heavy - No Shoretime

To the Editor:

The Olympic Games (US Petroleum) has been out not quite four months now and at the present time we have 13 of the original 34 unlicensed men aboard.

Of the 13, seven deck men are left from the original 13, three are engine men out of 14 and there are two men left in the galley out of seven. In addition, we got seven men from Boston in Montreal last May 26, five of whom paid off here in Montreal this time. Two of that five paid off medically. Altogether we had 11 payoffs here this time with nine of them being mutual consent.

What I can't understand is why so many pile off. This is a good ship, one of the best I've ever been on out of almost 80 altogether. The officers are okay and so is the gang, and you just can't beat the food. It must be that she stays away from the States too long.

However, when we shipped on here we were all told that she would be out a year, so it's my contention that anyone not prepared for a year's cruise shouldn't have taken the job. It may be that our heavy casualties are due to having shipped so few bookmen. Of those having paid off, a total of 23, three were bookmen, two of whom paid off for medical reasons. We also had two men jump ship in Montreal last trip.

And then again, it may be due to our being unable to go ashore in the loading port, Sidon, Lebanon, every time so far. The authorities there do not allow shore leave except for medical reasons, or so we have been told by the master. The result is an abnormal number of toothaches. A couple of the boys have lost nearly all of their teeth.

With shore leave not granted in Sidon, there are three to five weeks between the times we can get ashore, and then for only a few

hours. Everyone knows the short time in port for tankers, and their habit of docking a long way from nowhere.

This one in particular though has good quarters, good working conditions, excellent food and more overtime than a man can handle. The work's not hard or dirty either, except when we clean tanks, and then look at the tank-cleaning rates.

For those of us who stick the trip out there will be a nice pile of cabbage waiting at the payoff. Be seeing you then. Oh, by the way, how about a batch of overtime sheets?

John D. McLemore

(Ed. note: The OT sheets are on their way.)

~ ~ ~

Ship Namesake Returns A Favor

To the Editor:

Everything is running fine on the Massillon Victory (Eastern) as we head out on another trip. There are no beefs piling up and everybody is getting along fine. This ship was laid up for approximately a month and a half so she's just been crewed up.

At our last ship's meeting, the membership voted to take up a collection to send to the public library in Massillon, Ohio, to show its appreciation for the fine collection of books that were sent to the ship. This was a very fine gesture on the part of the people there.

Jimmie Stockman
Ship's delegate

~ ~ ~

Food Problems Plague Puritan

To the Editor:

There certainly is a lot of headaches on here regarding food and stores.

At our last meeting on the Alcoa Puritan the steward explained that a lot of the blame for food shortages was due to the loss of a sling-load of stores over the side prior to our sailing from New Orleans. He promised better stores all around next trip.

It also seems the former steward failed to leave a complete inventory when he left. Then to top things off, the ship ran out of ketchup and lemons between Trinidad and New Orleans, as well as other items. We certainly seem to have run into our full share of problems.

Incidentally, we noticed that Alcoa is still using native labor to do paintwork and chipping in the Islands. Is this in line with our agreement?

G. W. Ford

(Ed. note: Under the agreement as it is now set up this company is entitled to use its own shore gangs in the Islands.)

Knightly Combat On The Emery



Two members of the galley crew on a recent trip of the Lewis D. Emery, Jr., get set for some friendly horseplay with trademarks of their trade. Third Cook F. Adkins (left), is wielding his "broadsword" to fend off Messman A. Frissora's "lance."

LETTERS

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of August 20, 1952, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krona.
France: 350 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krona.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.83 cents per peso.
Venezuela: 29.85 cents per bolivar.

Buying Guide Is Great Idea

To the Editor:

Seamen naturally don't have much time ashore to go shopping around properly when buying large items, appliances or homes like other folks have. That's why I think it's a great idea to have this buying guide by a recognized authority in the LOG so we can get an idea of what's going on before we payoff and start throwing our money around.

The whole idea behind this, just like the maternity benefit and other gains the Union has made to make family life less of a gamble for the man, who goes to sea, is a real forward step in the thinking of seafaring unions, and naturally the SIU always leads the way.

Seamen have always been fair game for the sharpshooters, but they'll have to work a little harder to get ahead of us now when we take the missus out shopping. This is a fine idea, and I'm sure many men like myself appreciate it.

Joe Thompson

Hopes SIU Will Continue Gains

To the Editor:

While reading the latest LOG, I noticed an item stating that you were looking for pictures taken in foreign ports. I'm enclosing a couple taken on a voyage to France last July and August on the Coe Victory (Victory Carriers). Please return them when you're through with them.

I'm only a newcomer to the SIU (the Coe was my first ship), but I really like sailing with the SIU, as I have found a nice bunch of fellows to be with. The SIU is a great Union.

It has done great things for sailors and still is going strong. May it always march forward just like it's doing now. I enjoy the LOG

very much, as there is plenty of news of interest to all of us. Though I'm on the beach now, I hope to be sailing again soon.

Isaac B. Duncan

(Ed. note: Many thanks for sending in the photos. We'll return them as soon as possible.)

~ ~ ~

Life No Picnic On Korean Run

To the Editor:

Since we're here in the Far East on the Nathaniel Crosby (Bloomfield), we're a little behind on news from the States, but things finally catch up with us.

We notice the day men on our ships got a raise recently, but what about the AB and OS? We have to spend lots more for rain gear and heavy gear than the engine room and stewards department. Here's hoping that when the new agreement is made up, we'll see some lots of good things in it.

While we've been out here, we've been having a little trouble with dysentery. A navy pharmacist mate came to the ship in Wakamatsu from Moji to look at the ship's food and water, but he didn't have



Bales

anything with him so he gave us the old run-around. He told the steward and me to take samples of our meat, vegetables and water over to the hospital ship in Pusan when we got back to Korea.

Longshore Strike

So we arrived there and are at anchor outside of the harbor because the stevedores are on strike. Meanwhile, some major and a couple of top sergeants came aboard with the MSTs man to look at what we have but they don't think that is where we are getting the dysentery. They claim the pots, pans and dishes are not properly cleaned and washed, but that's a lot of baloney.

I myself eat mostly meat and very few vegetables. Some blame it all on the vegetables, some think it's the meat and others say it's the water. Who knows? When we get in though, if they ever finish their strike, about all we can do is go over to the hospital ship and have some tests made on our stores.

Martial Law

Pusan has been under martial law, but the South Korean government has lifted the restrictions and the army now says we can visit from ship to ship or go ashore in a group to movies—with an army man as escort.

According to the steward we have only 12 or 14 days' food left. We left New Orleans in January for Germany on a six or seven-week trip. When we arrived there we loaded cargo for Korea and have been out here ever since. There's a good bunch of officers on here anyway. The Old Man is tops and we haven't had any trouble—only lost one man. That's pretty good considering the time we have been out.

George Bales
Ship's delegate

~ ~ ~

Mate Calls SIU Crewmen Tops

To the Editor:

Being a former SIU bookman and currently chief mate of the Northwestern Victory (Victory Carriers), I just want to let you know that on this ship we have the best deck department afloat from bosun on down.

This is characteristic of all SIU crews I have sailed with.

J. G. Brown

Union Has No 'Forgotten Men'

(Continued from page 13)

home and a family. Some, through thrift and diligence, have made down payments on their own homes. Others have been able to help the less fortunate members of their families. Some have been able to give their children a better education than they themselves ever dreamed of having.

We have men right here at the Manhattan Beach USPHS hospital who, because of the men who fought for these benefits, are doing all these things right now. I do not say that you can accomplish any of these things on \$15 a week alone, but I do say that this money, plus savings or help from friends or family, represents the difference between success and failure in their contracted obligations.

Family Problem

Further than that I would venture to say that at least 80 percent of the men here who have families would be hard put to keep them together were it not for our weekly hospital benefits. One could hardly designate a program like this as "creeping socialism."

There are men here who may never be able to work again. What will happen to them when they are discharged from here? Will they be forgotten and left to do for themselves as best they can? The answer is no, because our union believes in "taking care of its own," and not just giving lip service to this sometimes over-worked phrase. If a man is found unable to take care of himself upon leaving here, his benefits continue until he dies.

Consider what this means to a man who may be hospitalized for a period of one to four years. He finds that with the financial problem taken care of, one of his major worries is gone, and, since one's mental attitude is vitally important during a long period of illness, his days in the hospital become more bearable.

He knows also that since his Union is devoted to helping its membership not only financially but every other way possible, he does not hesitate to bring other problems to it as well.

Death Benefit

In the foregoing I have touched only on the hospital benefit program. No mention has been made of our death benefit program. To find out the financial value of the death benefit alone, let any Seafarer consult an insurance agent and find out for himself how much this coverage would cost him. He will be amazed.

The last issue of the LOG contained the text of our proposed new constitution. It should be read and studied by every member. A lot of work was put into it so that all of the membership can benefit from the progressive actions of our present administration. The forward steps our Union has made, not only in giving us the best wages and conditions at sea, but also in providing for us when we have a run of bad luck, were not easily won. They must be guarded. They must be guarded jealously and, what is more important, guarded well.

John J. Driscoll

~ ~ ~

LOG Helps Her Get Union News

To the Editor:

My son, John J. Ferreira, is a full bookmember of the Seafarers International Union, and I am very much interested in the Union as well as his work. For this reason, I would like to receive a copy of the LOG regularly.

Mrs. V. Ferreira
Antwerp, Belgium

(Ed. note: The LOG will be sent to you each issue from now on.)

Crew Holds Own Despite Beefs

To the Editor:

Everything's running just about normal on the Republic (Trafalgar). The engineers are doing wipers' work and the roaches run from one foc'sle to another after we bug-bomb them. We're hoping the ship will really be fumigated properly one of these days.

Our last meeting was one of the best I have attended in a number of years. There was much discussion to the point on why one thing wasn't right or the next thing wasn't changed. A lot of questions were asked and the answers given right off with nobody dealing in personal differences.

After having been laid up for a while, the ship is in a mess and work is tough on all hands in all departments. As far as the engineers are concerned, they're a big problem. The fireman has seen the third engineer painting, among other things, but we're saving these beefs for the patrolman.

Everyone is working more overtime than he wants, and our stores have run out because we were supposed to go into Philadelphia and went to Port Arthur instead. All in all, though, our ship's meeting was a good one and wasn't dominated by any one individual trying to force his way of thinking down everybody else's throat. The chairman, delegates and all members present really conducted themselves in a manner that is a credit to the SIU.

Charles W. Gann

Seafarer-Fotogs Envied By Many

To the Editor:

During the layover of the Steel Flyer (Isthmian) in Hilo, Hawaii, a large part of the crew seized the rare opportunity to visit the eruption of Halemaumau. The event cost the photo fiends a good deal of money, but it was worth it, especially when you stop and think of all the money that is spent by those lacking the chance to see it who buy such photos.

This again brings home the fact that the merchant marine is the only business for a confirmed shutterbug. It has such a wide scope of unlimited opportunities.

(Ed. note: How about sending the LOG a couple of shots so that we can show everybody else what it looked like).

One Good Turn Rates Another

To the Editor:

From time to time various members of our Union report certain commercial firms, such as laundries, haberdashers and ship chandlers, who give us unsatisfactory service. I think this is a very good practice and it should be continued, as unfair firms and those of doubtful reputation soon cease to get our patronage.

Our members should also continue to make known those firms which prove a high degree of honesty and integrity, besides giving us good quality service at reasonable prices. The Oak Park Laundry of Tampa, Fla., belongs in this category.

This laundry employs Johnny Hicks, an active bookmember of our Union, who is remaining in the SIU, paying his dues and assessments up to date, even though he is presently employed ashore. He has covered all SIU ships making Tampa for a number of years and



Gann

LETTERS

I have yet to hear a complaint regarding him or his work.

Right here on the De Soto (Waterman), the laundry was involved in four different incidents with our members showing just what I mean.

For example, last year I forgot some valuables in a coat I sent to the laundry, but I got them back without even inquiring for them. Another time last year a messman sent an overcoat which was returned damaged for some unexplained reason. The laundry paid his claim of the original cost of the coat without an argument.

Then early this year, the saloon messman claimed three shirts missing. Three new shirts of a similar brand and quality replaced the missing ones. Just last month the galleyman forgot \$86 in a coat he sent with Johnny Hicks but the money was returned before a claim was even made.

These incidents prove that this laundry is the type of firm which deserves the continued patronage of our members.

Philip M. Reyes

Urge Listing OT Pay On Vouchers

To the Editor:

At the last shipboard meeting on the Steel Age (Isthmian), it was agreed that we send this letter to headquarters regarding the payoff vouchers.

As it stands, the only thing that was noted on said vouchers was the money paid and deducted. The crewmembers of this vessel would like to have the months and days of base pay noted, as well as the amount of overtime hours paid.

In our mind, this would not entail anything extra as the only thing needed would be the figures involved, and as the paymaster has these already, it should be quite simple to have them listed. This would save a lot of disputes on what was and what wasn't paid.

William R. Hare
Ship's delegate

(Ed. note: SIU headquarters feels this is a good beef and will take it up with the company).

Army Could Use Some Sea Lingo

To the Editor:

Having recently been drafted into the Army, I have lost contact with many friends and shipmates in the SIU.

I wonder if any of the boys who see my name could take time out and drop me a line. All these people know around here is Army talk and I'm lonesome for some good old sea stories.

Pvt. J. Wayne Adair
US 53064353
Box No. 1, 2nd Plat.
Co. A—MPRTC 8801-ITSU
Camp Gordon, Ga.

Doing His Job



Tommy Thompson, oiler, performs his specialty aboard the Seawind.

Birth, Hospital Benefits Lauded

To the Editor:

I have been receiving the LOG now for four or five months. It has been very welcome to me, as I am in the US Air Force now and unable to sail again for a while.

It is really swell to be able to keep up on all the latest gains and developments that the SIU has secured for the membership. I showed the LOG to my father-in-law, who is a welder in an AFL railroad union, and he was of the opinion that there was no union that could (or would) do as much for the rank and file as the SIU is doing.

He said that with all these benefits, a fellow has no worries if there was a baby in the family, or he had to be laid up due to illness or injury, and that these two benefits alone made it worthwhile to be with the SIU.

I have been receiving the LOG at my base address in the past, but now I am living off the base with my wife, and would like to change the mailing address. Also, if it is at all possible, I'd like to have a copy of the "Seafarers In World War II," if they are still available. Could you send a copy to me?

Joseph M. Worsley

(Ed. note: Copies of "Seafarers in World War II" are still available, and we are sending one to you.)

All Of Us Must Stand Together

To the Editor:

Since the inception of this Union, there have been many changes for the better in contracts and conditions.

You hear a lot of barroom gossip about how this or that should be changed or about some guy being no good and so on. But when it comes to a show-down, how many stick with the Union? That's the way I've seen it happen on most ships I've been aboard lately.

This is the way I see things though. There is only one way to win. As I see it, it's up to us to stay together, because together we can do miracles. If we're split and heading in different directions we're making our own destruction.

Carl E. "Red" Gibbs

Steward, Chief Cook Rate More

To the Editor:

We have been thinking a long time about our voicing our opinion on the way stewards and chief cooks have been left out in the cold on pay.

The steward is the only unlicensed man who is at the head of a department. He has to requisition stores and all supplies for that department, as well as supervise it. We honestly think the steward's base pay should be higher than that of any other unlicensed man on the ship outside of the chief electrician.

Further, a man with the skill and responsibility of a chief cook should have a higher base pay in proportion to the ratings in other departments.

It seems everybody's complaints and ailments wind up in the ear of the steward. If a man comes aboard with a hangover from the night before, the first one he hits up for a drink in the morning to help him through the day is the steward, and he's expected to have

one, two or three drinks for him at that. That's for that.

On other matters, we'd like to say we think the Vacation Plan is tops and the arrangement could not be better. We also think the maternity benefit is a wonderful thing for the married men, although it possibly came too late for us, though one never knows.

At present we are on the Taddei (Shipenter) in the sunny port of Barcelona, Spain, a seamen's paradise, with plenty of pleasure for all.

Orville L. Wahlin
Johnnie Hodges

He'll Be Back Shipping Soon

To the Editor:

I just want to say hello and have you stop sending the LOG to me over here in Korea. I'm now leaving for the States and will be discharged September 26.

I sure appreciated getting the LOG over here. I can see how the Union and the membership are doing everything possible to make the SIU the best Union in the world.

It sure will be great to have Union halls in the other ports something like the hall in New York. The New York hall is the best I ever saw.

I tried to get discharged before and go back to sea, but no dice. So now I'll have my 24 months in the army and then I'll go back. I was drafted from the Oremar in Baltimore, where I was sailing as a steward.

After being in the army two years I can see what a union is for and what it stands for. I'm really proud to be in the SIU. I'll be seeing you all again soon.

Cpl. Eugene Ray

(Ed. note: An army discharge is one of the best reasons we can think of for cancelling a LOG subscription. Congratulations!)

Fairport Rolls Up The 'Firsts'

To the Editor:

We on the Fairport (Waterman) want to be among the first ships' crews to go on record backing our SIU negotiating committee 100 percent in its current negotiations and also voting in support of the proposed new Union constitution.

And while we're speaking of firsts, we believe we're the first ship to accurately tape-record the last ship's membership meeting while at sea on here. We wonder if anybody else has come up with this gimmick. The first assistant was given a vote of thanks for letting us use the machine during the meeting.

Walter A. Craig
Ship's delegate

(Ed. note: As far as we know, the Fairport is the first ship to tape-record an entire ship's meeting).

Thanks Donors In Galveston

To the Editor:

Please convey our thanks to all SIU members in the port of Galveston.

On July 3 at the opening of the business day, my wife called Dispatcher Mickey Wilburn and asked if he could get some of the boys to donate some blood, as I was in dire need of it. Before noon there were nine pints waiting for me, and four days later the request was repeated with the same results.

All I can say boys is thanks from the bottom of our hearts. This is something that will never be forgotten.

Capt. and Mrs. F. R. Long

Asks 'Yes' Vote On Constitution

To the Editor:

My ship just paid off in the Gulf and then we got a look at the slick color job put out by the LOG as a constitution issue. Brothers, let me tell you, I've never seen a sweeter looking job by any paper, union or otherwise.

As far as the constitution itself is concerned, we all realize that it wasn't originally written to stand up forever, and that nobody had the idea when the SIU was started that the Union would grow and expand like it did. Plenty of changes have come our way, all of them good, as far as I can see, and I guess the old overworked constitution just couldn't stand the gaff. When a seaman works himself out he goes out to pasture, and the same with a ship that gets melted into scrap when its sailing days are over.

The same thing can happen with a document like our constitution. It was okay in the beginning, but it just isn't good enough to stand up today with all sorts of changes in Union operations, the Vacation and Welfare Plans, and the like. We're a Union that's still growing and we need a document that can show it and at the same time grow with us.

The proposed constitution which is going on the referendum ballot now promises to be all that and something more. Our officials have taken every possible step not to move too fast on this, but the time has come. We must adopt it 100 percent so that we can have a constitution that will describe in plain talk just what we are and what we're after. When that ballot gets going, I hope everybody votes to adopt it.

Jack Bren

He Recalls How Mate Got 'Fits'

To the Editor:

Speaking of the good old days (as Louie Goffin says) I'll never forget my first trip to sea which I thought would be my last. It was on a Lykes Brothers rust tub

which we made Rotterdam on. Homeward bound I was assigned to pull trash up out of the No. 1 hold using a line and two empty five gallon paint cans. I heaved the trash overboard unaware that the midship had just been freshly painted. The wind took every ounce right to the fresh paint and the ship couldn't be recognized from a Christmas tree.

The mate then yelled at me to throw buckets and all over as we had plenty of buckets. I said, "Okay." Then I grabbed two empty cans and heaved them over and the fun started. If you've ever seen a cat with the fits you ought to have seen him.

Percy Boyer

Fairhope Likes Hull, England

To the Editor:

The crew of the Fairhope are really enjoying themselves as we go from port to port. One guy came back to the ship in Germany and called this the Flying Fairhope for we moved so fast.

We made several ports over in Europe but the most exciting one was Hull, England. Everyone take a tip and see the most beautiful parks in the world.

They have bobbies to watch over you so brothers don't be afraid. Cheerio you Yanks, until next trip.

Marvin Howell



Boyer

Overloading Blamed For Ship's Loss

(Continued from page 2)

pany is incorporated, or to New York. It was explained by legal authorities that the State of Virginia had a law in effect for many years limiting the amount of liability in a lawsuit for death through accident. While this limitation does not apply to Federal courts, it would tend to affect the attitude of Federal Court judgments in that state.

This was apparently the case, for the Federal judge presiding over the suits would not permit a jury trial and was quoted as expressing an opinion to the effect that \$25,000 was a reasonable ceiling for a death claim.

In New York State and elsewhere, there is no ceiling on death and injury claims; the usual practice is to make the award proportionate to the potential earning power of the person in question.

Survivors of the Southern Isles, all SIU members, told the Coast Guard that the ship stopped dead in the water "just as if she had run into a brick wall." One crewmember attempted to release the gripes on a lifeboat but the crank wouldn't work and all were swept into the water. They were picked up by rescue ships two to four hours later after floating around on dunnage and boards they latched on to.

Anxious To Hear From Mobile . . .



Here are two big reasons why a challenge by the New Orleans Beachcombers' ball club has no answer from Mobile, say Bosun Maurice Duet (left), team manager, and Bosun Otto Pedersen, a recent addition to the line-up. The trophy on the left was won by the Beachcombers, and the other two by Seafarers now in the line-up when they were on the squads of Delta Line ships.

Organizing Drive Opened By SIU In Atlantic Tankers

(Continued from page 3)

equipment and whatever type of work the company sees fit to assign them to. Meanwhile they are kept on tap to man Atlantic ships. Once a ship comes in, the company assigns men to jobs whether or not the man wants to sail at that time or likes that particular run.

Consequently, Atlantic tankermen have been impressed by the Seafarers' freedom to throw in for runs they want when they want to, not being compelled to take anything that comes along.

Company Blacklist

Should an Atlantic tankerman refuse a run, or miss a ship and be unable to notify the company, he either gets a demerit entry on his record or is blackballed out of the fleet and deprived of his livelihood.

The true job security possessed by Seafarers and the top-notch SIU representation offer an attractive contrast to this kind of regimentation.

A further attraction for the Atlantic seamen is the SIU's extensive list of welfare and vacation benefits. Hospital benefits, disability pay, maternity coverage and death benefit protection free of charge to Seafarers are advantages which Atlantic tankermen lack. Nor do they have the advantage of up-to-date recreation facilities available or under construction in SIU halls.

Little Opposition

While the company has been aware of SIU operations in the fleet it has offered little opposition to Union activity thus far.

The company's officials are no doubt fully acquainted with the outcome of the Cities Service fight. They are aware that the all-out opposition of this company, known up and down the waterfront as a rough and tough outfit, collapsed in the face of relentless pressure by a militant and determined SIU organizing team.

Cities Service Paid Plenty

They also know that the only result of Cities Service's bitter fight was a staggering bill for back wages running into several hundred thousand dollars, as well as the considerable expense of main-

taining an elaborate, costly—and unsuccessful—anti-union apparatus.

As Terpe put it, "The SIU has an unbroken string of organizing successes, having won every single beef since the organizing department was set up in 1945. We took on Isthmian, the biggest non-union dry cargo outfit in the country and licked them. The same went for Cities Service and many smaller outfits that the SIU has signed up. Our past performances have demonstrated that unorganized seamen flock to the SIU to enjoy with thousands of other seamen the benefits the SIU has won as the leader of American seamen."

"We have a smoothly-functioning organizing team operating out of every SIU port on the Atlantic and Gulf Coasts. The Union is going with the drive all the way, as long and as far as we have to go. I'm sure that the end result will be to bring the benefits of a Union contract and Union representation to all Atlantic tankermen."

23-Ship Fleet

The Atlantic Company's marine operations include coastwise, nearby-foreign and Middle East and Far East runs. Its fleet of 23 vessels includes three 30,000-ton super-tankers and it reportedly has several more ships of this type on order.

The rest of the fleet consists of T-2's with the exception of seven pre-war tankers that were privately-built. Nine of the ships operate on the foreign run to the Far East, Europe and the Persian Gulf.

LOG Bares Slick Move By Lawyer

(Continued from page 5)

the unusual story of Philip Pron." Each of the letters promised that, "If I find that I can use your testimonial, I will of course, pay you for same."

In this latest case, Semple said that he got a letter asking him to visit the lawyer's office. When he went there, he said, they just talked about general things, and then, Semple said, "Crowley said to me, 'here, I'll give you a double sawbuck for your time'."

Semple said he took the \$20 and then Crowley told him that he would "contact me in the future, at which time he said he would reimburse me with another double sawbuck."

Have Your Rating Listed In Book

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

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

Air-Cooling Near For NO

Arrangements have been completed for the installation of air conditioning equipment in the SIU Hall in the Port of New Orleans, Lindsey Williams, Port Agent and vice president, reported at the membership meeting Aug. 13.

Air conditioning of the New Orleans Hall was provided for in the building program recently voted by the membership in a Unionwide referendum.

Announcement that the equipment is ready for installation was

Voting Opens On Proposed Constitution

(Continued from page 3)

mailed to all SIU ships at sea and distributed to all Seafarers at shoreside meetings. In addition, the full text of the document was carried in the last issue of the SEAFARERS LOG together with an explanation of all its clauses. In addition, daily question-and-answer meetings were held at headquarters whereby members could get clarification of any points in the new document that they did not understand fully.

It is believed that through this procedure, every Seafarer has had an opportunity to acquaint himself with the contents of the proposed new constitution before voting on it. In the event he has not, the ballot on which he votes contains the entire text of the proposal for his benefit.

The proposal for a new constitution, which was submitted by the conference of port agents, was based on the fact that the present SIU constitution did not provide for the many changes that have taken place in the industry and the Union's mode of operation since the early days of the Union. In addition, the new document specifically spells out rights that Seafarers have long enjoyed but that were not provided for in so many words in the original constitution.

roundly applauded by members sweltering in a hall where the temperature has topped 90 degrees day after day this summer.

Every effort is being made to complete installation of the equipment in time for the membership meeting of Aug. 27. It is all up to the air conditioning engineers now and they have assured the Union that if they should happen to miss the Aug. 27 deadline, the work will be completed well in advance of the meeting Sept. 10 when it still will be badly needed.

Besides the New Orleans hall, the summer heat has also brought about air-conditioning of the Savannah hall. No plans are afoot to

air-cool the Galveston hall inasmuch as the present building plans are to seek new offices.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: August 27, September 10, September 24, October 8.

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

Agents Cite Steady SIU Gains

(Continued from page 3) proper representation in the nation's capital, in addition to serving as a valuable source of information important to the Union.

On finances, the agents reviewed all financial operations of the Union and recommended that the present successful procedures be continued with every effort to be made to keep expenses at a minimum.

Continue Organizing

Organizing activity of the Union over the past several years was noted as being of tremendous benefit to the membership. The agents suggested that this activity be continued, particularly in the tanker field which offers the best opportunity for organizing large numbers of seamen.

Turning to the current contract negotiations, the agents recognized that there is always a possibility of a strike if no agreement is reached by September 30. Consequently they proposed that the Union negotiating committee be designated a strike committee in ad-

advance, so that it will have the power to take necessary action if need be.

The operation of the various subsidiary corporations like the Cafeteria, Sea Chest and Port O'Call was reviewed and termed to be successful. The agents called on the Union to expand these operations wherever practicable into other ports and on the ships.

Manning of Ships

The agents studied the employment conditions of the past year and a half and concluded that the Union's manpower program had been operating successfully, both in retaining a healthy book-to-job ratio, and in manning all ships it was called upon to sail during the shipping boom following the start of the Korean War.

With regard to new buildings, the agents called the new SIU headquarters "a tremendous asset" to the membership and expressed the hope that the building program approved by the membership would proceed as rapidly

as possible particularly in Baltimore, Philadelphia and Galveston.

Welfare Benefits

The Welfare and Vacation Plans came in for warm approval, with the agents stating that they have "opened up a whole new era of security for seamen," and looked forward to additional coverage being gained in the future.

The agents described the SEAFARERS LOG as "probably the finest trade union paper in the American labor movement," and called for continued support of the publication and the Union's educational program.

Finally the agents reviewed the administration of the various Union functions at headquarters and concluded that a good job is being done.

In addition to the group report of the agents, individual reports were submitted by the port agent for each SIU branch, covering all operations in the branch and the problems faced in their respective areas.

... DIGEST of SHIPS' MEETINGS ...

ROYAL OAK (Cities Service), July 20—Chairman, J. J. Healy; Secretary, Aaron M. Wilburn. Delegates reported everything running smoothly. One man missed ship in Houston. Aaron M. Wilburn was elected ship's delegate. Suggestion was made to buy an iron from the ship's fund at the next port. This was agreed upon unanimously. Suggestion was made that all new men donate \$1 to the ship's fund. Repair list will be made out on arrival by each department delegate. Ship's delegate will see if the radio operator will fix the radio. Treasurer reported \$49.40 in the ship's fund at the present time.

CAPE GRIEG (Mississippi), June 13—Chairman, Earl C. Wallace; Secretary, Charles McDowell. Ship's delegate should see the chief engineer about repairing

Photos Faded In New Books

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible. Further lists will be carried in following issues of the SEAFARERS LOG.

- Ernest Ahusson, A-8; Jesus Araya, A-29; John Auslitz, A-33; Abram Allie, A-34; James Antoniadis, A-40; Daniel Alvino, A-62; James Armstrong, A-69; Marty Amad, A-71.
- Hassen Ali, A-98; Ernest Atkins, A-101; Enrique Alvarez, A-102; Claudio Anavitate, A-103; Harold Arlinghaus, A-104; Alex Anagnostos, A-106; Manuel Abreu, A-108; Willis Addison, A-109.
- Lee Arnold, A-110; Constantine Antoniou, A-113; Antonio Acedo, A-115; Edward Atkins, A-148; Joseph Blake, B-21; Carl Berg, B-26; Richard Blake, B-29; Stanley Bolko, B-33.
- William Biskas, B-36; Benjamin Bailey, B-42; Robert Brennan, B-43; James Blake, B-44; Juan Burgos, B-47; Benigno Bautista, B-48; James Battle, B-49; Christopher Bobbe, B-53.
- Casimir Bogucki, B-57; John Butler, B-77; Sidney Bernstein, B-82; Ivan Butler, B-84; Robert Bellevue, B-85; Felix Bonfont, B-92; Byron Barnes, B-99; Alexander Bensus, B-105.
- Lawrence Bond, B-116; Euzsachy Bulik, B-118; Francisco Baez, B-120; John Bellard, B-126; John Bigwood, B-153; Helmer Bjork, B-146; James Brasfield, B-150; Thomas Brennan, B-155.
- Oscar Blain, B-168; Samuel Beattie, B-167; George Burke, B-168; Anthony Bender, B-172; Julius Bocala, B-173; Bacilio Bonfont, B-174; Albert Bagley, B-173; Robert Burns, B-187.
- Charles Burns, B-190; Joseph Burns, B-191; Candido Bonfont, B-193; Nils Beck, B-201; Isaac Blumenberg, B-203; Joseph Bush, B-220; Juan Colpe, C-12; Floyd Crumpler, C-13.
- Albert Claude, C-15; Edward Celkos, C-19; Loula Colon, C-29; Enrique Cortes, C-34; John Connolly, C-38; Jose Castell, C-48; Enrique Carreras, C-41; Fructuoso Camacho, C-42.
- Robert Carey, C-43; Diego Cordero, C-45; Joseph Cantin, C-46; Rufus Carrington, C-47; Baldo Coecla, C-58; Thomas Cornick, C-63; Jose Colon, C-68; Anthony Czezemski, C-71.
- Carlos Cornier, C-73; Hector Conrad, C-75; Fabian Cruz, C-77; Anthony Caldeira, C-85; Edward Candill, C-90; Angelo Camerote, C-112; Fred Clopton, C-117; Benigno Cortes, C-126.
- George Crawford, C-148; Paul Capo, C-151; Chris Cipriano, C-154; Manuel Church, C-155; Juan Cruz, C-156; Gustav Carlson, C-157; John Cox, C-158; Walpole Clark, C-159.
- Damaso Cruz, C-160; Gabriel Colon, C-161; Joseph Carender, C-162; George Condo, C-163; Gerardo Camacho, C-164; Vincent Cellini, C-166; Robert Crete, C-167; Nicholas Capute, C-168.
- Antonio Cruz, C-169; Joseph Caruso, C-173; Edward Czesmowski, C-190; Luis Cepeda, C-194; Richard Cavanagh, C-198; Henry Croke, C-197; Joseph Colon, C-204; Andre Carvalho, C-210.

the drinking fountain. Stewards department will keep the recreation room clean and the sanitary men of the deck and engine departments will rotate the cleaning of the laundry room each week. Indicator light will be installed on the washing machine switch for the benefit of those who leave it running.

June 14—Chairman, Earl C. Wallace; Secretary, Charles F. McDowell. Something must be done about the drinking fountain, as there is no cold water at present. Discussion was held on menus and in cooperating with each other in keeping unauthorized persons out of the crew's quarters.

No date—Chairman, J. Buckley; Secretary, Charles McDowell. Provisions have been made with the captain to obtain port discharges for the men aboard this ship while it was on idle status so that these men may collect their vacation pay for this time. Motion was passed to have three water coolers put on board—one in the engine room and two on the main deck. Ship's delegate should confer with the boarding patrolman on the right amount of transportation money to be received by the men getting off. Motion was passed to contact headquarters and have them set up a list of foreign ports at which the crew can obtain fresh milk and vegetables.

COE VICTORY (Victory Carriers), June 19—Chairman, John T. Annal; Secretary, Robert Principe. Vincent Capitano was elected ship's delegate. Suggestion was made to have department delegates make out three copies of a repair list—one for the department head, one for the patrolman and the other for the ship. Deck and engine departments should get their own soap for cleaning. Chief steward suggested that the ship be fumigated.



GATEWAY CITY (Waterman), July 20—Chairman, George Clark; Secretary, M. C. McCurdy. Chief mate is a source of irritation to the deck department; he spends too much time on deck while the men are working. Ship's crew will write a letter to the editor of the LOG about the Port O'Call prices, draught beer, entertainment, etc. Members would like to get the opinions of other crews on such matters, since the bar is a part of the Union and was built with the membership's money. All departments are to turn in a repair list. If not already in effect, arrangements should be made that any member in good standing can obtain a meal ticket for the cafeteria on credit by signing his book number as collateral. It would be a good idea for the LOG to publish the full particulars of the maternity benefit again, as there are quite a number of members who have not heard the details.

ALAMAR (Calmar), July 20—Chairman, Larry C. Sullivan; Secretary, Winfield Dunne. All department delegates should make up a repair list.

AZALEA CITY (Waterman), July 19—Chairman, Fred Laplante; Secretary, Fenwick Sawyer. Ship's delegate saw the captain about the insufficient stock in the slopchest. Ship's delegate suggested a \$3 donation to the AMMLA from the ship's fund. Volunteer offered to take to the Norfolk hall the gear of a seaman who missed ship in Bremerhaven. Suggestion was made to raffle off the captain's radio-phonograph. Washing machines should not be used after midnight, so as not to disturb men sleeping. One member apologized for having so done.

FAIRHOPE (Waterman), May 30—Chairman, William M. Newell; Secretary, E. Weems. O. T. Dykes was elected ship's delegate by acclamation. An alien non-member of the crew will be checked in Galveston. Steward was asked to order watermelon, cantaloupes and other fresh fruit at Galveston. Discussion was held on inner-spring mattresses for the entire crew.

SEATRIN NEW YORK (Seatrains), June 26—Chairman, R. W. Sweeney; Secretary, E. Jones. Ship's treasurer reported a \$27 debt, due to the purchase of a television set. This will be taken care of by the new crewmembers on pay day.

SOUTHERN CITIES (Southern Trading), no date—Chairman, Thomas; Secretary, not listed. Telegram was sent to patrol-

'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.

man in New Orleans, but no one arrived. Patrolman will be sent for in Galveston. Second cook was elected ship's delegate by acclamation. Repair list should be made up and given to the captain. Ship's fund should be started.

July 4—Chairman, not listed; Secretary, W. T. Lewth. Deck shower should be replaced; more fans and mirrors are needed. All rooms should be cleaned and painted. Lights should be installed above the galley range. All members should donate \$1 to the ship's fund.

PAOLI (Cities Service), July 20—Chairman, not listed; Secretary, not listed. One man left the ship. Motion was passed to have the ship's delegate contact the patrolman about having watch for a fireman, and others. A warning should be put up on the boat deck. Man who missed the ship will be sent a wire telling him where to meet the ship to collect his belongings and money. Lockers should be repaired. Men should cooperate and leave the messhall clean in the mornings.

STEEL SCIENTIST (Isthmian), July 13—Chairman, Sid Berger; Secretary, C. V. Mergan. \$76 in donations to the ship's fund will be made at the pay-off and collected by the ship's delegate. \$12.95 will go for stolen glasses from the slopchest. One man paid off in Hawaii and was sent to the hospital. One man missed the

PERSONALS

Jose Debeza
Your brother Angeles is anxious to have you write him at 214 Borem St., Brooklyn, NY.

Rudy de Rosa
Would appreciate hearing from you c/o General Delivery, Galveston, Texas. Helen.

Eddie L. Driggers
Please write to me. Dad is well. Gertrude Driggers, 2521 Lewis St., Jacksonville, Fla.

James R. Bright
Your parents are very anxious to hear from you. Please write home. Mother.

George E. King
Urgent for you to contact mother's friend, Mrs. Richard C. Stubbs, for important message. Call Fairdale 3986 in Dallas, Texas, collect anytime.

Richard Roberts
Your letter received and the missing ship's fund has been found and turned over to present treasurer G. Barber. Delegates, SS Fairport.

Carl Coons
Your gear has been taken off the Fairport and put ashore at the Philadelphia SIU hall. Claim it there. Delegates, SS Fairport.

E. T. O'Mara
I received the allotment and thank you for it. Please write. Love, mother.

Paul Wilkins
It is very important that you contact Sterling & Schwartz, 42 Broadway, NYC, in reference to an event aboard a ship you were on recently.

Edward House
Call your wife. Important.

ship in Honolulu. Motion was passed to have the ship fumigated, as there are mice in the galley, pantries, messrooms, saloon, storerooms and crew's quarters, including topside. Members were asked to list any repairs needed. Patrolman will be asked to check lockers in rooms.

FAIRISLE (Waterman), July 4—Chairman, C. Quinn; Secretary, D. Bluma. Water tanks have not been cleaned from the last trip. Motion was passed to have the members of the crew tell the steward if they need anything in the line of ship's stores so that the steward will know what to order for the next trip from the port steward in San Francisco by mail from Yokohama. The new washing machine is out of order and the old one needs repairing. Suggestion was made that the old one be repaired aboard ship. Towel racks and soap trays should be gotten for the deck maintenance room and deck department shower room. Ship's delegate will see the chief officer about painting the insides of the lockers.

SHINNECOCK BAY (Veritas), June 23—Chairman, Cecil Gates; Secretary, Paul E. Huggins. Patrolman straightened out the key situation and had the galley pots and pans repaired. All hands should cooperate in keeping the laundry clean and in good shape. Last standby should clean the messroom. Steward suggested that if anyone is hungry, he is to see the steward, and he'll fix 'em up. Steward will see that necessary cleaning materials are placed in the laundry. Stewards department got a vote of thanks.

DEL AIRES (Mississippi), July 5—Chairman, Ray Queen; Secretary, Red Simmons. Meeting was called to discuss the food fees. Steward said this was his second trip here and his first Mississippi ship in quite a few years, but now he realizes that you cannot buy stores in Argentina any more. Ship should be properly stored for the voyage, since he never knows when he will be back in New Orleans and when the ship will hit a port. Motion was passed that there be sufficient stores on board before signing on. Action should be taken on this by the Union, and company should be so notified.

JAMES MCHERRY (Bloombeld), July 12—Chairman, Paul L. Whitlow; Secretary, M. Stachura. Washing machine was repaired in Japan, but is out of commission again. Men were logged in Yokosuka for delaying the ship's shifting to Yokohama. Ship's delegate was informed by the captain that the ship would be shifted 5 A.M. Members were so informed, and some left in the evening. Sailing board was set for 3 A.M. Topsiside claims that arrangements for the lunch were made for 4 A.M. and all the crew was not aboard at 3 A.M. Others were aboard at 6 A.M. as the ship didn't sail because of no crew. Shore stedevoors are securing gear, which is the crew's work and overtime is going in against them for doing it and also against the mates for doing sailors' work. Recommendation was made to limit the chief steward to sailing as cook's endorsement and below. Steward says that he puts everything on the requisition that he needs but the captain crosses many items out, which is very true. Suggestion was made that the weavels be sifted out of the flour and that the flour be put in the chill box. There should be more variety in the menu. Suggestion was made that if the chief cook finds any meat unfit for consumption, he should show it to the steward and the delegates before disposing of it, and that a record should be kept of this, so that the steward can account for disposition of all meat.

ALASKA SPRUCE (Ocean Tow), July 13—Chairman, William McKay; Secretary, H. Thomas. Messhall door and washing machine strainer need fixing. Vote of thanks went to the stewards department, which was undermanned due to accidents.



PUERTO RICO (Hull), July 19—Chairman, Krans; Secretary, Phares. Proper method of writing overtime was discussed, as well as some of the shipboard rules.

July 27—Chairman, Steve Carr; Secretary, Jim Murphy. Delegates will turn individual cases of drunkenness and performing over to patrolman. Two men are quitting. Before the layup, ship's fund will be spent on a party for the crew. Member accused the night pantry man of denying food to the men on the 4-8 watch. Steward will try to get more milk. Steward has given instructions to give 124 watch milk, juice and sandwiches. This also goes for the men on 4-8 watch. Crew coffee urn should be cleaned. Messman says he does so three times a day.

LAWRENCE VICTORY (Mississippi), June 24—Chairman, Jose Plata; Secretary, Charles G. Peters. All disputed overtime should be made ready for the patrolman. Repair lists have been given to department heads. Crew wants third assistant fired, as his attitude and actions are detrimental to the welfare of the crew and our Union.

NIKOKLIS (Dolphin), July 20—Chairman, John C. Sorel; Secretary, M. Olson. Ship's delegate asked that repair list be readied for the captain and patrolman. He warned that there would be Union action against whoever is carrying stories topside. There are complaints about the chief mate who turned the men to work deep tanks without supervision when the bosun was sick. He also overred that no more overtime be given to deck maintenance man after he turned in overtime for painting the passageway. Motion was passed unanimously to get a new washing machine. Linen should be checked and replaced by more and better quality linen. Cots should be exchanged

as present ones are too light. Those members getting off should turn in fog's keys and laundry. Chief engineer refused to have fuse fixed on Saturday morning. Vote of thanks went to the steward department for its good work.

MILTON H. SMITH (Isthmian), July 5—Chairman, Dan Stazrick; Secretary, Louis Signorilli. Icebox in the recreation room is not working, and did not work very long after it was repaired. It has been fixed three times. Crew passed a motion to get a new one next time in port. Pantryman asked that all glasses be put on the shelf. All members should help keep the messhall clean. Patrolman's attention should be brought to the fact that the skipper failed to provide proper draws. Members should be considerate in their use of the washing machine.

July 18—Chairman, Lasky; Secretary, not listed. Coffee counter should be kept clean, as well as tables. Ashtrays should be used and milk and sugar should be cleared off tables.



FAIRLAND (Waterman), May 17—Chairman, not listed; Secretary, Wilmer E. Harper. Chief electrician was left behind in Mobile. Captain expects to get a replacement in San Pedro. Many repairs have not been made. There are no port-hole screens. Suggestion was made that the ship's delegate speak to the patrolman about this if ship arrives at San Pedro early enough. Bosun asked everyone to be quiet in the messroom at night. Suggestion was made to set up a ship's fund for this voyage only, with the money to be spent by the crew at the end of the voyage.

June 21—Chairman, Tom B. Patton; Secretary, William McCarthy. One man was logged for missing sea watches. Tom B. Patton was unanimously elected ship's delegate. Men who stood watches for the men who were logged should put in overtime.

INES (Hull), July 21—Chairman, W. Schoenborn; Secretary, Silko. One member missed the ship in Trujillo City and rejoined it in San Juan. Deck members warned about performing. Patrolman will be contacted about a new awning aft. Delegates will see that all repair lists are turned over to the mate and that all repairs are made. Crewmembers were warned not to touch things that don't belong to them.

HOLYSTAR (Intercontinental), June 1—Chairman, O. Ferrara; Secretary, J. Brooks. Robert Zimmerman was elected ship's delegate; R. J. McConnell was elected deck delegate; J. V. Murphy was elected engine delegate and O. Ferrara steward delegate. Ship's delegate will write to the hall about the way the pre-

NOTICES

Dalvin A. Sawyer
Your baggage can be picked up at the baggage room at SIU headquarters in Brooklyn.

John Faircloth
Laundry left aboard the SS Steel Ranger is in the Baltimore baggage room.

The crewmember of the Dorothy, Angelina, Kathryn, Suzanne or Frances who lost a pair of eyeglasses prescribed by a NY optician can claim same by writing Rafael Ortiz, Box 5347, Puerto de Tierra, Puerto Rico.

Robert C. Wright
A package belonging to you can be picked up at the Lost and Found Dept., Pennsylvania RR Station, New York City.

George E. King
A letter for you is being held at the LOG office in SIU headquarters.

Winfred C. Kelly
The registry department of the US Post Office at 90 Church St., NYC, is holding registered mail for you.

Baggage and gear off various Waterman ships are being held at Pier 6, Bush Terminal, Brooklyn, for the following men: J. J. Bipepe, M. Blizzard, E. Brown, E. R. Buckley, J. F. Cooper, A. Di Costa, W. Edwards, J. A. Golendez, R. Guthrie, G. Hunt, Wilbur Jones, H. Krauthammer, S. Kurkorich, J. Kuross, M. E. Lipshitz, J. J. McHale, J. Mickelagvonnas, Paul Mullens, E. Noonan, G. Schemm, Waldo Shaw, E. J. Shephard, Glen Sutphin, Gene Tucker.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY.

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Filing For Cash Benefits



All smiles, Seafarer George L. Hayes, (right), puts in for both maternity and vacation benefits at the SIU Seattle branch hall. Hayes was on the Irenestar when his son, Samuel, was born. Handling the applications are Jeff Morrison, (left), port agent, and Paul Drazak, dispatcher.

SIU BROTHERS in the HOSPITALS

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

- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY: Robert Atmore, Carl Berre, Rupert A. Blake, Edmund C. Blosser, Julian F. Bright, Wilson O. Cara, Walter J. Chalk, Charles M. Davidson, Emilio Delgado, John J. Driscoll, John T. Edwards, Jose Espinoza, E. Ferrer, Leonard Franks.

- Bart E. Guranick, Robert E. Gilbert, John W. Keenan, Leo Kulakowski, Fredrick Landry, James J. Lawlor, Martin P. Linsky, Francis F. Lynch, Alexander McHarg, Harry F. MacDonald, Vic Milazzo, John Murdock, Eugene T. Nelson, Pedro Peralta, R. A. Ratcliff, John Richters, George Schumaker, Robert Sizemore, Albert Thompson.

- SEASIDE MEMORIAL HOSPITAL WILMINGTON, CAL.: John Chiorra. USPHS HOSPITAL SAVANNAH, GA.: Terrell D. Adams, Warner W. Allred, Henry F. Bacon, R. W. Carrolltown, J. M. Hall, Earl L. Hodges, Peter McCann, Angelo J. Martins, Louis C. Miller, J. T. Moore, Jack D. Morrison, Joseph P. Willis, G. W. Wilson.

RECENT ARRIVALS

- All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name. Michael Stephen Parrot, born May 9, 1952. Parents, Mr. and Mrs. Wiley Parrot, 1736 Carrol Drive, NW., Atlanta, Ga. Evelyn Dulaca, born June 28, 1952. Parents, Mr. and Mrs. Sammy S. Dulaca, 971 North 6th Street, Philadelphia, Pa. William Lester Larkin, born June 26, 1952. Parents, Mr. and Mrs. Lester N. Larkin, 55 Nichols Street, Chelsea, Mass. Pamela Dawn Spencer, born April 4, 1952. Parents, Mr. and Mrs. Jim L. Spencer, 616 South Cox Street, Asheboro, N. C. Debra Darleen Barlow, born May 14, 1952. Parents, Mr. and Mrs. Joseph E. Barlow, 164 West Collins Street, Westlawn, Mobile, Ala. Daniel Arthur Gilliland, born July 23, 1952. Parents, Mr. and Mrs. Arthur G. Gilliland, 204 Sheffield Avenue, Brooklyn, NY. Charles Anthony Gallagher, born May 25, 1952. Parents, Mr. and Mrs. Charles J. Gallagher, 89 Parker Street, Chelsea, Mass. Rhonda Terry Kaufman, born July 1, 1952. Parents, Mr. and Mrs. George L. Kaufman, 3210 Pauger Street, New Orleans 19, La. Inez Emelda Smith, born April 25, 1952. Parents, Mr. and Mrs. Lawrence Smith, 1100 Whitney Avenue, New Orleans 14, La. Harris Edwards Phillips, Jr., born April 9, 1952. Parents, Mr. and Mrs. Harris E. Phillips, Box 1106, Chickasaw, Ala. Bertha Lorraine Robinson Sawyer, born July 21, 1952. Parents, Mr. and Mrs. Frank R. Sawyer, 1355 Persimmon Street, Mobile, Ala. Robert David Ben-Kori, born July 13, 1952. Parents, Mr. and Mrs. Alexis Ben-Kori, Jr., 3570 SW 13th Terrace, Miami, Fla. Roy Francis White, born July 20, 1952. Parents, Mr. and Mrs. Roy R. White, 160 Salre Street, Elizabeth, NJ. Edith Marie Cobb, born May 12,

- 1952. Parents, Mr. and Mrs. John L. Cobb, Box 362, Baltimore 2, Md. Geralyn Theresa Stewart, born June 25, 1952. Parents, Mr. and Mrs. Samuel W. Stewart, 1933 D'Abadie Street, New Orleans 16, La. Robert Lindsey Woodcock, born June 6, 1952. Parents, Mr. and Mrs. Paul Woodcock, 424 Walnut Street, Norfolk 6, Va. Christopher Thomas Katsanis, born June 19, 1952. Parents, Mr. and Mrs. Charles P. Katsanis, 232 East 116th Street, New York 29, N.Y. Edna Dianne Powe, born July 17, 1952. Parents, Mr. and Mrs. John T. Powe, Pearl River, La. Wayman Monroe Jordan, born May 31, 1952. Parents, Mr. and Mrs. John Monroe Jordan, 869 W. Highland Ave., Prichard, Ala. William Thomas Anderson, born July 28, 1952. Parents, Mr. and Mrs. Walter J. Anderson, 255 St. Emanuel Street, Mobile, Ala. Terry Lincoln Miller, born July 25, 1952. Parents, Mr. and Mrs. Marvin E. Miller, 657 Rick Street, Crichton, Ala. Stewart Allen Kautsch, born June 27, 1952. Parents, Mr. and Mrs. Thomas N. Kautsch, 1614 9th Street SW, Canton Ohio. Michael Edward Marshall, born June 4, 1952. Parents, Mr. and Mrs. Martin Marshall, 84 Marshall Street, No. Revere, Mass. Patricia Ann Phelps, born April 16, 1952. Parents, Mr. and Mrs. Horace W. Phelps, 1120 Hawthorne Avenue, So. Norfolk, Va. Karen Rose Manuel, born May 25, 1952. Parents, Mr. and Mrs. Alberto Manuel, 110-14th Street, Galveston, Texas. Mitchell Tunstall Reed, Jr., born July 28, 1952. Parents, Mr. and Mrs. Mitchell T. Reed, 3000 Prytanis, Apt. 7, New Orleans, La. Kenneth Kelly Robinson, born July 30, 1952. Parents, Mr. and Mrs. William K. Robinson, 356 Carsten Street, Mobile Ala. Bob Roy Jordan, born May 20, 1952. Parents, Mr. and Mrs. Rob-

- ert G. Jordan, 654 Common Street, New Orleans, La. Samuel David Hayes, born June 25, 1952. Parents, Mr. and Mrs. George L. Hayes, 610 West 26th Street, Vancouver, Wash. Celia Darlene Milton, born June 11, 1952. Parents, Mr. and Mrs. Luther-Ray Milton, Route 1, Box 4, Henry, Va. Kenneth DeVece, born August 4, 1952. Parents, Mr. and Mrs. Ricardo DeVece, 1777 Spring Garden Street, Philadelphia, Pa. Nancy Margaret Smith, born July 3, 1952. Parents, Mr. and Mrs. Eddie Douglas Smith, 844 Shotwell, Houston, Texas. Pamela Lewis Deese, born July 12, 1952. Parents, Mr. and Mrs. Louis C. Deese, Route No. 9, Box 395, Conecort, NC. Louise Lucinda Greaux, born August 6, 1952. Parents, Mr. and Mrs. Greaux, 122 First Avenue, S., Texas City, Texas. Charles Howard Blonstein, born August 5, 1952. Parents, Mr. and Mrs. David Blonstein, 97 Willet Street, New York City. Jerome Stanley Dob, Jr., born May 24, 1952. Parents, Mr. and Mrs. Jerome S. Dob, c/o Louis DiDomenico, RD No. 2, Collegeville, Pa. Rosemarie Palmquist, Parents, Mr. and Mrs. Hilding Palmquist, 246-17 N. Conduit Avenue, Rosedale, NY. Ralph Leonard King, born June 1, 1952. Parents, Mr. and Mrs. Ralph O. King, 735 St. Louis, New Orleans, La.

How To Get Disabled Pay Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 875 Fourth Avenue, Brooklyn 32, NY.

- USPHS HOSPITAL BRIGHTON, MASS.: Richard P. Bowman, George N. Clarke, Anthony R. Coppola, Eugene D. Davis, Stanley R. Greenridge, Raymond Harris, S. Kostegan, Richard J. McLaughlin, Arthur V. McLeod, Anthony Pinchook, Donald S. White, Zachariah Williams.

- BOSTON CITY HOSPITAL BOSTON, MASS.: Arthur J. Vogel. USPHS HOSPITAL NORFOLK, VA.: James M. Fowler, Leslie M. Jackson, Ralph R. Knowles, Wilfred J. Moore, John W. Riebel, Shirley E. Rountree, Clifford M. St. Clair, Lyle W. Willtamson.

- USPHS HOSPITAL NEW ORLEANS, LA.: Lloyd T. Bacon, Paul Boudreaux, Franklin N. Cain, James M. Carswell, Oliver Celestine, John L. Cobb, C. Coburn, R. Cruz, John R. L. Dodds, Leroy Donald, Harry E. Dover, Leo Dwyer, Arthur C. Fivck, B. D. Foster, Leo H. Lang, Clyde H. Lanier, W. L. McLellan, H. Moran, Alfred J. Nassar, J. H. Parsons, Dallo Perez, Edward Poe, K. Raana, Harold Rosecrans, A. A. Sampson, Sedrick Schieffler, Raymond E. Scott, Andrew Stauder, Herman E. Thompson, William F. Vaughan, J. E. Ward, Robert Williams, S. L. Woodruff.

- VETERANS ADMINISTRATION HOSPITAL NEW ORLEANS, LA.: Wilkin W. Wilson. USPHS HOSPITAL MOBILE, ALA.: Tim Burke, Enoch Collins, Roscoe B. Dearman, Amadio Fedele, J. H. Gleason, Vernon E. Harbison, James H. Jones, Dallas J. Reynolds, L. W. Setosky, John R. Varnes.

- FIRLAND SANITORIUM SEATTLE, WASH.: Emil Austad. VETERANS ADMINISTRATION HOSPITAL SEATTLE, WASH.: James L. Kerr. USPHS HOSPITAL SEATTLE, WASH.: Richard F. Blanchard, Joseph Falaoka, Joseph Graziano, Lawrence Power, Victor Shavroff, Joseph L. Somyak.

- USPHS HOSPITAL GALVESTON, TEX.: Robert Weimar, Arthur J. Brown, James B. Mathews, Paul J. Mogart, Joseph Neubauer, Gilbert H. Perry, Joseph L. Springer, William J. Stephens, Andrew L. Stone, John O. Strickland.

- USPHS HOSPITAL SAN FRANCISCO, CAL.: Ali Ahmed, Edward E. Cetti, William H. Chedburn, Oliver J. Kass, Harold R. Milburne, Donald Nettles, Peter Smith, David Sorenson, Wilhelm Timmerman, Lawson K. Trussell.

- USPHS HOSPITAL FORT WORTH, TEX.: J. H. Ashurst, Joseph P. Wise. USPHS HOSPITAL BALTIMORE, MD.: Thomas L. Ankerson, Bruce I. Barkysumb, Roland R. Bell, Bernard Brown, Louis A. Brown, Henry K. Callan, Charles W. Chronister, Raymond E. Davis, Gorman T. Glaze, Robert B. Harris, Hugo J. Hilden, James E. Hillary, Carl W. Hughes, Charles E. Johnson, James A. Johnson, Talmadge F. Johnson, Walerck Kupidowski, Eustathios Lagos, Gibbs T. Liverman, Francis B. McCollian, Theodore Mastaler, Henry K. Mikulski, Walter Mitchell, Joseph Perreira, Raymond Plaza, John G. Robinson, Alfred R. Seeberger, Charles E. Shaw, James H. Shonkwiler, Francis X. Sullivan, Raymond E. White, Frank E. Williams, Joseph K. Wing, Gus Wirth.

- USPHS HOSPITAL PORT STANTON, NM: Charles Burton, Adton Cox, Francis I. Gibbons, Thomas Isaksen, Donald McDonald, Archibald McQuigan, Renato Villata.

- USPHS HOSPITAL SAN JUAN, PUERTO RICO: Edgar Barton, Victor Carlson, Hipolito DeLeon, Myron J. Neth, Juan Reyes. POTTENGER SANITORIUM MONROVIA, CAL.: Edward L. Pritchard.

- USPHS HOSPITAL MEMPHIS, TENN.: Bomar Cheeley, Virgil E. Wilmoth. USPHS HOSPITAL STATEN ISLAND, NY: Ahmed AlSoudie, Victor Arevalo, William Atchason, Raphael Babiani, Eduardo Balboa, Maurice Burnstine, Frank Caiman, Joseph Colon, Joseph P. Farrell, Harry L. Franklin, Elmer B. Frost, Robert Gribben, I. B. Grierson, W. Groholski, Carroll Harper, William M. Herman, Samuel Howard, William D. Johnson, John Jordan, George Kitchen, John B. Krewson, Ludwig Kristianson, Charles Krull, Daniel R. Leary, James R. Lewis, Victor N. Litardi, Leon J. Lowe, Joseph Lucas, Arthur J. McCall, Alexander McHarg, Kenneth Marple, Erling Melle, Thomas Morris, Alfred Mueller, Herbert Muncie, Leonard Murphy, Kurt A. Nagel, Frank Nering, T. Papouzsoglov, David Pshkoff, Alexander Peffanis, Robert E. Quinn, Ernesto Ramirez, Antonio Rivera, Jose Salgado, Virgil Sandberg, Isadore Schector, Thomas Tomlin, Francis D. Wall, Richard L. Welch, George Wilkey, Anthony Zalenski.

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.)

One thing that the guys in the hospitals always remark about is the way the SIU takes care of its own, and Earl Melle over in Staten Island Hospital is one Seafarer who is always ready to praise his brothers for the way they help out a fellow Seafarer.

Earl had to have a serious operation at Staten Island, and the way it turned out, he needed a lot of blood in a hurry. A quick call went out to the New York SIU hall, and the Seafarers in the hall really turned out in fine fashion. The doctors say that the blood his fellow Seafarers donated was one of the most important factors in getting Earl through the operation. Earl's one of the real old-timers who has been sailing on deck just about all of his life.

I dropped off a \$200 maternity benefit check and \$25 US bond from the Union at Hilding Palmquist's home last week. Hilding's wife, whom he met while at the Staten Island Hospital where she worked for 10 years, just presented him with their second daughter. They have a pretty brick house out on Long Island now, with plenty of room for the family and a nice yard where the kids can play. Hilding admits that the good wages and conditions that the SIU has won are what makes it possible for seamen like himself to own their own homes now, and have a real family life.

Osborne N. Brooke dropped into the New York hall to take his first look at it. He just got in on the Alcoa Pioneer and says "the hall is even better than I expected—and that's saying something." He just collected the \$200 maternity benefit and \$25 US bond when his wife presented him with a baby boy, Eddie Eugene.

George Kitchen gets a regular daily visit at Staten Island by his wife, and you should see him brighten up when she walks into the hospital. George keeps busy when she's not there by making belts for her. She's got a whole collection of leather and knot belts that George has made in different colors and designs. A lot of Seafarers will remember George's good pies and cakes.

John Fitzsimmons and John Muehleck keep busy sailing the Puerto Rico back and forth in Staten Island Hospital. Both of them were on the ship, and send their regards to the crew. They'd like to have some of the Puerto Rico crew stop up the next time the ship's in New York.

Dave Blonstein and his wife just had their first son. What with SIU wages and working conditions, Dave says they are now planning on buying a home of their own. In addition to the \$200 maternity benefit and the \$25 US bond from the Union, the LOG photographer took the first pictures of the new baby. Dave said they plan to start an album with the LOG pictures. He's going to grab a coastwise ship, preferably Bull Lines, so he'll be able to be home with the family more often.

Dave Pashkoff just blew into Staten Island Hospital with a bad foot. Pashkoff's brothers have all sailed SIU at one time or another except one. That last one just got out of the Navy and has already applied for his AB papers. Dave has already worked up a sort of sandwich and coffee concession in his ward. After visiting hours, all the guys in the ward join in and have a little feast.

Frank Nering keeps busy over at Staten Island by going around and visiting all the other Seafarers he knows in the hospital. He never forgets an old friend and said to say hello to all his old shipmates for Big Frank the Fireman.

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.

Mervyn Shipley, 42: Brother Shipley died in the USPHS Hospital in Baltimore on July 4 of cirrhosis of the liver. He sailed in the deck department as AB and had been a member of the SIU since November, 1944, joining up in the port of Baltimore. He is survived by a brother, Clayton R. Shipley of 2002 Beechfield Avenue, Baltimore. Burial took place in the Keyser Cemetery in West Virginia.

Jerome Stanley Dob, 23: The youthful Seafarer was the victim of a knifing, dying of stab wounds at the Montgomery Hospital, Morristown, Pa., on May 10, 1952. Ten days later his wife gave birth to a baby boy. Dob had been with the SIU since August, 1948, sailing in the engine department. His wife, Mary Dob, and son, Jerome Stanley

Dob, Jr., of 334 Main Street, Collegeville, Pa., and his mother, Stella Dob of Conshohocken, Pa., survive him. Dob was buried in Riverside Cemetery, Montgomery County, Pa.

Basilio G. Cunado, 58: A heart ailment caused the death of Brother Cunado on July 27 in the Sparrows Point Dispensary, Baltimore, Md. He had been sailing SIU since 1947 and held FOW ratings. His wife, who lives in Spain, survives him. Burial took place in the Holy Redeemer Cemetery, Baltimore, Md.

Hubert H. Keech, 35: A fall from a second story window led to the death of Brother Keech in the USPHS Hospital, Norfolk, Va., on August 15. A resident of that city, Keech had joined the SIU in December, 1944, and sailed on deck. He is survived by his brother Clyde Keech, of Pantego, NC. Burial took place in Keech Cemetery in Pantego.

SIU Hits Hospital Closing

(Continued from page 2) travel over to New Orleans for treatment."

Tanner's statement was echoed by several Seafarers who were hospitalized in the Mobile institution. One of them, A. W. Swim, OS, was injured while aboard the Afoundria. "They will keep a hospital open in Yokohama," he declared, "and close one here at home where it is needed just as

badly, and where we want to be near our families when we must have treatment."

Seafarer E. G. Petis, who is recuperating from a fractured vertebra suffered in a swimming accident, stated, "I hope the LOG will let people know what's going on around here."

Two other veteran Seafarers in the hospital are concerned about the closing. J. H. Jones, FOW, is

recovering from an injured foot, while Seafarer Tim Burke faces a long siege with tuberculosis. Both men will have to be moved although their only relatives live in the Mobile area.

Patients Moved

As a result of the closing order, 125 hospital patients are being transferred to other institutions. All that will be left of the 109-year-old institution will be an outpatient service for seamen. It will be manned by a staff of 18 in contrast to the 128 people who previously worked in the institution.

Participating in the protest meeting aside from SIU Port Agent Cal Tanner, were representatives of the MM&P, Marine Allied Workers, NMU, American Legion, Veterans of Foreign Wars, Disabled American Veterans, Jewish War Veterans and others.

Three-Way Benefit Adds Up For SIU Man

(Continued from page 2) ered all the dues he had ever paid to the Union since 1944—with some money still left over.

"That doesn't count the hospital benefits I've collected before at various times," he said. "They were just gravy."

"The way I figure it," said Luther, "those other hospital benefits were just money that the Union gave me. I've gotten big pay boosts, better working conditions, the best Union representation in the world for eight years, and it hasn't cost me a cent."

Free Insurance

"The \$2,500 Death benefit that I have with the Union has just been like a free life insurance

Edouard "Lee" DeParlier walked into the New York headquarters last week and promptly snagged the largest single Vacation Pay check paid out so far, \$167.61.

DeParlier just signed off the Fort Bridger (Western Tankers) after seeing through a 16-month Persian Gulf run as steward.

"The trip wasn't bad," said DeParlier, "but I wish that the fellows wouldn't sign on for a long run like that if they know that they're not going to stay aboard."

"The trouble is that after a while, the guys start paying off in foreign ports, and then they have to hire replacements there, and they sure don't get the kind of replacements they would get from an SIU hall."

"When the guys sign on for a long trip and then sign off before the trip is completed, they just make it that much harder on the men who stick with the ship."

DeParlier has been sailing since 1943 when he joined the SIU, and, he says, "this is the first time I've ever collected vacation pay. It's a big step forward for the Union and for the seamen."

Family Foto



One of the early SIU families to receive maternity benefits, the Wilburn H. McKinney clan of Mobile sits for a real family photo. The baby is James Allen.



Pashkoff



Fitzsimmons

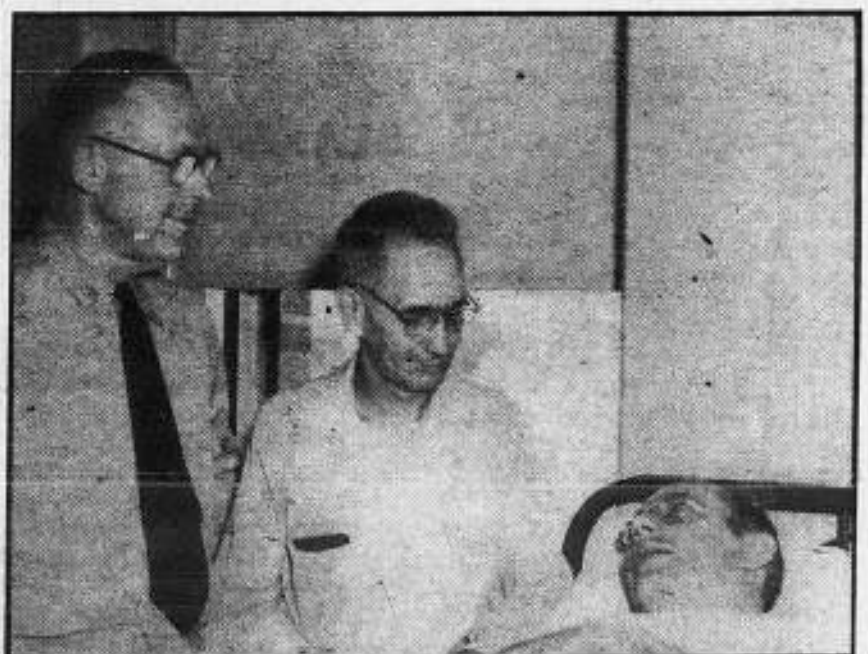


Edouard De Parlier



Nering

Visit To New Orleans Hospital . . .



On the mend and coming along nicely, a quartet of Seafarers at the New Orleans marine hospital takes in the sunshine on the lawn. Shown enjoying old sol (top, L-R), are James Snell, cook; Thomas L. Dugan, oiler; Lee Dwyer, steward, and Dalio Perez, MM. At bottom, SIU Welfare Services Representative Bill Fredericks (center) and Dr. W. W. Nesbit, chief medical officer, pay a visit to hospital newcomer, John R. Dodd, OS.

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.

contract negotiations are **you!**



ON THE SHIPS . . . ON THE BRICKS . . . IN UNION MEETINGS

The negotiating committee you elected to bargain with our 90-contracted operators has behind it the full strength of America's best seamen—the men of the SIU. You are at the bargaining table!

Every gain made in the articles, sections and clauses of the contract will be the result of your support of the Union. Your participation in Union meetings, your activity in the Union when ashore and your upholding of the contract aboard ship make writing a new contract a simpler task for your committee. A strong Union is a guarantee of a strong contract.

SEAFARERS ALWAYS HAVE THE BEST CONTRACT!

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