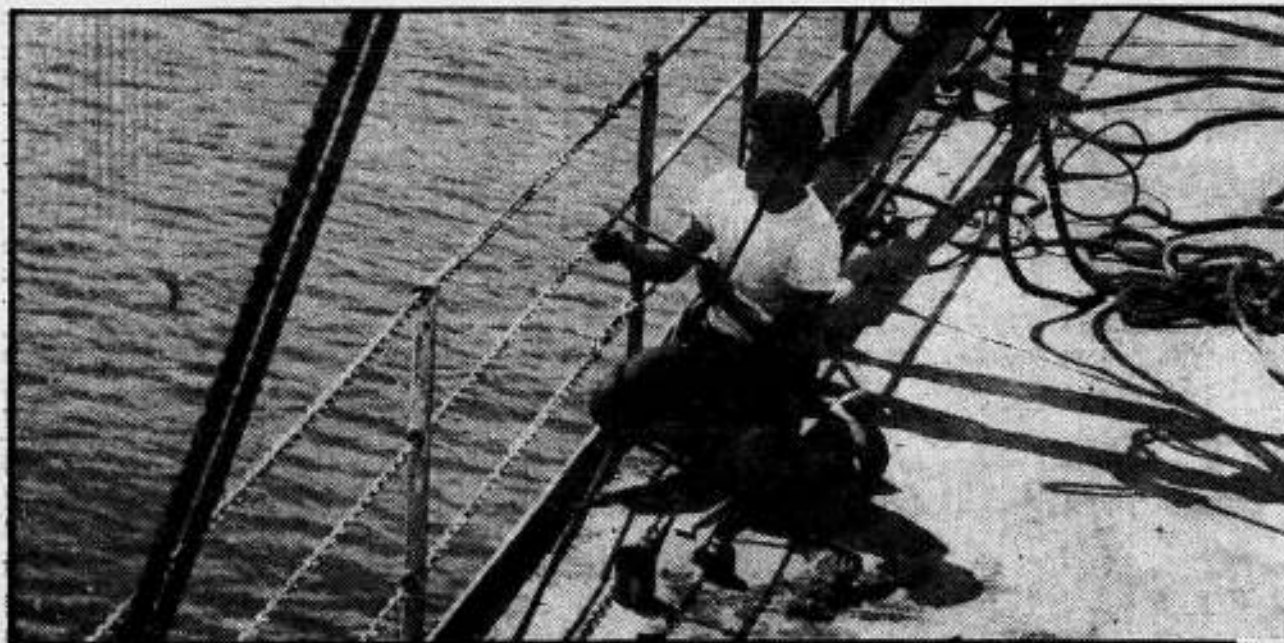


SHIP BILL'S FATE IN CRUCIAL TEST

—Story On Page 3

Govt Sea Schools 'Useless:' SIU

—Story On Page 2



On the Job. Shown at work on the Isthmian freighter Steel Apprentice, last week, Seafarer Ben Fischman was one of the first ABs turned out by the SIU Deck Training School. Meanwhile, despite lull in shipping, government sea schools seek more money. (Story on Page 2.)



Sight-Saver. Again able to see, Phil Pron looks over '51 LOG story telling how Eric Joseph (left) gave his right eye to save Pron's failing vision. (Story on Page 7.)



Contest Time. The famed comic strip creators of "Joe Palooka" and "Pogo," Ham Fisher and Walt Kelly, will be part of the panel on hand May 20 to judge entries of Seafarers in the SIU Art Contest. All entries, only a portion of which are shown, will be exhibited at headquarters all next week. (Story on Page 3.)

Blast Sea School Funds As 'Cart Before Horse'

The split personality of Congress when it comes to appropriations for the maritime industry is well illustrated by the current furor over funds for the Kings Point Merchant Marine Academy.

While the long range ship-
ping bill, essential to provide the ships needed for a merchant fleet, is facing tough sledding in the House Merchant Marine Committee, several Congressmen are beating the drums for restoration of \$1 million in appropriation requests so that Kings Point can continue to train unneeded licensed personnel for non-existent or inactive ships.

At the peak of the manpower demand, proposals were made to reopen Government training schools for unlicensed men such as were operated during World War II. The SIU strongly opposed such suggestions at a conference of AFL maritime unions in Washington, pointing out that it was instituting its own upgrading program to meet the need immediately without long and costly Government schooling.

As things turned out, had a Government program been started, it would just now be getting underway at a time when the shortage of seamen has shifted to a surplus. In the meantime the SIU has upgraded several dozen AB's who are now manning ships under contract to the Union. This experience points up one of the gravest defects of Government-operated training—its inflexibility. Once in operation, Government-operated schools such as Kings Point cannot be responsive to the shifting needs of the industry. They continue to turn out graduates irrespective of the fact that they are no longer needed.

grading schools in Sheepshead Bay, New York, and Alameda, California. The bulk of the fund request, \$2,352,000, was for the academy.

Minor Role

Supporters of the academy, chiefly Congressmen from Long Island where the school is located, have claimed that the reduction would have a damaging effect on the country's ability to man the merchant marine. Actually, judging from the experience of licensed officers unions and shipping companies, graduates from Kings Point play a minor role in the shipping industry in comparison to men coming out of the foc'sle, who get experience at sea instead of training at Government expense.

The Kings Point fracas focuses a spotlight on the whole question of the need for Government-operated training facilities. The SIU has long held that such facilities are entirely unnecessary and a waste of funds that could better be

applied toward providing new ships.

All maritime unions have long agreed with the SIU's position. Just the other day, however, the NMU did a complete turn-about on the Kings Point question. Its New York headquarters last week told the press that the union wanted no part of Kings Point or any efforts to save it.

A couple of days later, the Washington office contradicted this viewpoint with a one sentence half-hearted endorsement of the school. "Our union," the statement said, "approves of the appropriation for the maritime academies recommended by the administration."

It is the opinion of Washington observers that the NMU knuckled under to pressure from some of the heavily-subsidized operators under contract to that union. These operators depend for their existence on Congressional appropriation and can easily be whipped into line on an issue of this kind.

Combat Training

While theoretically Kings Point is training officers for merchant ships, it actually serves a somewhat different purpose. All graduates of the four year college course receive commissions as ensigns in the US Naval Reserve, in addition to their licenses as third mates or third assistant engineers. The combat aspect of training is strongly emphasized, with close order drill, rifle practice and other Annapolis-type routines, given a major role in

(Continued on page 17)

Bering Sea Strike Gets SIU Backing

The Bering Sea Fishermen's Union, an SIU affiliate, has again been forced to strike and set up picketlines in an effort to force the Alaska Salmon Industry, Inc., to pay living wages and give decent working conditions.

The SIU has promised to support the BSFU's beef and respect the union's floating picketlines. This is the second time that the ASI, Inc., has forced the BSFU to strike, and the second time the SIU has come to their aid.

Last June, after a bitter 33-day strike, the BSFU won wage increases, union recognition and a welfare plan increase despite the opposition of the industry and a number of scabs.

This year, the BSFU continued its fight, aiming at winning parity in price for red salmon caught in the Bristol Bay, Alaska, area comparable to that paid in other Alaskan areas. So far the ASI, Inc., has refused even to make an offer.

Tried Stand-off

Last year, the industry tried to cram the inferior contract of the commie-controlled Alaska Fishermen's Union down the BSFU's throat, but didn't succeed. This year, the AFU hasn't signed any contract yet, apparently waiting to see how much the BSFU succeeds in winning, and then just following along.

The BSFU broke away from the AFU last year to escape domination by Harry Bridges' ILWU. The BSFU, instead, affiliated with the SIU.

When the BSFU was on strike last year, the SIU was the first union to come to its aid. The Marine Engineers Beneficial Association, however, refused to honor the picketlines, and kept up steam on the ships.



Huddled with blueprint of "robot" accounting layout to speed welfare and vacation operations. IBM specialist George Singer (left) explains set-up to headquarters office manager Al Kerr.

Vacation Plan Gets 'Robot' Speedsters

Always looking for a new wrinkle to help the Union service the membership more efficiently, the SIU expects to have a trim squad of seven electric accounting machines working next week to simplify the work of the Vacation and Welfare Plans at headquarters.

Installation of these modern gadgets in a room of their own will enable the Plans to assemble, sort and collate data in jig time, thus speeding up payments and verification of checks for Seafarers applying for welfare and vacation benefits.

In keeping with the efforts of the Union to have the most up-to-

date rig possible, the SIU "robot accountant" set-up is among the first such layouts put to work for union administration purposes. Most large businesses and corporations having been using these machines for several years.

The machines, expected to slice the time consumed on paper work in half, are produced by the International Business Machine Corp., and can, in some instances, handle

(Continued on page 17)

Vote Begins on New Outport Halls

REFERENDUM BALLOT

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA
ATLANTIC and GULF DISTRICT
VOTING PERIOD MAY 15, 1952 THROUGH JUNE 15, 1952

INSTRUCTIONS TO VOTERS
Vote either YES or NO upon the following resolution by marking a cross (X) in the appropriate box. Do not use a lead pencil in marking the ballots. Ballots marked with pencil will NOT be counted. Mark your ballot with pen and ink or indelible pencil. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD
At the regular business meetings held up and down the Coast on April 23, 1952, and May 7, 1952, the following resolution, submitted to all Branches simultaneously was approved and is, therefore, submitted to the membership as per Constitution.

WHEREAS, the Seafarers International Union, Atlantic and Gulf District, has developed a practice of having decent, spacious and efficient union halls in all major ports; and
WHEREAS, this practice has proved to be good business, not only from the point of view of doing a good job for our own membership, but also in that it creates a good impression with the general public; and
WHEREAS, in those ports where we have set up new union halls, direct results along these lines can be seen, such as in the case of the Port of New York; and
WHEREAS, the Union is now in bad need of new union halls for the Ports of Baltimore, Philadelphia, and Galveston, which would be suitable for the conduct of our business, the proper administration of our welfare and vacation plans, proper administration of our union contract disputes, and also for the conduct of our membership; and
WHEREAS, because of the great investment in our New York building, the Union does not have in the Building Fund at this time sufficient money to go after such a large undertaking as new buildings for these ports; and
THEREFORE, be it resolved that we the undersigned, members in good standing of the Seafarers International Union of North America, Atlantic and Gulf District, hereby go on record that we submit a proposition to the membership of this District for the purpose of raising ourselves a \$2200 building assessment, to be known as the Baltimore Building Assessment; and
THEREFORE, BE IT FURTHER RESOLVED that if the proposition is carried in the meetings of the various Seafarers International Union of North America, Atlantic and Gulf District Branch meetings of April 23, 1952, and May 7, 1952, that this proposition shall be placed on the agenda of the Monday secret referendum vote commencing on May 15, 1952, to June 15, 1952; and
BE IT FINALLY RESOLVED that we call on all members to vote in favor of the proposition so that our Brother members shipping from the Port of Baltimore, Philadelphia, and Galveston can enjoy the same benefits, privileges, and conditions that we now have in other ports, such as New York, New Orleans, and New Orleans.

ARE YOU IN FAVOR OF A \$2200 ASSESSMENT TO BUILD BUILDINGS IN BALTIMORE, PHILADELPHIA AND GALVESTON?

YES NO

Mark Your Choice By Putting An "X" In The Box You Are In Favor Of. Seafarers in the A&G District will use ballots like this sample from May 15 to June 15 to register their vote on the proposed building fund to provide new halls in Balto., Philly and Galveston.

Seafarers began voting yesterday in a secret referendum aimed at securing new branch halls for the ports of Baltimore, Galveston and Philadelphia. Earlier membership approval of a resolution calling for a \$20 building fund assessment to finance the plans paved the way for the balloting. Voting as prescribed by the SIU constitution will enable members in all ports to cast a secret ballot on the issue during the 30-day period ending June 15.

Sampling of membership opinion in various outports indicated overwhelming endorsement for new buildings in the three ports involved, in line with the statement in the resolution that the construction of new halls "has proved to be good business, not only from the point of view of doing a good job for our own membership, but also in that it creates a good impression with the general public."

Comfort, Convenience

Emphasis has been placed on the point that comfort, convenience and streamlining already in practice at halls in Mobile, New Orleans and New York have produced efficiency in all phases of the Union's operations, at the same time providing a "home away from home" for the men on the beach in between jobs.

Expanding requirements for smooth functioning of the Welfare and Vacation Plans has likewise been a factor in prompting the present vote.

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Coffee 'n sinkers provided pick-me-up for Seafarer Francis X. Keelan, passenger utilityman, after he donated blood at longshoremen's waterfront blood bank set up in SIU headquarters. Red Cross nurse Ann Crowley stands by to make sure everything's okay with the blood donor.

Hearings Ended, Ship Bill Weighed By House Group

The fate of the long-range shipping bill, long sought as a major step toward solution of the maritime industry's problems, now rests with the 23 members of the House Merchant Marine Committee. Hearings on the measure wound up on Friday, May 9, with the Government's big guns attacking the tax features of the bill, as had been expected. The bill has the support of the SIU.

Despite the opposition voiced by the Treasury and by Vice-Admiral Edward L. Cochrane, Maritime Administrator, to the tax provisions, it is believed that a majority of the members of the committee favor the bill. This belief is reinforced by the fact that members of the committee led a revolt against Committee Chairman Edward J. Hart forcing hearings on the measure.

Hart had kept it pigeonholed for eight months following its passage by the Senate in August, 1951, only scheduling hearings at the insistence of a majority of the committee.

The bill—which would make the first major changes in Government maritime planning since 1936—is known to have strong support from such committee members as John F. Shelley of California and Donald L. O'Toole of New York, both of whom have repeatedly shown an interest in strengthening the merchant marine.

Adjournment Danger

However, while the committee is likely to make a favorable report, it will be at least two weeks before the bill gets on the floor of the House. With Congress planning to adjourn for nominating conventions, there is a possibility that the bill will get lost in the last-minute rush.

Throughout the hearings, which lasted for three weeks, a solid lineup of maritime organizations, the

SIU and other sea unions, veterans groups and civic bodies supported passage of the bill. Its chief opponent all along has been the Administration, which has taken its cue from the White House and the Treasury Department.

Admiral Cochrane, in a prepared statement to the committee, emphasized the utmost urgency of getting a long-range program going.

with most of our merchant fleet rapidly becoming obsolete. At the same time, the Admiral followed the White House argument that construction subsidies should be granted only when ships are built for certain specific trade routes, rather than for all ships built for foreign trade. He also opposed extension of tax deferments to un-

(Continued on page 17)

Blood Bank at SIU Hq. Makes 'Draw' on W'front

Utilizing SIU headquarters facilities as a temporary blood bank, AFL Longshoremen from the nearby Brooklyn docks and SIU men contributed 150 pints of blood to the Red Cross in answer to a waterfront appeal sponsored by ILA Local 808.

Dockers from seven Brooklyn locals, as well as SIU and SUP members awaiting job call, joined in the blood donor effort held Saturday, May 3.

Portions of the shipping hall and adjacent rooms were set up as for medical exams, blood tests, beds and a canteen to give the donors a quick pep-up after the donation, with Red Cross nurses and aides on the job.

The SIU presented each donor

with a ticket entitling him to a meal and one shot of whiskey.

All agreed the effort was well worth the few minutes involved, since the usual allotment of plasma will go to the armed forces and the remainder into a special Longshoremen's Blood Bank, upon which members may draw for themselves or their families if the need should arise.

SIU Cannery Workers Accept 5c Per Hr. Rise

The membership of the Cannery Workers Union, an SIU affiliate, has voted to accept a five-cent across-the-board wage increase won by their negotiating committee from the California Fish Cannery Association.

The new raises make the basic wage rates from \$1.55 to \$1.75 per hour for women, and from \$1.70 to \$2.10 per hour for men. An adjustment has also been made for piecework rates.

In accepting the wage hikes, the union pointed out that it has taken "a realistic view of the entire situation in our negotiations and demands." Slapping at the "lack of protective tariffs" which allow "cheap foreign tuna fish to be landed in the US at a price less than the California industry can afford," the union explained it had taken this blow to the industry into consideration.

Contest Closes; 'Pogo' a Judge

With selection of art contest prize winners coming next Tuesday, May 20, cartoonist Walt Kelly, creator of the widely-read comic strip "Pogo" has joined the panel of five judges who will pass upon the entries.

Kelly's drawings of "Pogo" the possum and other "swampland critters" have won widespread renown in the past three years as being one of the cleverest and most appealing cartoon strips in the nation's press. It appears in 265 newspapers and in book form has sold 200,000 copies.

"Pogo's" creator has been drawing for newspapers and factory publications since he was 13 years of age.

The judging will climax the SIU's First Annual Seafarers Art Contest. The winners, consisting of first, second and third places in each of four categories, will be announced at the headquarters membership meeting of Wednesday, May 21.

Entries On Display

In addition to the judges, Seafarers too will have an opportunity to view the entries. All of them will be placed on exhibition on the second floor of New York headquarters for a full week, beginning Monday, May 19. At the close of the exhibit they will be returned to their owners.

The considerable number of entries received from Seafarers makes it certain that the contest will be repeated next year, and will become an annual SIU fixture, affording an opportunity for talented seamen to display their wares.

Prizes Announced

The judges have announced that the first, second and third prize in each of the categories will be first quality, waterproof and shockproof wrist watches.

Just to make sure that the winners will be able to back up their bragging about the prizes they won, each of the watches will have the winner's name engraved on the back, along with the nature of the award and the category in which it was won. This will give each of the winners a permanent and useful testimonial to his artistic skills.

As announced in the last issue of the LOG, the other judges are: Famed cartoonist Ham Fisher, creator of "Joe Palooka;" John I. H. Baur, curator of painting and sculpture for the Brooklyn Museum; Ed. Easton, president of the

No Wolves At Door Of Sick Seafarers

Clarifying the rights of hospitalized seamen under the Seafarers Welfare Plan, a headquarters official emphasized this week that all ill Seafarers, no matter what hospital they may be in, are eligible for \$15 a week welfare benefits for an unlimited period of time.

The announcement grew out of circulars distributed to the ships by the General Welfare Committee of the Fort Stanton USPHS hospital. The committee, an organization of patients, asked Seafarers to contribute to their fund for the purpose of providing cigaret and pin money for hospitalized seamen.

The impression created by the circular was that all patients at the hospital were unable to procure these comforts for lack of funds. Actually, as far as Seafarers are concerned, those at Fort Stanton as

well as in any other hospital are receiving the \$15 a week expense money regularly.

Special List Set Up

An SIU headquarters spokesman stressed that even those men of the SIU who were in the hospital prior to the start of the SIU Welfare Plan were put on a special list and are now receiving the weekly benefits along with all others.

Furthermore, eligibility requirements for welfare benefits demand a minimum of only one day's sea time in the previous year, so that it includes every Seafarer.

It is recognized that a problem exists for ill seamen that are members of other unions, or who sail with non-union outfits. In these cases, after the men have exhausted their limited benefits, they are dependent on charities such as the General Welfare Committee to supply them with expense money.

NMU Plan Limited

Citing NMU members as an example, the spokesman pointed out (Continued on page 17)



Walt Kelly

Newspaper Guild of New York, and Bernard Seaman, art editor of the SEAFARERS LOG.

There are four categories of prizes—oils, watercolors, drawings and miscellaneous—with first, second and third prizes to be given in each category.

Notify Union When In Hosp

Seafarers who are admitted to hospitals should immediately notify the hospital delegate at the nearest Union hall by postcard or telephone. Be sure to give your name, book number and the number of your ward. A list of Union halls with their addresses and phone numbers can be found on page nine.

Staten Island

Those Seafarers admitted to the Staten Island Hospital should notify Hospital Delegate Eddie Parr at the New York headquarters hall. He visits the hospital as follows:

Tuesdays: 1:30 to 3:30 PM; fourth, fifth and sixth floors.
Thursdays: 1:30 to 3:30 PM; first, second and third floors.

'52 Ballot Cards Ready For Voters

Seafarers who want to vote by absentee ballot in the coming presidential election and the elections in their home states will have to fill out and mail printed postcard applications for ballots now available.

Printed by the Government, the postage-free postcards are accepted by most states as official applications. They are now available at Union halls, Coast Guard shipping commissioners, Maritime Administration offices, shipowners' offices and seamen's clubs. According to the Department of Commerce, the postcards should be completely filled out and mailed as soon as possible.

Almost all states except Louisiana, New Jersey, New Mexico, Pennsylvania and South Carolina have provisions enabling merchant seamen to cast their votes by absentee ballots.

Info With Cards

At most of the places where the postcards (standard form 76) are available, there will be a "voting information bulletin" on hand. This bulletin gives complete information about absentee balloting in each state. If this information is not on hand, the postcard should be addressed to the secretary of state of your home state, and will be forwarded to the proper authorities.

However, a Government spokesman warned that all the blanks on the postcard must be filled out. The postcard also has space for the signature of a witness to swear to the truth of the information.

Don't Ship Gear To Union COD

Seafarers have been reminded that any gear sent to any SIU hall baggage rooms must have the shipping charges prepaid. Any gear sent with COD shipping charges cannot be accepted at the baggage rooms. So if you are sending any gear to a Union hall, be sure to prepay the shipping charges. The baggage rooms cannot accept COD shipments of gear.

'To The SIU In Recognition . . .'



The A&G Secretary-Treasurer, Paul Hall, accepts a plaque from Joseph Ryan (right), president of the International Longshoremen's Association (ILA). Plaque was presented to the SIU-A&G in recognition of its support, most recent example of which was the ILA strike in Puerto Rico early this year.

Ship Firms Reaped Big Profits In '51

Reflecting last year's shipping boom, major US ship operators raked in the highest profits for any year since 1948. The profit increase was achieved despite the fact that wage rates and other expenses were well above 1948 levels.

The high profit figures were the result of increased freight cargo to and from Europe, the Far East and Latin America, as well as boosts in freight rates and increased income from passenger travel.

Repayments High

Profit statements made available thus far from four major companies—American Export Lines, American President Lines, Moore-McCormack and United States Lines—show increases in gross income ranging from 8½ to 54 per-

cent over 1950. Moore-McCormack showed the greatest increase, from 55 to 85 millions, thanks to the boom in trade with Brazil and other South American countries.

Net profits after taxes and subsidy repayments to the government were up over 100 percent, from 4.8 million to 10 million.

With passenger traffic steadily on the upgrade and freight business continuing at a high level despite the withdrawal of Government-owned ships, these companies are looking forward to good business throughout 1952.

Personnel Students Visit SIU Hq



A group of management-personnel students from Hofstra College in Hempstead, Long Island, gather around the model of a T-2 tanker in the New York headquarters hall as they are told how the SIU operates. Two groups from the college were taken on a tour of the new building, and told about the various benefits offered Union members.

SIU NEWSLETTER from WASHINGTON

The Department of Navy has turned hands down on the idea of converting some existing C-4 type ships into ore carriers. Admittedly this country possesses far too few a number of ore boats, with only seven engaged exclusively in that trade, but Navy believes the C-4s are far more valuable as potential troopers in these troubled times.

Although the Maritime Administration would look with favor upon legislation authorizing the Government itself to construct ore carriers, it will not recommend such a course, holding to the idea that such a program should be undertaken with private capital.

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Events leading up to World War II and those since Korea have re-emphasized that our strength in world affairs is only as great as our maritime strength. Without the means of getting cargoes and men to the front areas, our resistance to Communist aggression would have amounted to nothing.

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The story is not being driven home—Whose fault is it? Although the story of American shipping has been played up from time to time, apparently it has not yet reached many corners of the US.

A number of Congressmen are receiving questions from their constituents back home, revealing that the duly elected representatives in Congress do not have the answers to elementary questions. For instance, one Senator was asked recently why all the merchant ships resting at anchor at the Hudson River Reserve Fleet could not be scrapped, but he did not have the answer and had to refer to the Maritime Administration for advice. This shows that not only Mr. Average American does not know the story behind this valuable national defense asset (used so effectively in the Korean campaign) but that particular Senator also did not know the reason for the existence of the national defense reserve fleets, which he himself helped to create by passage of legislation.

This one case standing alone may not mean much but multiply it by the number of similar queries that must be received by Congressmen and Government agencies over a period of time, and we have a sad picture of the lack of knowledge of that fourth arm of our military, called the US merchant marine.

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Within the next year, the Government may embark upon a full scale study to find out, for the first time, just how much it costs to operate American vessels. Some of these cost items are, of course, well known, such as the direct subsidies paid out each year, but others, such as tax deferral privileges, etc., are not so well known.

If such a study materializes, it could well result in a complete change of the whole system of Government support for the fleet. More and more persons in Congress, for example, are clamoring for a subsidy based on a per-ton mile basis, in lieu of the method now used of computing foreign-flag costs as the basis of the aid granted to American lines. In addition some strong segments of the merchant marine are urging a complete revamping of the current Government aid system, in an effort to do away with the essential trade route concept. At the moment, as provided under the Merchant Marine Act of 1936, both operating and construction subsidies are extended to American companies operating over the so-called essential foreign trade routes, those routes which have been determined by this Government to be essential in the promotion of foreign commerce.

American lines not operating on the essential foreign trade routes are not eligible for either the operating or construction subsidy, yet they must face the same foreign-flag competition in order to survive.

This is the matter that undoubtedly will receive Congressional attention in the not too distant future.

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Those American shipping lines interested in acquiring Mariner-type vessels now being constructed by the US Government will not know the approximate price of these new vessels until about July 1 of this year. At that time, the staff of the Maritime Administration will have completed their computation, and will then present a so-called "floor price" above which the ships can be sold.

After this computation by the MA staff, the first of the Mariners will be offered for sale to American lines under the competitive bidding method, with each interested line allowed to submit a sealed bid by a certain date.

These new vessels are likely to cost the American owners well over \$4 million each, if they are disposed of under the 1936 Merchant Marine Act, because this statute puts a limitation on the sales price of such ships. However, some companies may decide to urge Congress to pass special legislation to allow the sale of the Mariners at a somewhat lower figure.

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In the foreign trades today, there are some 600-odd privately-owned American-flag vessels in operation. Nearly three-fourths of this number of ships were constructed in the years 1943-1944-1945.

This means that this whole block of vessels will reach the end of their economic life of 20 years in 1963, 1964 and 1965, and will have to be replaced by or before that time.

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A strong move is afoot by foreign nations to capture much more of the export trade business in the Southern Hemisphere. Canadian and other foreign businessmen are arranging expeditions to Bolivia, Peru, Ecuador and Colombia.

If this virgin territory is opened up to Canadian trade, the demand for cargo-carrying facilities in that country will grow by leaps and bounds. Development of this Canadian-Southern Hemisphere trade will hurt those American-flag lines trading with the South American nations, particularly from US Atlantic and Gulf ports.

Your SIU Washington Reporter

SIU War History Again Available



SIU members and their families who haven't seen copies of the colorful, dramatic history of Seafarers in World War II can obtain them from a fresh supply now available at any branch hall.

Outports Slated For New Books In June

With the pace of applications for the new, streamlined Union books diminishing at the New York headquarters hall, application blanks will probably be mailed to the outports by the end of this month.

Patrolman Louis Goffin announced that about 1,000 books have been issued at the headquarters hall so far, and that about 300 additional books have been completed and are waiting to be picked up by the men who applied at the New York hall.

"If at all possible," said Goffin, "we hope to have application blanks on the way to the outports by the end of this month."

He reminded all applicants that all the questions and blanks on the applications must be completely filled out. Those applications coming from the outports must be accompanied by four passport-sized photos.

"Considering the mails and the work that has to be done," said Goffin, "the new book should arrive at the outport about three weeks after the application is mailed to headquarters, providing the application and everything is in order."

A list of men whose books are ready and waiting for them can be found at the dispatcher's desk in the New York shipping hall.

Yarmouth Run Starts Soon

The SIU-manned Yarmouth will resume its thrice-weekly cruise service between Boston and Yarmouth, Nova Scotia, June 27, according to A. B. Sharp, president of Eastern Steamship Lines.

Long a popular cruise-ship, the Yarmouth will make regular sailings from Boston every Monday, Wednesday and Friday afternoon, and dock in the Canadian port the next day.

The run is popular with motorists touring Canada, since they can save as much as 1,500 miles of driving by taking their cars aboard the ship for the overnight run.

BME Can Help Seafarers On License Quiz

Rated men in the engine department interested in sitting for licenses can obtain sample examination questions from the SIU-affiliated Brotherhood of Marine Engineers. They will serve to familiarize the men with the type of questions asked on Coast Guard examinations for licenses.

Questions dealing with such subjects as boilers, turbines, reciprocating engines, electrical equipment, safety apparatus and other material covered in the license examinations have been put up in booklet form. Copies of the booklet can be obtained by writing the BME at 675 Fourth Avenue, Brooklyn 32, NY.

Any engine room man with three years sea time as a fireman, oiler, watertender or chief electrician is eligible to sit for a license in the engine department.

Officers of the BME will be available at headquarters to assist interested Seafarers who want to take the examination and who feel that they need some instruction to pass the tests.

Victory Carriers Has Back Wages

Seafarers who have retroactive pay coming to them from Victory Carriers should write the company at 655 Madison Avenue, New York, or apply in person.

If writing, include your name, Z-number, the name of the ship and the dates you have money due for.

Ambulance-Chaser Curbs Protect Patients: Nelson

Recently instituted curbs on ambulance chasers at the US Public Health Service Hospital, Staten Island, have no other purpose than to protect and safeguard patients, Dr. Kenneth R. Nelson, chief medical officer in charge, declared. As presently set up, he explained, the regulations do not in any way prevent a seaman from securing legal assistance. If anything, they keep him from falling prey to those unscrupulous lawyers who indulge in ambulance chasing, enabling the seaman to pick his own ethical lawyer without being pressured.

The Staten Island hospital imposed the restrictions about six weeks ago after repeated experiences of ambulance chasers going round from patient to patient, soliciting business and generally making nuisances of themselves. The situation had reached the point where it was actually hinder-

ing the work of the hospital staff. In some instances it undoubtedly delayed a patient's recovery by subjecting him to annoyance and anxiety.

Vexing Problem

Ambulance chasing is not a new problem at USPHS hospitals, but it is particularly vexing at Staten Island due to the size and scope of that institution. The hospital is the largest of its kind in the country with a normal load of 800 to 850 patients, two-thirds of which are merchant seamen. "Very frequently," Dr. Nelson said, "there are grounds for a seaman to seek legal advice as his illness or injury ordinarily arises aboard ship."

Consequently, the hospital is a very fertile ground for those lawyers who choose to disregard the ethics of their profession.

With an average of 1,000 visitors on Saturdays and Sundays and 800 daily during the week, it has been relatively simple up to now for am-



Dr. Kenneth R. Nelson

Anti-Strike Crusade On Again In Congress

Washington—A new and more severe bill regulating strikes has been introduced in the House of Representatives by Rep. Howard W. Smith of Virginia, an old hand at anti-union legislation. The new bill would severely restrict labor's right to strike for improvements "in an emergency" by providing for seizure of the employer and union's property for an indefinite period of time.

Further, during the course of the seizure, the union would be unable to get improvements in wages and working conditions.

The bill has been denounced by all sections of organized labor as depriving unions of the strike weapon and preventing labor from obtaining any gains whatsoever.

Strike Right Taken Away

Under the proposed bill, should the President or Congress declare that an impending strike threatens national defense, a court injunction would be issued forbidding the strike and seizure would follow within 80 days if settlement was not reached. The seizure would continue until final settlement of the contract.

Labor circles pointed out that the practical effect of such a law would be to deprive a union of the right to strike in an essential industry. Any employer who didn't feel like giving an increase could simply sit tight and refuse improvements for as long as he felt like, and in the meanwhile the courts would be used to keep the union from striking to enforce its demands.

When the employer finally decided to make a settlement, the courts would hand over to him all profits made in the interval, but the union men would not be able to get any retroactive benefits. The result would be that the union would have to settle on the employer's terms.

AFL President William Green, testifying against the proposal, characterized the bill as one which "withdraws from organized labor the one economic weapon (the strike) upon which its whole existence depends."

balance chasers to get into the wards unnoticed. There have been some flagrant instances of chasers soliciting business from patients who were still groggy from anesthetics, or otherwise in no condition to discuss their legal affairs.

Must Sign Register

Under the new regulations, Dr. Nelson explained that any lawyer entering the hospital to see a patient has to sign a lawyer's register at the reception desk and present a written letter from the patient involved. The lawyer is then free to visit with his client.

Once in the hospital, he is not supposed to contact any seaman other than the patient he represents. If he is caught doing so, or if he enters the wards without authorization, he is subject to FBI investigation and possible prosecution under the law.

Seaman Requests Him

As far as the hospitalized seaman is concerned, all he has to do to get permission for an attorney

(Continued on page 17)

Vacation Pay Bandwagon Keeps On Rolling



The fresh crackle of that long green draws a steady procession of Seafarers to the headquarters vacation pay window to collect their dough. On the receiving line here are (L-R): Thomas Heggerty, AB; Blake Daniel, FWT; Leonel Cintra, FWT; Gordon Martell, cook, and Joseph Hoffman, FWT.



South Seas Call AB's Windjammer

From an AB on the George Walton, which burned and sank, to captain-owner of a "cruise ship" within a few months is the record of SIU member Ralph E. Pederson.

Actually, the "cruise ship" is the three-masted schooner Wawona, powered only by canvas, which is now on a "share the expense cruise" to Tahiti and the South Sea Islands.

Ralph, a small, raw-boned sailor, has been sailing with the SUP for some time, but he says his ambition has always been to own and operate a windjammer and "relive some of the old adventure and romance."

The 135-day cruise the Wawona has sailed on will take it to the most romantic spot on the seas, and since the vessel has no power other than her sails, some of the "old-time adventure" may well be relived.

Rolls Up Sleeves

He bought the trim little schooner shortly after he survived the George Walton sinking, and then he and a couple of men who agreed to crew the 55-year-old vessel rolled up their sleeves and went to work.

She Sparkles

The Wawona wasn't much to look at—or sail—when Ralph took her over, but after a few weeks of hard work, the ship began to look as shipshape as a new yacht.

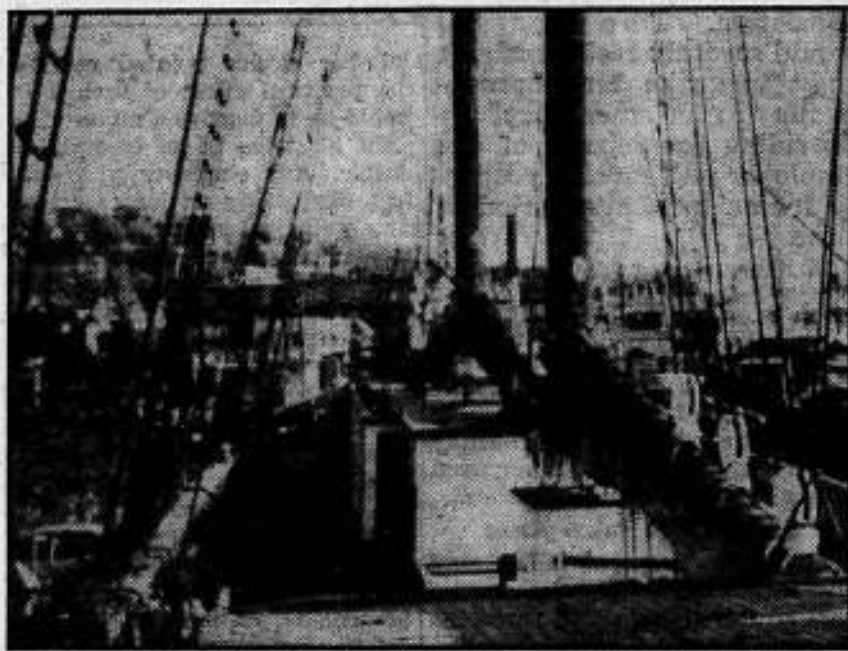
The vessel was far overaged, but she was built by H. D. Bendixson, one of the West Coast's most renowned shipbuilders, a guy who had a rep of building a ship, and building her to last.

Soon she was gleaming under

Retroactive Pay At Robin Offices

Retroactive pay for Robin Line crews is now available at the company's main office. Those men who have retroactive pay coming to them from the Robin Lines can collect by applying by letter, including their mailing address, or by going to the company offices. The Robin Lines offices are at 39 Cortland Street, Brooklyn, N. Y. If applying in person, the offices are open from 10 AM to noon, and from 2 PM to 4 PM.

Some of the Wawona's passenger-crew relax aboard deck before starting their trip to the South Sea Islands. The skipper, Ralph Pederson, is on far right. Others are (left to right) Bob Sinclair, Jane Fugate, Greta Sinclair (Bob's wife), Jack Larson, and the mate, who is unidentified.



The deck and rigging of the windjammer Wawona looks clean and shipshape after her Seafarer owner and a couple of her new crewmen worked her over for a few weeks in Seattle Harbor.

new paint and shining decks. New rigging was tight and neat, and then Pederson announced he was looking for crewmen-passengers willing to make the trip on a "share the expense" basis.

There were enough persons around who were willing to try the adventure of a windjammer trip to South Seas, and the Wawona set sail April 30.

According to Ralph, who sailed on Army transports as an AB and bosun during World War II, he's just hoping the trip doesn't become anything like his last trip on the George Walton. A strainer was being cleaned while the vessel was well out to sea, when a gasket blew out. Oil was sprayed onto hot boilers, and soon the ship was a raging mass of flames.

Crewmen Lost

A number of ships came to her aid, but still the Walton's crew tossed throughout the night on heavy seas. Four of the crewmen died when they "froze" with fright while trying to board rescue ships from the lifeboats.

"You had to latch onto the Jacobs ladder while the boat was on the crest of a wave," said Ralph, "and then climb like hell before the lifeboat came back up on the next wave and either crushed you or scraped you off the ladder."

Ralph, the captain and an engineer were the last men off the

ship, which was taken in tow after the fire was put under control, but opened up and sank a few days later.

"This trip is going to be a lot different," said Ralph, "I've always dreamed of a trip like this—and now here it is."

SIU Fishermen Treat Texans To Shrimpfest

Port Isabel, Texas—The SIU-affiliated Fishery and Allied Workers provided a real treat for several thousand people attending a state park dedication at this Texas port. All visitors received a package of ready-to-eat shrimp and SIU shrimpers demonstrated the manufacture and use of shrimp nets.

The entire demonstration gave the public a good idea of how this multi-million dollar industry contributes to the economy of the Gulf Coast area as well as the part in which SIU affiliates play in the industry.

On the site of the new state park is the famed Port Isabel lighthouse, which just completed its 100th year.

Top of the News

A NICE PIECE OF CHANGE—The King of Saudi-Arabia is asking for an increase in his share of oil income, currently estimated at somewhere between 100 and 150 million a year. At present, the King has a 50-50 arrangement with the Arabian-American Oil Company after US taxes are paid. Now Ibn Saud wants the split calculated before Uncle Sam gets his share, which would increase the Arabian cut considerably. He's also asking for more rapid development of the oil concession, presumably to increase his earning power.

MORE \$\$ FOR EUROPEAN AID—The House and Senate have voted approximately \$6.9 billion in aid to Europe this year. Settlement of the final aid figure depends on agreement on the bill between the two branches of Congress. The House added an additional provision which would permit the transfer of another billion in military equipment if need be. The fund total provides for both military and economic assistance to Europe, a good deal of which will consist of arms and raw materials cargoes to be shipped abroad this fall and winter.

TB DRUGS SCORE FIRST "CURE"—New York's Sea View Hospital, first to use the new TB drugs, has officially discharged one of its patients. A 45-year-old woman who was one of the original group of 92 on which experiments were begun a year ago has been sent home as no longer needing hospital care. Additional discharges are expected within the next couple of weeks. The discharge means that the disease has been arrested permanently, as far as can be determined, but the new drugs will not heal tissue already damaged and in such cases may have to be followed up with operations to remove damaged tissues. The patient involved began receiving the new drugs in October and gained 40 pounds since then.

ARMED FORCES NEGOTIATE A PAY INCREASE—A 9.3 percent pay increase for enlisted men is provided under a bill assured of passage by Congress. The bill will raise base pay for privates and apprentice seamen from \$80.00 a month to \$93.60. Dependents' allowances will go up in the same proportion. Maximum income for a private with more than two dependents will be \$174.90 a month with a private first class getting an additional \$13.58.

CONVENTION DEADLOCKS LOOM—Further primary results in Florida and Ohio bring up the possibility of deadlocks in both Republican and Democratic conventions with no one candidate having a decisive edge. On the Republican side, Taft buried Stassen in Ohio primaries making it more of a two man race between him and Eisenhower. Governor Warren, 3rd man left in the running, may well decide the issue depending on which way he jumps. As for the Democrats, Kefauver's strong showing in both states gave him a distinct lead, but party chiefs are still working hard to form a combination to stop him. They hope that Governor Stevenson of Illinois can be persuaded to accept nomination.

NO WAY TO GET HOME—Approximately 6,000 Chinese students, university graduates and professional men have been stranded in the United States as a result of the Communization of China and the war in Korea. The Communist government has been offering tempting lures in the form of big salaries and high position to get badly needed scientists, engineers, doctors and technicians to return home. It is also applying pressure in the form of letters from family members in China who fear that harm will be done them. The reluctance of the Chinese to return stems from the fact that those who have gone back have been compelled to denounce the US in propaganda broadcasts.

"JINX" AIRPORT REOPENING—Newark Airport, which has been closed for three months after three planes crashed into densely populated residential areas around the field will be reopened in the fall when a new runway is completed that would lead flights over Newark Bay. The new runway is designed to avoid flights over the city of Elizabeth where the three crashes took place. Residents of Elizabeth had sought a permanent closing of the airport after the three accidents took a huge toll of lives both of passengers and victims on the ground.

SING A SONG OF SIXPENCE—A former police commissioner, other high ranking officials and over 100 policemen were named by convicted bookmaking king Harry Gross, as being on his protection payoff list. Gross named ex-Police Commissioner O'Brien and Inspectors Flath and Whalen as receiving bribes from him. He also told of "contributing" \$20,000 to former Deputy Fire Commissioner James J. Moran ostensibly for use in Mayor William O'Dwyer's 1949 re-election campaign. Testimony came at the opening of departmental trials for 18 policemen who were released from court prosecution a year ago when Gross broke down on the stand and refused to testify.

THREE YEARS TO PAY—With refrigerators, automobiles, washing machines and the like backing up in warehouses, the Government has dropped its down-payment requirements on installment buying. Many dealers are advertising "no down payment" on automobiles and similar items in an attempt to stimulate business as in many cities, used cars are selling well below price ceilings. The relaxation of regulations does not apply to houses, since they are still in short supply, and elimination of down payments would be sure to push housing prices even higher than they are now. Other commodities affected by the relaxation of regulations are household furnishings, clothing, hardware, jewelry and similar merchandise.

OLD-FASHIONED LOCUST PLAGUE—The entire Near and Middle East—Egypt, Arabia, Israel, Jordan, Syria, Iraq and Iran—is currently fighting a huge locust invasion that threatens to destroy a very large percentage of food crops in the area and bring possible famine conditions to millions of residents. Planes equipped with insecticides are being used on a widespread scale to spray huge concentrations of the insects and their eggs. The worst phase of the plague is expected in the next few weeks when untold millions of eggs hatch out into hungry crop-devouring insects. Locust invasions (similar to grasshopper swarms that periodically infest our Middle West) have been known to eat up every single piece of vegetation over areas of several square miles.

Super Salvage Tugs Make Debut Eye Buddy Saved Is Good As New

Four high-powered salvage vessels that are equipped with just about everything except a drydock are now standing by ready to dash to the rescue of any ship in Atlantic waters between the North and South Poles.

The SIU-manned Omega (Omega) was one of the first to profit by the speed and efficiency of this new salvage fleet.

Loaded with ilmenite ore, the Omega was stranded on a bar near Barnegat, N.J. The Curb, one of the four salvage vessels, was sent to the scene. "Two small tugboats hauled on her for about a day before we were sent," said Captain Etman B. Munford, salvage officer of the Curb. "We came aboard, and after getting the go-ahead signal from the master, we pulled her off the bar in a few hours."

Ready To Go

Two of the ships are stationed at Staten Island, and one of them, the Curb, has a standby crew so that she can put at sea within an hour after a call for help comes in. Another is based at Key West, Fla., and the fourth is berthed at Kingston, Jamaica, BWI.

The 223-foot vessels—owned by Merritt-Chapman and Scott—are literally packed with power. A huge towing engine in the stern holds 2,100 feet of 2-inch wire line, while four Diesel-electric engines drive twin screws.

Their equipment runs all the way from a sewing machine to a



The Merritt-Chapman and Scott salvage vessel Curb, is one of the company's four "floating first aid kits" stationed along the East Coast ready to rush to the aid of any vessel. This ship recently rescued the Seafarer-manned Omega (Omega) from a sand bar off New Jersey when two smaller vessels couldn't do the job.

cement mixer and a number of four-ton anchors used to kedge a vessel from the beach. When kedging, in addition to using the beached ship's winches, each of the salvage ships can put a number of their own portable winches aboard to help out.

They each carry a fully equipped diving locker, a complete machine shop, including a drill press, lathe, valve grinder, resurfer, milling machine, all housed in their engine room.

Each of them also has a workshop which includes a forge, welding machines, lathes, bench saw, pipe rack, pipe threader and belt cutter. And each has a wire storage locker containing almost two miles of one-and-five-eighth-inch wire cable, a spare towing cable two inches in diameter, and miles of thinner cable, blocks, thimbles and shackles.

There are also portable compressors, jack hammers, miles of manila rope up to 12 inches in diameter, generators, all sizes of nuts and bolts, and food stores sufficient for a 3-month voyage.

Each ship is also equipped with all types of navigational aids, including radar, radio, Loran, radiotelephone, echo fathometer and radio directional finder.

They can cruise for 9,000 miles at 12 knots without refueling, and can hit more than 15 knots opened up. During tests, the Curb, unassisted, towed a fully loaded battleship at a 5-knot rate of speed. Their owners say that any one of the vessels could tow the Queen Mary or Elizabeth easily without any help from any other vessels.

His left eye now as good as ever, Seafarer Phil Pron whose eyesight was saved by the sacrifice of a brother Seafarer, Eric Joseph, is looking forward to a similar operation on his right eye.

The two men, now fast friends, hope that when all the operations and treatments are over, they will be able to ship out together.

It was a little over a year ago that Joseph's offer of his right eye to save Pron's vision attracted nationwide interest. As a result, a corneal transplanting operation was performed by doctors at the Staten Island USPHS hospital. Pron can now see well enough out of his left eye to carry on a normal life.

Met in Hospital

Both Pron and Joseph had been patients in the Staten Island hospital, Joseph for treatment of a damaged retina he suffered in the boxing ring, and Pron for eye injuries suffered on the Robin Trent in May, 1950. As luck would have it, they occupied adjoining beds in the hospital. When Joseph learned that Pron faced blindness unless doctors could obtain a new cornea for him, he offered to sacrifice his damaged eye to make the operation possible. As a result the oper-

ation was successfully performed on March 28 with sight coming back into Pron's eye within a week.

Since then, Pron's sight has been improving steadily. "I could ship out now if I wanted to," he said, "but I'm on a waiting list at the hospital for another cornea, and if I ship I might lose out on my chance if a cornea became available while I was at sea."

Usually, he explained, corneas are available when someone dies and leaves his eyes to an eye bank for such transplanting. The operation must take place immediately if the cornea is to be any good.

"In the meanwhile," he said, "I keep in shape by riding the ferry-boat back and forth to Staten Island."

Joseph's last ship was the Mother ML which came back from Germany recently. He and Pron see each other every time that Joseph comes in to New York.

"We both can't wait until we go back to sea together," he declared. "That will be a great day for the two of us."

C-4's To Ore Ships Proposed

A bill that would authorize conversion of a large number of C-4 cargo ships for use as deep-sea ore carriers has been introduced in Congress.

Representative Edward Garmatz of Baltimore, a member of the House Merchant Marine Commit-

tee, is sponsoring the bill which would authorize the conversions. He said US steel mills are depending more and more on foreign ore, and by 1960 this country will need at least 82 more large ore carriers.

Three C-4s have already been converted to ore carriers for Great Lakes trade, and two more are in the process of completion. The C-4 ships are considered ideal for conversion since they have the engine room in the stern. At present the only ships operating that were built primarily for ore carrying are those of the SIU-contracted Ore Steamship Corporation.

The new bill would extend the present law, which authorizes the conversions for the Great Lakes, and allow off-shore operators the same privileges.

Low-Priced Gear for Ships

Seafarers riding ships into the port of New York have a chance to save a lot of that payoff dough when they use a service offered by Union representatives coming aboard with samples of work and dress gear from the SIU-operated Sea Chest at headquarters.

Those who haven't yet heard of this new service or had the opportunity to take advantage of it are advised that the men lugging those bulging sample cases to your ship are members of the SIU, acting in behalf of the SIU-owned and operated Sea Chest.

Operation of the Sea Chest in headquarters has been so well-received by the branch membership that special efforts are being made to offer men coming into the port the same chance to get at well-made, bottom-priced gear if they can't get to the beach to come into the store and see what's what.

Stock carried varies from A to Z, including work clothes as well as the latest styles in men's dresswear and accessories. Suits, shoes, shirts and furnishings of all types, in addition to luggage and miscellaneous items not found in comparable haberdasheries, particularly at these prices, can be had within hours by ordering from the samples carried by the SIU representative who comes aboard the ship.

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out of stores to be set up in major outports.

Cartoon History Of The SIU

Bloody Thursday

No. 11



The National Guard was ordered out to reinforce police. Union martyrs Howard Sperry and Nick Bordoiso were murdered in a hail of bullets as 109 other pickets were gassed and wounded in the "Battle of Rineon Hill" on July 5, 1934, "Bloody Thursday."



Organized labor's answer was a general strike. All labor defended the strike and did homage to labor's dead and wounded. The shipowners' vigilantes continued their reign of terror but they could not stem the tide. By now, the men were determined to fight it out.



The shipowners tried to force conciliation and were aided by the Government which called the strike "civil war." The first round of the strike ended July 31 with the ultimatum "we'll return to work when hiring is done through our Union halls and we have a contract."

PORT REPORTS

San Francisco:

Members Look Forward To New Union Books

Shipping here was only moderate these past two weeks, but promises to be a little better in the next few weeks. We paid off four ships, but they were all headed for the lay-up fleet.

We have three Libertys coming in for payoffs and sign-ons in the next couple of weeks, and three others coming in for lay-up. Shipping opportunities in Seattle and Wilmington look good, however, and anyone wanting to ship will be able to get out.

The payoffs included the R. Gatling, R. Ingersoll, I. Putnam (Waterman), and the Bertram Goodhue (Mississippi). They all came in in good condition, particularly the Ingersoll which had a first-class crew from New Orleans.

In addition, we had the following in-transits, the J. B. Waterman, Fairport, Jean Lafitte, Madaket, Fairisle (Waterman); Sea Tiger (Colonial); Republic (Trafalgar) and Massmar (Calmar). There was a little difficulty in getting replacements for the intercoastal runs, and all the men who sign on these runs should be reminded that they are not to be paid off here except for hospitalization or unless there are mutual consent replacements ready to relieve them. They should never leave the ship until after their replacements are aboard.

Skeleton Crews

Actually, the four lay-ups we had weren't a total loss, because they all kept skeleton crews aboard to keep them in stand-by status.

On the local labor scene, the AFL carpenters are still out, along with the bus drivers and Western Union telegraphers. The nationwide oil strike hasn't hit here yet, but it may at any time.

The boys on the beach are anxiously awaiting the arrival of the applications for the new streamlined Union books. We've told the men to get a little bit ahead of the game by having four, small passport-size photos made, so they can be sent in with the applications.

Things on the maritime labor front have been quiet lately. The pending election between the MC&S and the SUP still hasn't been scheduled.

H. J. Fischer
West Coast Representative
⚡ ⚡ ⚡

New Orleans:

B'chcombers BB Team Challenges All Comers

The shipping picture has been booming here lately, but unfortunately, the outlook isn't quite as good for the next couple of weeks since we'll have very few scheduled runs coming in for payoff.

Since our last report, we had 245 members registering and 308 shipping on regular deep sea jobs. Shipping on tugs was fair with 25 jobs shipped, while lay-ups and stand-by jobs were slow. Black gang shipping was exceptionally good.

We've had one ship, the Adoniram Judson (Alcoa), leave for the boneyard, and have five ships waiting their turn in drydock before going to the boneyard. They are the William R. Davie, George Pendleton, Benjamin Grierson, William Tyler Page and Kyle V. Johnson.

We paid off the William R. Davie, George H. Pendleton, Alcoa Runner, Alcoa Pioneer (Alcoa); Steel Director (Isthmian); DeSoto, Benjamin Grierson, Antinous

(Waterman); Tainaron (Actium); Transatlantic (Pacific Waterways); Strathbay (Strathmore); Catahoula (National Navigation), and the Wanda (Epiphany Tankers).

The Runner, Pioneer, Tainaron, Transatlantic and Wanda all signed on again, as well as the Citadel Victory, Del Monte, Cape Horn, Del Santos, Del Campo (Mississippi), and the Catahoula.

The in-transits were the Alcoa Cavalier, Patriot, Clipper, Polaris (Alcoa); the Cape Horn, Del Santos, Del Campo, Del Monte; Seatrain Louisiana, New Jersey, Georgia (Seatrain); William Tyler Page, Morning Light, Iberville, Mobilian, Alawai, Fairland, Monarch of the Seas (Waterman); Amberstar (Traders), Cecil N. Bean (Dry Trans), and Kyle V. Johnson (South Atlantic).

The Mississippi Shipping Co., of New Orleans reported 1951 as the greatest year in the firm's history for gross incomes. It said the total earnings before taxes were the largest in the company's history, and the net earnings after taxes were exceeded only in 1941 and 1947.

The AFL construction workers are out on strike here. About 12,000 members of 20 AFL locals in the building trades struck the Associated General Contractors with about 25 to 30 million dollars worth of construction tied up. Picketing has been peaceful so far, with nobody attempting to try working. So far, it looks like they aren't going to need any help as they have the situation pretty well in hand.

Although the SIU Beachcombers ball team doesn't have an impressive record, won four and lost six, they're challenging any club in New Orleans. At least they beat the Delta Line office team both times they've played, so we don't have to take any razzing from the company boys.

One of the SIU brothers that makes most of the games is Frank R. Russo, an ardent baseball and jungle softball fan. Frank has been sailing for 12 years and has nothing but praise for the SIU firsts like the Vacation Plan.

Frank likes the South America runs, and has sailed regularly out of here on Mississippi ships. Since he's single, he can really brag about liking that run the best. He's one of the many guys around here who is backing the Building Fund to the limit.

Lindsey J. Williams
New Orleans Port Agent

Philadelphia:

Western Union Pickets Assisted By Seafarers

Things are really slow in this area since the oil strike has closed down two large refineries in the vicinity.

Adding to the shipping woes, the Army pier at the Northern Metals Co., one of our best terminals, shut down for 30 days due to a change in the type of vehicles the Army will send overseas. This will affect us more than the oil beef as we averaged a couple of payoffs a week at this pier.

The boys on the beach have not lacked excitement, however, as the local AFL Telegraphers asked us to lend them a hand in their struggle with the Western Union Telegraph Co. It seems the company has imported some out of town "officials" to strikebreak.

One of these characters tried hard to earn his fink spurs the other night when he knocked down one of the women pickets and hurt her pretty badly. He thought the company would save him from the law but was in for a big surprise when he faced one of the better labor magistrates in our town. The court held him on bail for trial.

Heroism Fades

When some of these same heroes came out of the building last night they didn't look so brave when they saw Seafarers had bolstered the women's line. They right away called for police protection and were escorted to their hotel amid loud calls of "scab," "fink" and so on.

Things do not look so good for the strikers though, since talks between the company and the union have broken off after they've been on the bricks for five long weeks. The remarkable thing in this beef is that of the union's 900 members 800 are women. Some of them are up there in their sixties and most of the men are likewise well along in years.

A. S. Cardullo
Philadelphia Port Agent
⚡ ⚡ ⚡

Baltimore:

Elections Not Far Off; Make Sure to Register

Shipping activity during the past period was far from light, as there were 18 ships paying off, 16 signing on and 17 in transit.

But the figures don't tell the whole story, since we shipped only 226 men, or an average turnover of five men per ship.

Your agent has been at headquarters the past two weeks assist-

ing other SIU officials in setting up a Brooklyn Maritime Trades Council, in line with the revitalizing of the entire MTD about a month ago.

On our own local front, politics is making the headlines. A good majority of the legislators endorsed by the Baltimore AFL's Political League were nominated, among them Congressmen Fallon, Freidel, Garmatz and Werner.

All members who have registered or can register for the November elections are urged to get out and do so. Each vote counts, especially when you bear in mind that in the primaries, three counties were swung to an anti-labor candidate by less than 100 votes.

To the surprise of no one, the resolution on new SIU halls was approved unanimously here, as the boys chorused their hearty enthusiasm for the idea.

Earl Sheppard
Baltimore Port Agent
⚡ ⚡ ⚡

Galveston:

SIU Book Really Helps Him Pile Up Those \$\$

Paying off here during the past two weeks were the following: Greenstar (Triton), Richard Johnson (Bloomfield), Alexander Stevens (Bull), Catherine (Dry Trans) and Liberty Flag (Gulf Cargo). The Greenstar, Catherine and Liberty Flag signed on for another trip.

Besides these, we had a number of in-transit ships, including: Royal Oak (Cities Service); Trinity (Caras); Julesburg (Mathiasen); Cecil Bean (Dry Trans); Seatrain New

York, New Jersey, Texas (Seatrain); Mobilian (Waterman); Strathbay (Strathmore); Mae (Bull), plus the Cohoccon and Jacques Laramie.

Only minor beefs encountered on all these ships, all of which were fixed up proper to the satisfaction of all hands.

Now, enjoying a well-earned vacation after a two-and-a-half-year stint on the Steel Director, brother Oliver Fielding ships out of this port as a chief electrician. He says his SIU book has netted him \$8,000 for the past year plus his vacation check.

With seven years' seetime under his belt, Fielding thinks the SIU is tops because of all the benefits and improvements it has gained for the individual members.

Keith Alsop
Galveston Port Agent

New York:

New Companies Signed Assure Steady Work

Things have been running smoothly in the headquarters port for the past two weeks, though shipping and business dropped off a little since the last report. There is still a steady turnover, so you couldn't say that things are slow. We paid off a total of 29 ships and signed on eight on foreign articles.

Included here were the following: Suzanne, Carolyn, Frances, Evelyn, Puerto Rico, Hilton (Bull); Ann Butler (Bloomfield); Robin Tuxford, John Fiske (Robin); Seatrain Texas, Louisiana, Savannah, New Jersey, Georgia (Seatrain); Fort Hoskins, Chiawa, Lone Jack, Bents Fort, Government Camp (Cities Service); Anniston City, Steel Ranger, Steel Fabricator (Isthmian); La Salle, Andrew Jackson (Waterman); John Evans (Mississippi); Western Farmer (Western Nav); Calmar (Calmar); Taddel (Shipenter); Petrolite (Mathiasen).

The sign-ons were the Steel Apprentice, Anniston City, Steel Director (Isthmian); Hurricane (Waterman); Taddel; Ann Butler; Robin Doncaster, Robin Sherwood (Robin).

All of these ships were paid off with only a few minor beefs on disputed overtime, which were settled at the payoff. The main beefs from a lot of the men on the beach concerns the fact that some of the operators are slow in paying out retroactive pay. We have been in contact with the operators to try and speed up these payments, with the result that most of them are cooperating.

Overtime Beefs

There is some disputed overtime referred to us from the outports and we are squaring these beefs away as fast as we can arrange meetings with the operators on this matter.

Several more ships which have just paid off here went into idle status and the situation seems the same in the outports. Naturally this doesn't paint a bright picture for shipping, although we believe some of these ships will go back into active service when the coal and grain seasons start.

However, due to the fact that we have been successful in picking up a number of new companies, we still have a great many more jobs than we have bookmembers.

Claude Simmons
Asst. Sec'y-Treas.
⚡ ⚡ ⚡

Savannah:

Expect Shipping Rise Here If All Goes Well

The next two weeks figure to be pretty good for shipping from here if things turn out the way we read the signs.

We had four payoffs in the port during the past period and managed to get a couple of men off the beach as well. The visitors included the Steel Recorder (Isthmian), Seatrain Savannah (Seatrain), Southport (South Atlantic), as well as the Joseph A. Brown and John Printz. There were no sign-ons.

Due in here so far, according to the schedules, are the Southport, High Point Victory and Anniston Victory, all South Atlantic wagons.

The branch membership responded unanimously to an appeal for assistance from the AFL Telegraphers by voting a \$50 donation to this union, whose locals over most of the country are striking against Western Union.

E. B. Tilley
Savannah Port Agent

A & G SHIPPING RECORD

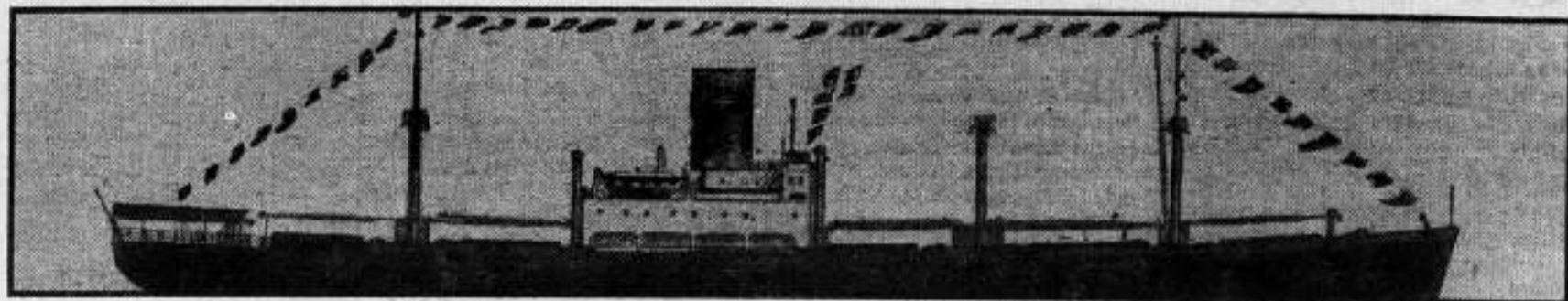
Shipping from April 24 to May 7

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW. SHIPPED	
Boston	32	27	23	82	26	23	15	64
New York	224	186	155	565	183	164	134	481
Philadelphia	63	51	51	165	37	48	23	108
Baltimore	137	132	89	358	72	82	72	226
Norfolk	70	77	49	196	35	33	21	89
Savannah	28	30	23	81	4	7	3	14
Tampa	10	9	12	31	9	11	7	27
Mobile	68	67	55	190	70	63	68	199
New Orleans	99	71	75	245	111	110	87	308
Galveston	41	30	40	111	75	51	45	171
West Coast	70	40	40	150	52	47	46	145
TOTALS	842	720	612	2,174	674	639	519	1,832

AMERICAN MERCHANTMEN

First in a series — From a portfolio of American Merchantmen painted by Lemuel B. Line. Reprinted through the courtesy of Fortune Magazine.

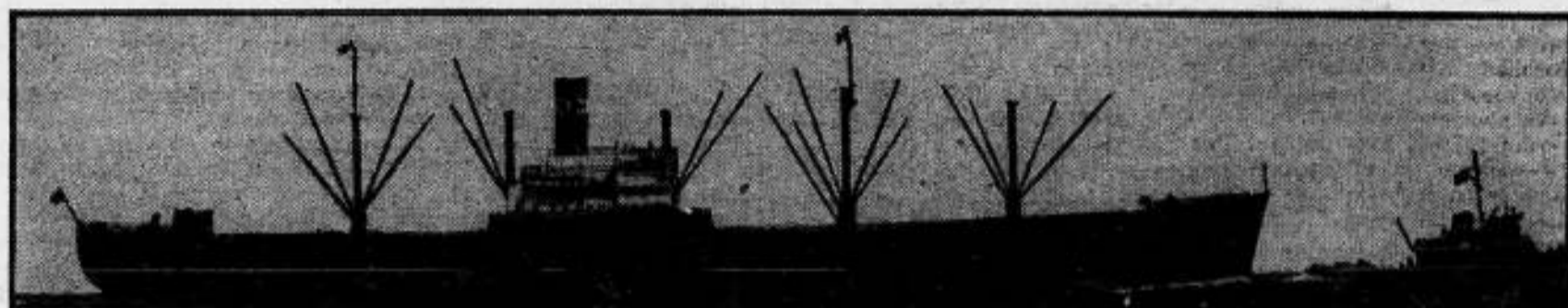
C1-B Manned by Seafarers, the SS Alcoa 9,524 Tons 14½ Knots Partner is a war-built freighter on the bauxite run between North and South American and Caribbean ports. She generally carries a crew of 49 to 52, about average for a ship of her tonnage.



C1-A One of the smallest 7,708 Tons 14 Knots standard ocean-going freighters, the SS Del Monte is also manned by Seafarers in the US Gulf and South American East Coast trade. Operated by the Delta Line, the 412-foot vessel was built in 1944.



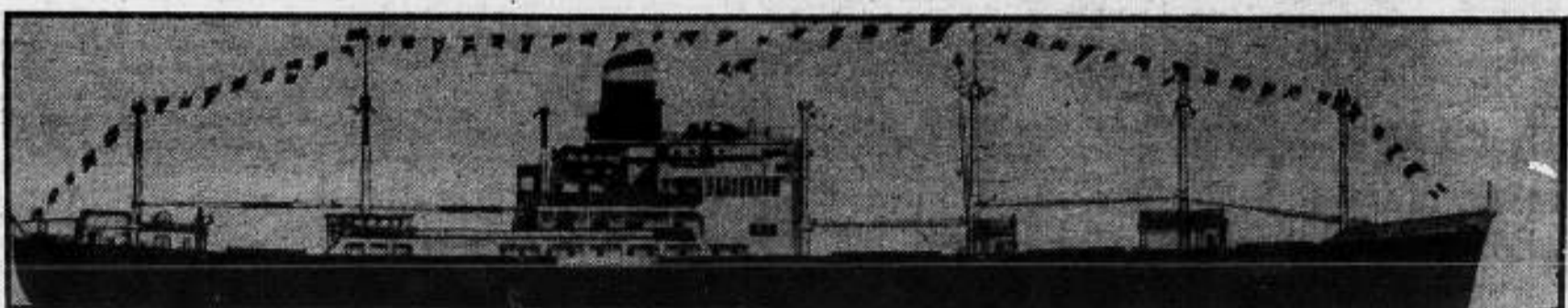
C-2-S-AJ1 Sailing between US 10,660 Tons Gulf and European 15½ Knots ports with general cargo, the SS Dick Lykes is one of 54 freighters operated by Lykes Lines on scheduled runs to Europe, Africa, South America, the West Indies and the Far East.



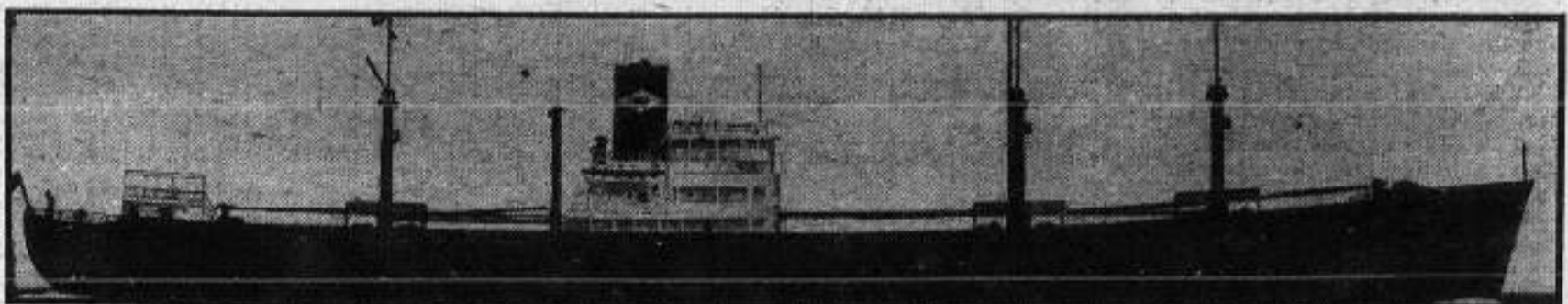
C2-S-B1 The SS American 10,032 Tons Leader works the 16 Knots Western Ocean run in transatlantic service out of the Port of New York. She is one of the United States Lines' 46 freighters engaging in extensive 'round the world general cargo trade.



C2-S1-AJ4 One of nine new 9,512 Tons 16 Knots combination passenger-cargo ships owned by the Grace Line, the SS Santa Cecilia was built for the New York-South American North and West Coasts route. She has accommodations for 52 passengers.



C2-S-E1 Familiar to Seafarers by the "Flying 10,672 Tons 15½ Knots W" on her stack, the SS Afoundria is one of 26 sister ships owned by the SIU-contracted Waterman Corporation. They serve in worldwide as well as in coastwise and intercoastal trade.



C2-S Believed by many to 11,000 Tons have no rival when 16 Knots it comes to good-looking lines, the SS Robin Locksley is crewed by Seafarers sailing the South and East African trade. She is one of six ships of this type owned by Robin Line.



The Ghost Ship That Sank Port Of New Haven

It may seem strange today to hear that New Haven, Conn., was planned by its early colonists to be one of the nation's leading seaports, but the hoodoo that plagued the new port and the ghostly reappearance of the new colony's last attempt at shipping are stranger than the well-known appearances of the Flying Dutchman.

It was back in the 1640s that the colonists decided upon shipping as their main occupation. The choice was a natural one. The location at the mouth of the Thames River—navigable for the ships of the time—and the deep harbor protected by Morgan Point and Sandy Point seemed made for shipping.

The settlers plunged into their work with an unbounded enthusiasm. Ships were built from the lumber of nearby forests, and soon some small coastwise vessels were launched.

Met Failure

The effort met with a dismal failure, however. Flour shipped to Bermuda was found to be of an inferior grade, and lumber sent to the West Indies soon proved unseasoned. As a result, the young colony lost its only nearby markets.

An abortive attempt to set up a subsidiary settlement in New Jersey was beaten off by the other colonies, and then there was only one thing left—direct trade with England.

The money of the New Haven colonists was pooled, and in 1645

the brig Fellowship was purchased. The settlers' leader, Captain Lambertson, brought the ship down from New England, and promptly labelled it "cranky," and predicted it would capsize in any sort of rough sea.

Repairs Made

But the colonists had gone too far to turn back. The vessel was put on the ways and extensive repairs made to her hull. New masts were stepped and new rigging and sails fitted.

The vessel was pronounced seaworthy, and then—in a last ditch effort—the colonists loaded aboard her any salable goods they could lay their hands on. The Fellowship was finally ready to set sail—but the severest winter in the young settlement's history had set in, and the ship was locked to the wharf by ice.

Sets Sail

In January of 1646, the Fellowship set sail under Captain Lambertson's command. There were 76 of the colony's leaders aboard as passengers. The rest of the settlement followed the ship along the ice for a short way, and then knelt in prayer as she sailed away.

That was the last heard of the



Fellowship—from man, anyway.

Other ships from England arrived in the New World, but none had seen or heard of the Fellowship. The summer passed, and then the next winter. The people of New Haven held memorial services for the Fellowship and the persons aboard her.

Then, in June of 1647—a year and a half after the Fellowship had sailed from New Haven—the chroniclers of the time reported the event that turned the settlers to farming.

See Fellowship

A fierce rain storm had pelted the tiny community from sunny skies. It cleared about an hour before sunset. The sky was still sun-

ny, with some banks of fleecy clouds.

It was then that the settlers saw it.

The Fellowship appeared—in the sky. It was sailing atop a large fleecy cloud.

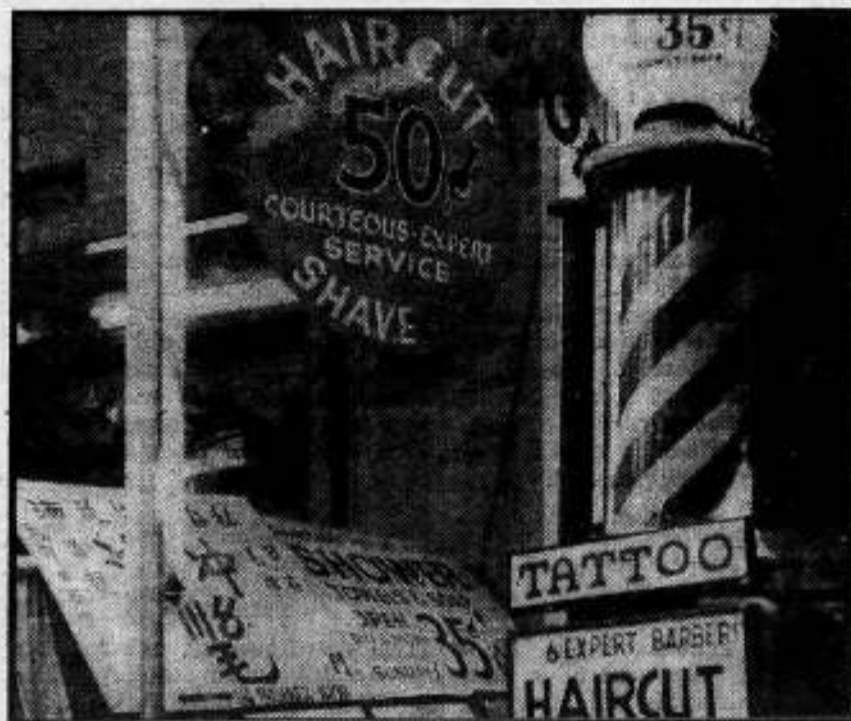
The cloud slowly dropped from the sky, with the ship sailing peacefully over its surface. The people of the colony said later it came so low they could have thrown a stone and hit the "vessel." They could clearly see Captain Lambertson standing on the quarter deck, his sword in his hand.

Then, suddenly, a storm seemed to hit the ship on the cloud. Its sails were shredded. Its rigging

flew and was snarled by a raging wind. The surface of the cloud became stormy. The vessel pitched and rolled. Waves on the cloud's surface broke over her decks. The masts cracked and crashed to the deck. Figures could be seen hanging tightly to the snarled rigging of the ship.

Then, the battered hulk slowly rolled beam up, and sank into the cloud.

The cloud disappeared, and the sun beamed down on the community. The settlers, who had gathered to watch the end of the Fellowship, held an immediate memorial service there in the square—and gave up their ideas of becoming a shipping center.



Tattooing takes second place to haircuts on the waterfront as the few remaining tattoo artists work on a part-time basis in corners of barber shops.



Part of the modern tattoo artist's job is retouching the designs on oldtimers, as the artist is doing here. Tattooing among the younger seamen seems to have faded off.

TATTOOING A VANISHING ART

Tattoo shops—the places the oldtime sailors had to visit at least once before becoming salts—are becoming harder and harder to find, even in the major ports. Although some of the artists in the profession worked in swank three or four room suites and employed a number of assistants as late as the 1920s, the few that are still around can be found only in small cubicles in the corners of barber shops or midway concessions—if they can be found at all.

A LOG survey of the Port of New York revealed that very few tattoo parlors can be found around the waterfront. There were two part-time artists who had space in Chatham Square barber shops, and a couple more in the Navy Yard area, but the rest of the waterfront seems to be cleared of the shops where internationally famous tattoo artists like Charlie Wagner, Billy Donnelly and Lew-the-Jew once wielded their needles.

But the practice of adorning the body with designs in dull blues and bright reds is still far from dead among present-day sailors. True, a large percentage of the modern sailors don't have tattoos as they did back in the early 1900s, but quite a few of them still go in for the art that seamen made famous.

Unlike the sailors around the turn of the century, though, the modern seamen don't follow quite as rigid a system of rules when they choose their designs.

Were Symbolic

Then was the time when a seaman was almost required to have a pig or a rooster tattooed on one of his feet to protect him from drowning, while the well-known "Rock of Ages" was designed to protect the sailor from any sort of general mishap.

The oldtime sailor couldn't wear an anchor on his skin unless he had made an Atlantic cruise, while a runy-rigged sailing ship meant

that the seaman had sailed around Cape Horn and a dragon meant he had been on the China station. While the crew of the Kearsarge during the Civil War banded together and had a star tattooed on their foreheads to commemorate the heroic exploits of their ship.

In the 1800s almost every ship had an amateur tattoo artist as a member of the crew, but it wasn't until the late 1800s with the advent of the electric needle, that tattooing spread to large numbers outside the seafaring ranks.

The Prince of Wales' two sons, George, who was later to be King George V, and the Duke of Clarence, have been credited with starting the society fad of tattooing in 1879. It was while serving with the Royal Navy that the two youths had dragons needled onto their arms. When they returned, most of the nobles in England trooped to tattoo artists to have scenes of fox hunts, flags and their personal coats of arms emblazoned on their bodies.

Spread to US

The fad soon spread to the US, and actually continued through to the early 1920s, and it wasn't just confined to the men. Women also went in for the new form of decoration.

Leading female society leaders like Princess Waldemar of Denmark, Lady Randolph Churchill of England, and Mrs. Jackson Gouraud, Princess Chimay, Mrs. George Cornwallis West and Elsie French Vanderbilt in the US, all had designs traced on their arms or shoulders.

Then, too, in the early 1900s, many women had permanent red spots needled into their cheeks,

and permanent beauty marks put on their dimples.

But since the depression, many of the old masters have died or dropped out of the profession, and modern tattooing is done in quarters much the same as in the old dockside, shipboard days.

The influx of new men during both past wars in the seagoing trades, and the hard times of the 1930s have been blamed for the drop in the number of tattooed salts today.

No longer can a man say "a sailor without tattoos is like a ship without grog." The grog has disappeared, but the tattoos still live, particularly in the foc'sles, above-deck cabins, and ports of the world.

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.

IN THE WAKE

Locks of the Panama Canal, through which all manner of sea-going craft have passed, were once opened for a swimmer. Newspapers in August, 1928, featured exploits of the swimmer, Richard Halliburton, who made the trip over a period of days. Alligators were the only thing that gave him trouble during the trip, which cost him \$36. . . . The reason behind the name "Blue Peter," for the signal flag hoisted to signify sailing, is probably that "peter" is a corruption of the French word *partir*, to leave.

Iceberg means ice mountain, since *berg* is Anglo-Saxon for a hill or mountain. An iceberg starts its career as a glacier, moving slowly down the mountain-side until it reaches the cliffs and glides into the ocean. For each cubic foot of the iceberg above water, there must be eight cubic feet below the water. . . . There is nothing "jolly" about the small boat sometimes hoisted at the stern of a ship. The jolly-boat gets its name from the Danish *jolle* and our own word *yawl*.

Some historians trace the beginnings of a war between England and Spain in 1739 to an English sea-captain named Robert Jenkins. The skipper appeared before the House of Commons alleging that Spaniards had boarded his vessel and cut off one of his ears in 1731. His story, coupled with the showing of his ear, reinforced resentment against Spain growing out of an intense commercial rivalry and led to a declaration of war (1739-41). The incident marked the struggle as the War of Jenkins's Ear, a nickname that has hung on down through the years.

The Mediterranean Sea has that name, aptly enough, from the Latin *medius* for middle and *terra*, land, or the sea in the middle of the land. The Romans tagged it that because it split the world as it was then known into two continents, Europe and Africa. . . . This may surprise some, but the Canary Islands, in the Atlantic off the northwest coast of Africa, were not named after birds, but rather

after large dogs which were found there. The principal island was originally known as the Isle of Dogs, in Latin, *Canaria Insula*.

A canopy, used nowadays as a sun shield or to drape over a throne, comes from the Greek *konops*, a gnat, when it was a curtain net used by boatmen on the Nile River to keep gnats away while they were asleep at night. . . . There's an island on England's Thames River known as Eel Pie Island, because a featured dish at this pleasure resort is eel pie, made from eels caught in the surrounding waters.

Submarines are not a new idea, but date back as far as 1620 when a Dutch builder in the service of James I constructed the first under-sea boat. It was tried out in the Thames, at a depth of 12 to 15 feet propelled by a dozen rowers. The boat was completely covered with leather, with the oars protruding through flexible leather seals on both sides. The builder devised a method of renewing the oxygen which enabled the "sub" to remain underwater for as much as 15 hours.

Most people will say there is no such thing as a bridge built over the Atlantic Ocean, but actually there is one that could qualify. Built in the early nineteenth century, Clachan Bridge over the Straits of Lorne connects the Isle of Seil to the mainland of Scotland at a point south of the town of Oban, Argyllshire. By spanning the narrowest part of the straits it is the only bridge in the world that spans the waters of the Atlantic. . . . Historians have yet to explain why warships are called men-o-war and freighters merchantmen, though all are referred to as "she." It's a puzzle.

Rivals at one time merely meant people who lived on opposite banks of a river or stream, but the antagonism of these folk over their fishing rights may possibly have led to the word now being used in connection with disputes of all kinds.

THE INQUIRING SEAFARER

Question: Would you advise a sea-going man to get married? (Asked of Seafarers in the New Orleans branch hall).

Vic Miorana, steward: Sure, a sailor ought to get married. A Seafarer can afford it too. I've been married 25 years and have 5 kids, 4 girls and 1 boy. The oldest is 19. They miss me when I'm away, but I can provide for them and see a lot of them when in port since I'm home between voyages.



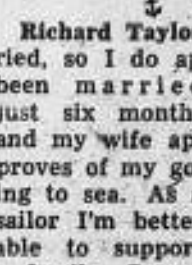
W. A. Van Dyne, steward: I would certainly advise them to get married. Being married, I speak with authority. It gives a man something to work for when he has a home to go to. You don't throw your money away except for a buck now or then. Since I'm married I'm not like I used to be.

Floyd Smith, FWT: I'm all for a seagoing man marrying. Our wages and conditions are better than those ashore so why not have a family? I have a wife and two kids. When I come home I spend all my time with the family, not like the 9 AM to 5 PM workers who catch their families on the run.

Laurence Cook, FWT: No, sir. The cost of keeping two homes is too much. Too long a separation from home is no good for a sailing man. Being a former married man I can speak with authority. There's no future in it. I can come and go as free as the breeze. The other way doesn't work out for a seaman.

Earl Cohoon, bosun: I think a man should be married if he wants to lead a normal life. But he should stay ashore the first year to get accustomed to it then after that he can sail again. My wife is dead now but I have a daughter and am very happy that I did go into a marriage.

Richard Taylor, AB: I got married, so I do approve of it. I've been married just six months and my wife approves of my going to sea. As a sailor I'm better able to support a family. Seagoing is stable enough now for a man to settle down and raise one. I hope to any-



day.

MEET THE SEAFARER



LEROY M. NICHOLAS, steward

The transition of the seaman from a homeless, wandering vagabond into a settled, well-established family man is one of the striking achievements of maritime unionism. Leroy Nicholas belongs to that constantly growing number of Seafarers who have been successful in combining the seafaring life with home and family relationships.

Furthermore, he is convinced that marriage helps form permanent ties between Seafarers as their families can get together when ashore and the men can form lasting friendships which would not dissolve when a crew paid off a ship.

Nicholas had just dropped in at the New Orleans hall off the Alcoa Pointer to chat with old acquaintances when the LOG reporter drew him into conversation about his life at sea.

Raised in Mobile

Like many others in the SIU, the 35-year-old Seafarer is a native of Mobile having been born and brought up in that city. For the past two years he has been shipping out of New Orleans where he lives with his wife and five-months-old daughter. He more or less drifted into maritime in 1934 when he started working ships out of Mobile. "I really don't know why I went to sea," he said. "Everyone in my family was afraid of water."

Joined in '39

Evidently Nicholas took to water well, because except for four years in the Marines and three months as a waiter in France he has been sailing regularly ever since. He is one of the SIU's early members, having joined up in January, 1939.

The French interlude took place in 1936 as the result of a spur of the moment decision to quit the sea. He left his ship in Le Havre and went to work as a waiter in the Rue de Gallione. After three months the American consul quietly but firmly sent him home. The last Nicholas heard of the Rue de Gallione was that it was bombed out during the war.

The next time he quit the sea he didn't get back so fast. "I got

flag fever," he recalled, "and joined the Marines. One day later I was sorry and wished I was back on a merchant ship." His Marine hitch lasted from 1942 to 1946 during which he saw service in the 2nd and 5th Marine Divisions. He was in on the invasion of Iwo Jima and Saipan and was nicked by enemy bullets in the latter campaign.

Once out of service and back in the States Nicholas decided he wanted to stay shoreside awhile. "I swore I'd never leave home again after that experience. But along came the 1946 General Strike and there I was back in again."

Looking For Home

Right now Nicholas is prepared to keep on sailing indefinitely, for as he put it, "I've got to keep working to keep the family fed and clothed." Then too he has his mind set on buying his own house this year, so there will be a mortgage that will have to be paid off. Real estate costs being what they are in the Crescent City, Nicholas is not so sure that he might not go north to find a home. "They want at least \$12,500 for the cheapest crackerbox in this area," he declared.

Meanwhile, like any prudent family man, Nicholas is trying to pile up the savings. He's letting his vacation pay ride for the time being to help build up a reserve. Consequently he has over \$100 coming from that fund. Then too, there's a bundle of retroactive pay from the Alcoa Clipper that has gone into the savings account.

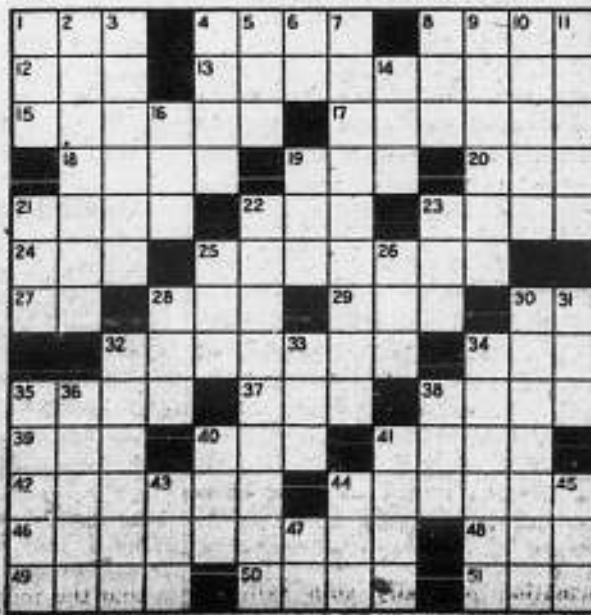
While trying to find a better home for his own family, Nicholas would also like to see the Union put up new halls for the members and expand existing facilities. Aside from the many advantages it offers the men themselves, he feels that the Union halls could serve as a social center for the men and their families.

"I think we should socialize more," he said. "I know a lot of Seafarers who have wives. This way we could get together with each other more often and learn to know each other."

The Seafarers Puzzle

- | | | | |
|--|-------------------------------|----------------------------|------------------------------|
| ACROSS | DOWN | 14. Used on the Banks | 32. Ship carrying fuel |
| 1. 4. Good port for scenery and smells | 1. Call we don't like to hear | 16. Boring tool | 33. Butt |
| 4. Same as No. 1 | 2. Drops the hook | 19. Breeze | 34. Port 1,901 miles from NY |
| 8. Rainbows | 3. Sea nymph | 21. Taken on the Banks | 35. Holy City in Arabia |
| 12. A number | 4. Natives of Kobe | 22. Get your pay for these | 36. Sacred cloth |
| 13. Island in S. Atlantic | 5. Custom | 23. He is: Cont. | 38. Part of ship |
| 15. Remove, as barnacles | 6. Form of "ad" | 25. Pronoun | 40. Island in Irish Sea |
| 17. Darwin's ship | 7. Man from Omaha | 28. An oil company | 41. Supply depot |
| 18. Chops | 8. Man's name | 30. Money changers in BA | 43. Siamese dialect |
| 19. Seaman's hobby | 9. Job on a clipper ship | 31. Price-fixing agency | 44. The President |
| 20. Gazelle | 10. Hue | | 45. Writing fluid |
| 21. How rope should lie | 11. Slammin' Sam of golf | | 47. Each: Abbr. |

Puzzle Answer on Page 27



TEN YEARS AGO

The US announced the fall of Corregidor. The surrender came after 300 air raids and after Japanese troops landed on the tiny rock. Organized resistance in the Philippines ended with the fall of the island. . . . New Yorkers went through their first blackout. It was proclaimed a success. . . . The Japanese occupied Mandalay. . . . The SIU backed the Army's ordered coastal "brownout," designed to cut down coastal sky glow and help prevent merchant ships from being silhouetted for lurking subs.

The British overcame French resistance and occupied Madagascar. . . . German aircraft sunk four British destroyers in the Mediterranean. . . . Two Seafarers told of how their ship managed to damage a U-boat while she was sinking. . . . Brooklyn and the Yankees led their respective leagues. . . . A total of 18 merchant vessels were sunk off the Eastern and Gulf coasts during one week. . . . The House okayed a pay raise for servicemen.

The Battle of the Coral Sea was announced finished and a victory for the Allies. Some 21 Japanese ships were sunk or damaged. . . .

President Roosevelt presented a seven-point anti-inflation program to Congress. . . . Registration began for rationing with gripes about the low amounts of gas allowed. . . . The SIU backed a proposal to have at least one lifeboat on every merchant vessel equipped with a portable radio transmitter. . . . A U-boat sank a freighter in the St. Lawrence River for the first time in history.

Shut Out won the Kentucky Derby. . . . The British reported a direct hit on the Torpitz. . . . SIU crew, which had chipped in to pay for extra rations for Navy gunners aboard their ship, were given the shell casing of the shot that sank a U-boat attacking the vessel. . . . The British announced the Nazi battleships Scharnhorst and Gneisenau, and the cruiser Prinz Eugen were hit during air raids and put out of action. . . . The RAF launched its first heavy air raid on Paris. . . . Mexico issued a declaration of war against the axis powers and pointed to the sinking of Mexican ships in the Gulf as its prime reason. . . . Rumors kept getting more frequent concerning a second front, probably in France.

SEAFARERS LOG

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Upside Down View

The grave lack of understanding, both in and out of Congress, as to the nature of the maritime industry's problems is brought into sharp focus by the goings-on over appropriations for the Kings Point Merchant Marine Academy. Several Congressmen and one daily newspaper have been shrieking to the skies that fund cuts for Kings Point would "sink the merchant marine," ignoring the fact that Kings Point plays a negligible role in supplying officers for the industry.

At the same time, these Congressmen did not let out a peep about the fate of the long-range shipping bill, the only proposal currently available that attacks the basic problem of the industry—how to meet the need for modern ships and face up to foreign competition.

A little thought should make it obvious that it is far more difficult and time-consuming to build a ship than it is to train an officer. And nobody has ever heard of a platoon of Kings Point graduates carrying one ounce of cargo without a ship in which to stow it.

The problem of the industry is not one of manpower. The licensed and unlicensed unions can supply all the men needed in any emergency. The SIU has shown in the past few months that when the need arises it can quickly upgrade men to fill all positions. Ships officers can similarly be trained out of the fo'c'sle in a short period of time.

If the US merchant marine dies, it will never be for lack of trained manpower. Rather, a contributing cause would be a short-sighted policy of training men to man ships that are left on the drawing board.

Strike 'Solution'

Held at bay by stumbling blocks like courts and existing laws recognizing the legal status and necessity of labor unions, one of the champions of the anti-labor bloc in Congress has found a new way out. If you can't outlaw unions entirely, why not just legislate their biggest weapon right out the window?

If an impending strike is deemed to threaten national defense, either Congress or the President should be able to slap an injunction on the offending union and then if the parties can't get together in 80 days, then just seize the industry altogether until they do.

This demonstration of free enterprise meeting its problems squarely (??) may not get far, but it shows the lengths to which some people will go, forgetting the fact that legitimate union activity is already imbedded in American tradition and that the strike is the best example of it. The honorable members of Congress behind this bill also overlook their cat-calling in past weeks when that man in the White House followed the prescription in the steel industry.

We expect their more levelheaded fellows in the legislative chambers will try not to snicker too much when this idea comes up on the floor.

SIU Brotherhood

With today's headlines all flashing news of hectic happenings all over the world, it's always good to take pause and note the bright side and the humanity of man to man. Such is a case right in our own SIU membership, where two brothers linked by misfortune gambled and won.

The fact that Seafarer Phil Pron can now see perfectly out of one eye stems fully from the generosity of another SIU member, Eric Joseph, who a year ago gave his own right eye to save Pron's falling vision. The time is still far off till Pron will have his full sight back, but he will be shipping out again one day with renewed faith in the spirit that truly makes the SIU a "Brotherhood of the Sea."

An Unbiased Idea

Washington—Testifying during the House Labor Committee's investigation of the Wage Stabilization Board, former mobilization chief Charles Wilson suggested that the present board, consisting of labor, industry and public members, be abolished. He would replace it with a board consisting of public members only.

When asked who the public members would be, he replied, "Oh, businessmen."

LETTER of the WEEK

Reveals Liberian Ship Conditions

To the Editor:

I would like this to be printed in your Union paper to point out what it means when seamen do have a good union protecting them.

I am an AB on the Atlantic Coast, a Livanos Company Liberian-flag ship carrying general cargo.

This company has a lot of ships that sail out of New York, most of them tankers.

The Atlantic Coast arrived in Baltimore with a crew of 35 and left with 22 on March 22, short 13 men who got off. At this time, April 14, these men have not been replaced though the ship has been in four other ports.

In the deck department there was a captain, two mates, a boatswain and four men. The engine department was short a firman and third engineer.

No Care For Injury

After leaving Baltimore we cleaned holds, and one of the deck men broke a leg. He was carried to his bunk and left there for seven days without any medical attention whatever, or even visits from the ship's officers.

Arriving in Manzanilla, Cuba, he was put on the dock without any identifying papers and stayed there for ten hours until the matter was settled. He was taken to the Aroma Espanola hospital by attendants. Eleven days later the captain requested that he be put aboard. The leg had barely started healing.

\$102 Wages

Our wages are \$102 a month with 35 cents an hour overtime. My overtime for 4½ months was 42 hours. No overtime is paid for watches on Saturday or Sunday. In the morning we get two eggs, bread and coffee for breakfast. At dinner it's a piece of meat, soup and bread.

We admire your Union's stand against the Communists, enemies of America and free men everywhere, and think you should put a light on the secretary of the UNO, a seaman's union on Broad Street, New York. He is a full-fledged Communist party member.

Communist Outfit

As you know, the UNO was a Greek seamen's union whose control was seized by Communist infiltrators to use for their own disruptive purposes. He is in a good spot to make use of the 300 seamen who fled Greece and went to Poland to learn the art of Communist tactics.

At present my biddy and I are ducking the captain and trying to get in touch with the Liberian consul, but with little hope that he will do anything for us.

Name withheld

(Ed. note: The above letter was given to Seafarer James H. Parker by two crewmen of the Atlantic Coast while he was in Rotterdam. Names have been withheld to protect the men involved.)

'Look Out Below!!'



As I See It

by PAUL HALL



WORD was received at Union Headquarters this week that the millions of readers of the Saturday Evening Post will soon see an article on the security problem existing along the nation's waterfronts. The loopholes in this country's waterfront security were exposed in your newspaper, the SEAFARERS LOG, several issues ago.

The article attracted considerable attention and was quoted in newspapers throughout the land. The case in point is that men of the sea were the first to be informed of this important national issue, and the planned Post story is an outgrowth of the LOG's revelations.

Here is a good example of the way the LOG has been performing a two-fold job. By breaking this story, which might otherwise have gone unnoticed, the LOG was giving a picture of a problem facing the nation. Beyond that it was performing a public service by calling attention to the problem. It showed people outside of our industry, the maritime field, that the SIU is alert to all matters that affect the country's and the industry's well-being.

The LOG is first and foremost your newspaper in the true sense of the word and the Union intends to maintain that policy. But by presenting a broad outlook on the entire waterfront question, it helps to give outsiders an understanding of the seafaring man's problems and achievements.

Judging from the mail that comes in, the LOG is creating a very favorable impression along these lines and Seafarers like their publication. The paper continues to serve as a good source of suggestions from the membership. For example, one Seafarer recently wrote to the LOG proposing that the headquarters branch post information on daily ship sailings. That suggestion was adopted and

men in New York now have access to the up-to-minute information on ship movements every day.

Another example is a letter sent to the LOG this week in which Brother James Finn, Ship's Delegate on the Bradford Island, suggested a listing of the rates of exchange prevailing in various nations. The letter appears in this issue—along with the list suggested by Brother Finn. Keeping the LOG responsive to the membership is one of the secrets of keeping it among the best of labor papers.

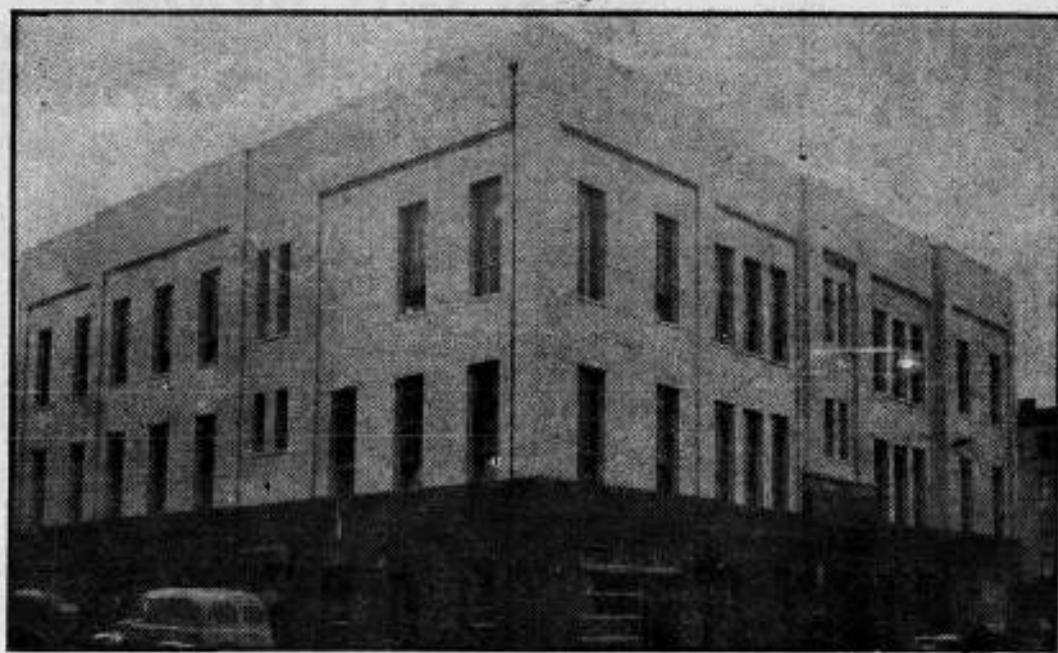
THE DEADLINE FOR OPENING negotiations with the operators is approaching. Accordingly, your headquarters negotiating committee is now carefully studying the suggestions submitted by the crews.

One of the things being studied by the committee are the problems of the steward and his department. The committee realizes that the men working in this department have special problems arising out of the nature of their work.

All stewards can rest assured that these questions—and monetary matters—are receiving thorough consideration and will be taken into account when demands are presented to the shipowners in July.

YOUR SIU HEADQUARTERS is being temporarily converted into an art museum this week, with all the entries in the Union art contest going on exhibition for the judges and members interested in seeing them.

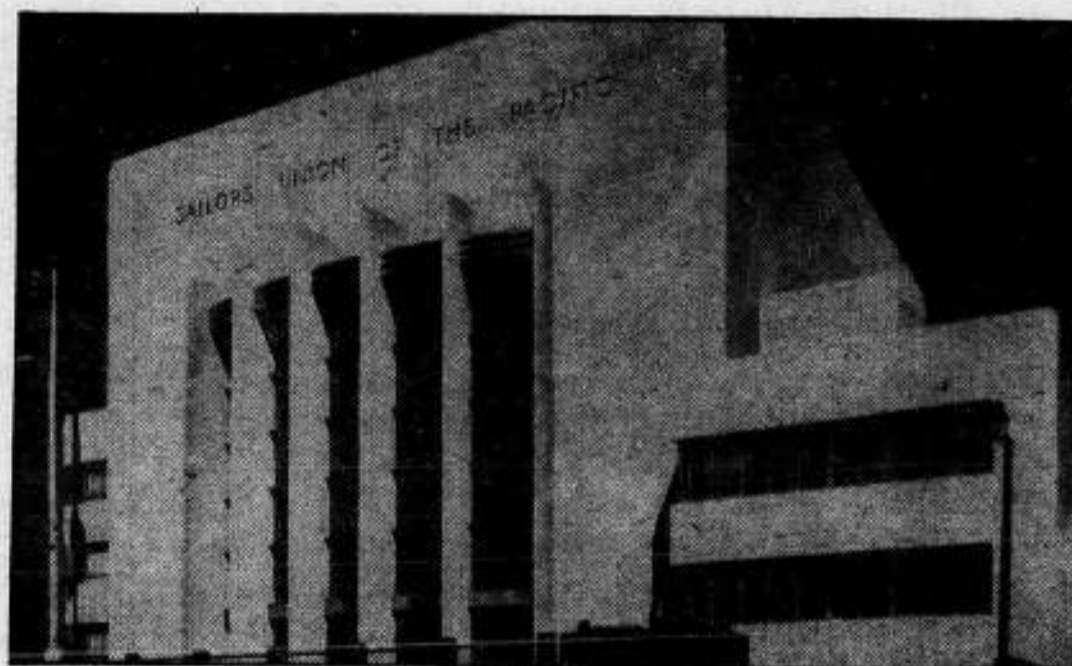
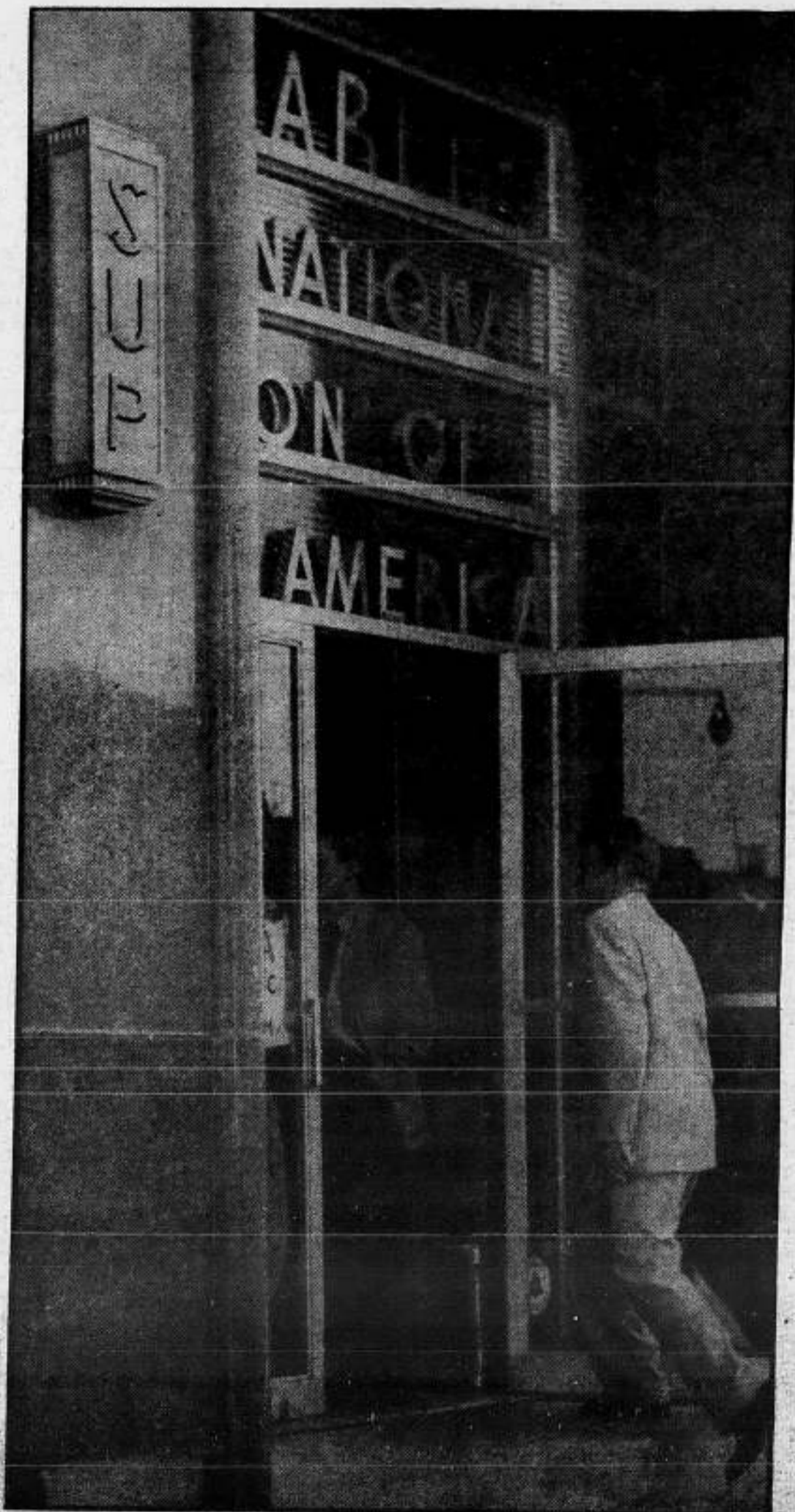
The large number of entries received in this contest certainly bears out something we've felt for a long time. It's always been your Union's belief that we could find in the ranks of Seafarers a group of men who could do almost anything and do it well, whether it's painting pictures or playing baseball. Without any of us being professional judges the general feeling is that the fellows have done themselves proud in this instance.



An SUP Member On The Beach In New York



HOME AWAY FROM HOME



Separated by the breadth of a continent, the SIU hall in Brooklyn (left, top) and the home of the Sailors Union of the Pacific in San Francisco (above) may differ somewhat in build, but their like facilities are available day and night to Seafarers and Sailors passing through both ports.

Just as the SUP building, located in the shadow of the familiar Oakland Bay Bridge, opens its doors to accommodate the East Coast brothers in the SIU, so too does the SIU maintain its headquarters on the key Brooklyn waterfront for everyday use by the Sailor whose home port is on the West Coast but is in transit through the Port of New York.

Both modern structures are newly-built, combining beauty, comfort and shipping ease to service the hundreds of seamen who hail from every part of the country and look on these buildings as their "home away from home" when their ship pulls into either city.

The nature of the maritime industry bars frequent visits home by the men who sail the ships. Thus it is that the Union hall temporarily becomes the "home" to the seaman from Iowa, Texas, the Pacific Northwest or New England. To fill the gap and meet the expanding needs of the membership, the SIU and the SUP have spared no effort to make the members' "home" on the beach a place where unhurried leisure hours can be worthwhile spent.

On these pages, the LOG records the one-day itinerary of an SUP brother, AB Glen O'Brien, as he recently made use of the facilities of the SIU hall in Brooklyn. He, like many of his brother members who have passed through the hall, agreed that everything ran smoothly.



Shipping hall. O'Brien registers for job with SUP dispatcher Bill Armstrong.



The board. Looking for a good run, he keeps an eye on the shipping board.



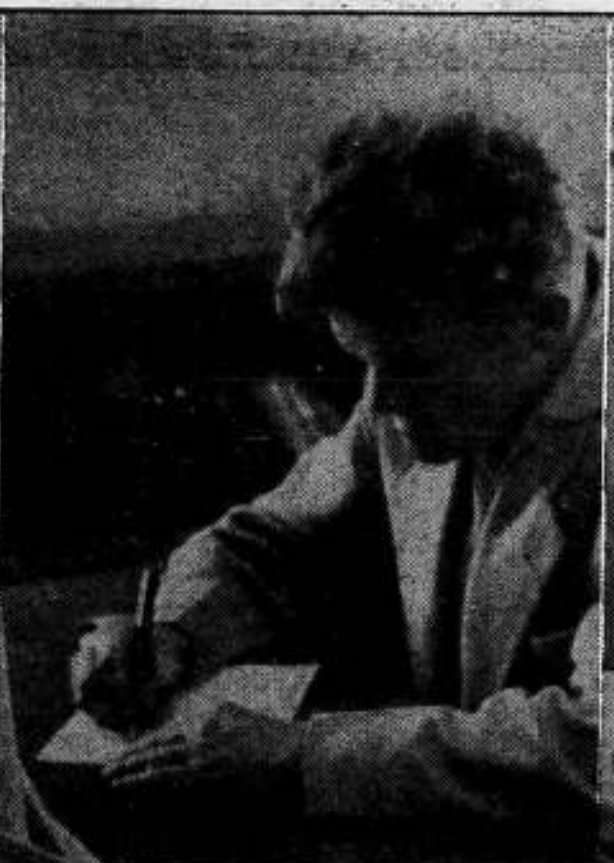
Cafeteria. Coffeetime at the hall and a real five-cent cup of coffee.



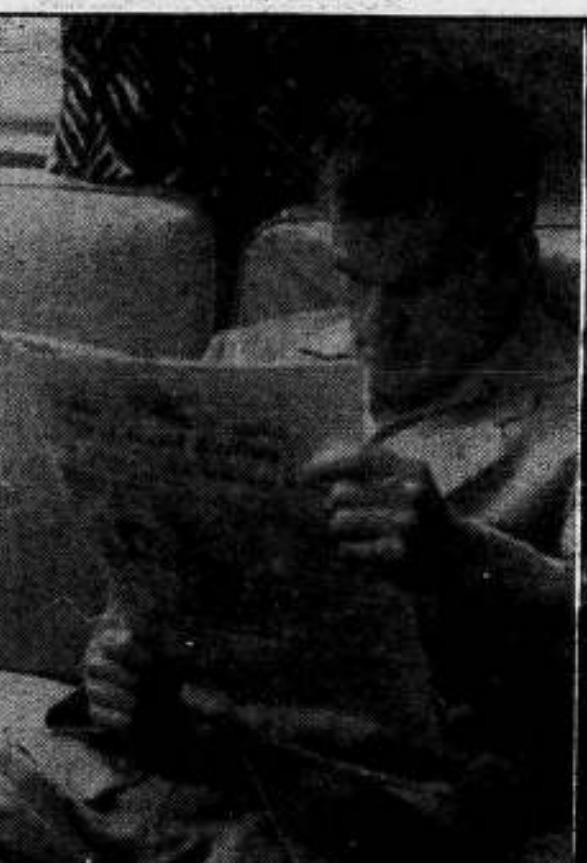
Greetings. Over coffee, O'Brien says hello to SUP brother Leo Kapusick, AB.



Game Room. Taking his turn at a pool table, he studies his next shot.



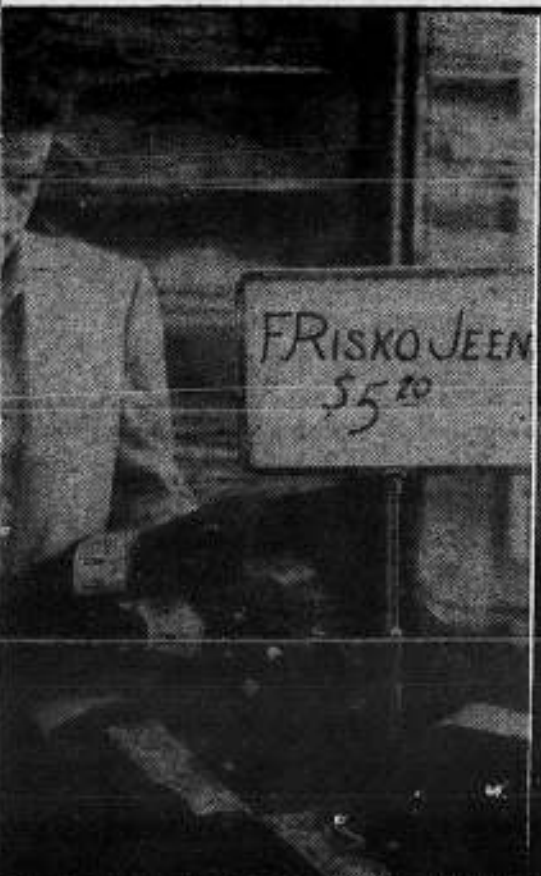
Library. During lull, he grabs the chance to drop a line to the folks.



What's new? SUP paper, West Coast Sailor, fills him in on union news.



Slide board. O'Brien stands by, watches a friendly game of shuffleboard.



Sea Chest. A little shopping at SIU-operated store just before job call.



Just my brand! O'Brien buys a long smoke while clerk wraps purchases.



Port O'Call Bar. He chins with shipmate John Sabo, OS, over a cool one.



Easy on the eyes. Entertainment at SIU bar helps pass away the time.

MARITIME

New York City's Department of Marine and Aviation has been tearing its hair out over some new lifeboat davits installed on its three new ferryboats. Using a new telescopic launching system, they'll work perfectly for a while, then suddenly refuse to work, and then will launch the lifeboats by themselves when nobody is around . . . The skipper of a 350-ton fishing boat told of an hour of terror off Brazil when four men went mad with fright as the vessel was sinking in a storm . . . American inland waterways serve every American city of more than 435,000 population, according to a recent announcement . . . The Port of Houston handled a record high of 4,328,000 tons of cargo during March.

The first ocean-going commercial vessel to fly the Korean flag in modern times will be the former Swedish freighter Rosa Thoren, recently purchased by the Republic of Korea . . . Nippon Yusen Kaisha, Japan's largest shipping company, has announced it will resume European runs after a lapse of 11 years . . . The W. E. Fitzgerald smashed into the Burlington Beach Canal Bridge in Hamilton, Ontario, and knocked the whole bridge into the canal . . . The Coast Guard is inspecting the lifejackets aboard all the New York City ferries since one shipment was found defective. So far, some of the older jackets on two vessels have been declared unsafe and undersized.

The first transit this season on the inland waterway between Montreal and New York was completed last week when two vessels docked in New York with newsprint cargoes . . . The Port of Santos, Brazil's largest, is getting its face lifted as the Santos Docks Company launched a \$45 million improvement program . . . The 40-year-old Empress of Australia, the ship that carried King George VI and Queen Elizabeth to Canada in 1939, has made her last trip. The 615-foot 3-stacker has been sold for scrap . . . The Maritime Administration opened bids for 18 sunken ships and their cargoes this past week . . . New York City's 150-foot Department of Sanitation barge, which sunk in the East River, has been raised and floated away.

The Hamburg-Chicago Line's Konsul Sartori became the first freighter flying a foreign flag to dock at Cleveland this year . . . Suez Canal traffic during February consisted of 1,050 transits. It had a daily average of 247,000 tons, with tankers representing 58.6 percent of the total . . . The General Electric Company, Ltd., has reported it is experimenting with a method of killing whales by electrocution . . . A British World War II secret, stabilizer fins to prevent rolling, will be fitted to the Queen Mary . . . The Dutch passenger-cargo ship Dongedyk was damaged by a \$100,000 fire at Vancouver, after her maiden voyage . . . According to recent reports, 14 out of 19 ships completed in the world during the first three months of 1952 were scheduled for Japanese owners.

The Vancouver whaling fleet began its season's operations this past week . . . A May Day celebration in Le Havre forced the Flying Enterprise II, under Captain Kurt Carlsen, to anchor outside the port and wait overnight before entering. The new Flying Enterprise II sailed right past the spot where Captain Carlsen's old command sunk . . . The Pioneer, the US Voice of America's floating radio transmitter designed to pierce Iron Curtain radio "jamming," sailed through the Panama Canal and was conducting a series of equipment tests off Vera Cruz this past week . . . The Atago Maru arrived in Stockton to load rice and gained the distinction of being the first ship to fly the Japanese flag on the West Coast since before World War II.

An Argentine barge, with five men aboard, tore loose from her tow-ship last week and was reported "adrift somewhere in the Atlantic" . . . The 99-foot brigantine Yankee completed an 18-month cruise around the world under sail, and, as usual, arrived in her home berth within 5 minutes of the time the skipper announced when the ship left . . . The freighter Tom Girdler limped into Cleveland last week with a jagged hole in her bow made by a piece of ice . . . The Portuguese freighter Monte Brasil went into drydock in Chester, Pa., after a collision with the US freighter Cape Martin off the New Jersey Coast tore a gaping hole in her number two hold.

According to the National Federation of American Shipping, the US is lagging far behind the rest of the world in new ship construction. The federation reported that 1,548 vessels totalling 18,700,000 dead-weight tons are under construction throughout the world. Of these, the US has only 20 ships totalling less than 500,000 deadweight tons on the ways, only 2.4 percent of the world-wide figure . . . The Queen Mary was scheduled to dock in Cherbourg for the first time since World War II. Although she has visited there regularly, her passengers have had to use launches to get ashore. The Quai de France, demolished during the war, has now been rebuilt and the Queen can dock once more instead of anchoring out in the harbor . . . The Transcontinental Gas Pipe Line Co. is laying 6,600 feet of gas pipe across New York's Narrows.

THE LABOR ROUND-UP

The labor front continued hot on a number of fronts, with 100,000 oil workers joining other strikers, and the steel dispute going to the Supreme Court. The picture to date looks something like this:

Steel—White House talks between union and industry representatives fell through. The Supreme Court agreed to hear the case involving government seizure of the industry, and ordered that no pay hikes or price increases be granted until it reaches a decision. The Circuit Court of Appeals granted a stay of execution of Justice Pine's order voiding the seizure. Since the industry was still in government hands, CIO Steelworkers President Phillip Murray ordered his men back to work.

Oil—About 100,000 oil workers in 22 unions have been out on strike since April 30. They have cut their demands from the original 25-cents an hour, several times in an attempt to reach a settlement in the vital industry. Some scattered agreements were reported at this figure, but for the most part, the companies were making a "top" offer of 15 cents. At last word the unions have agreed to the 15c. figure, which was recommended by the WSB, and a settlement appears imminent.

Telegraph—Some 31,000 members of the Commercial Telegraphers Union (AFL) are still out on strike. The company has stubbornly refused their demands for higher wages, better conditions.

Odds 'n Ends—The Brotherhood of Railroad Trainmen is seeking pay increases based on increased productivity for its 200,000 US members and other raises for its 20,000 Canadian members . . . The Senate Labor Committee has approved an amendment to the Taft-Hartley Act which would permit employers in the building industry to contract with unions on wages and conditions before hiring, and cut the probation period before joining the union from 30 to 7 days . . . The AFL Trades Council in San Antonio, Tex., launched a campaign to buy a lot and build a home for Charles Balmos, an apprentice member of the Plasterers and Cement Masons who can no longer work at his trade because of injuries received in Korea.

On the Job

The danger of fire, ever-present aboard ships, is possibly the greatest hazard a seaman faces. Tankers, of course, are particularly susceptible because of the explosive nature of their cargo, but other cargoes, like wheat for one, have to be handled with care. A trained seaman should be a pretty good fire buff, in that he should know the differences between one kind of fire and another as well as how to handle different types of firefighting equipment.

When it comes to fire, the average person thinks of the time-honored fire hose or water bucket. Water is a fine extinguisher under certain circumstances but it wouldn't do much good under ordinary use against an oil fire, and would be disastrous if used in an electrical fire. Water being the fine electrical conductor that it is, the unfortunate novice who uses it on an electrical fire is liable to wind up pretty badly fried.

Three Basic Factors

A fire starts when three factors exist: Something to burn, enough heat to start that particular material burning, and enough oxygen to keep it going. Fighting a fire is a matter of eliminating one of these three factors. You isolate or remove the material that is burning, or you try to reduce the temperature, or you attempt to cut off the oxygen supply by smothering it with an appropriate foam-type extinguishing agent; appropriate for the type of fire involved.

When looked at this way, that mysterious bug-a-boo, spontaneous combustion, is easily understood. You don't actually have to strike a match to start a fire, in some materials—they simply have to be warmed up to the point that they usually start burning. An overheated wall or heat from the sun may be sufficient to get some highly-combustible cargoes afire. Should there be no air circulating to carry off the heat but enough oxygen present to keep the fire going, then conditions are favorable for a fire.

For example, coal is a highly-combustible material yet you can drop lighted matches in a pile of coal all day without starting something—provided the coal has been kept cool enough. Yet that same load of coal can start burning all by itself if it is particularly dusty and in a nice warm hold.

Types of Fires

Fires themselves have been divided into three classes by insurance underwriters, each class requiring different treatment to put it out. Class A fires are those of ordinary combustible materials in which water is the best extinguishing agent. Class B fires are those including inflammable liquids and greases. Here the most effective method is to cut off the oxygen source by smothering the fire. The class C fires are those in electrical equipment where the fire extinguishing agent, whatever it is, must be a non-conductor of electricity.



All US flag ships are required by law to be equipped with fire axes, fire hoses and the various types of portable extinguishers. In addition, vessels carrying combustible cargo in the holds, or in closed cargo compartments, have fire-smothering systems using steam or carbon dioxide. Well marked valves, readily accessible on deck can be used to smother a blaze in a particular enclosed cargo space. Modern ships are also equipped with fire detection and automatic alarm systems. In a typical system of this kind, the detector receives samples of air from lines reaching into all cargo spaces. At the first trace of smoke, the alarm is given. In some cases the detection system is combined with an extinguishing system so that the same lines used to detect the smoke will also carry dioxide gas to smother the fire.

The portable extinguishers carried by a ship will include soda-and-acid-type, anti-freeze solution, foam, vaporizing liquid (usually utilizing carbon tetrachloride), carbon dioxide and dry chemical.

Soda acid, water and anti-freeze are effective against Class A fires. Water handled through a high velocity fog nozzle will also be useful against the Class B fires (oil and other inflammable liquids). Foam extinguishers are good for both Class A and B operations.

The last three mentioned types, carbon tet, carbon dioxide and dry chemical, are the only ones effective against electrical fires although they can also be used in fighting Class B blazes.

Soda-acid and foam extinguishers are usually alike. To operate these extinguishers they are turned bottom-side up and the hose directed to the base of the flames. The carbon tet extinguisher contains a pump handle at one end. The pump handle is pulled out and the contents are pumped on the flames themselves. Carbon dioxide extinguishers have a control valve at the top and a short length of hose. The extinguisher is held by the handle, the valve opened and the nozzle directed at the fire.

Burly

Follow Burly Every Issue In The Seafarers Log



Summer's Here!



Seafarer A. Yarborough tries on a snappy summer casual jacket in the Sea Chest in the New York headquarters with the help of Sid Seltzer. Seafarer F. Lambert (left) who came along to kibitz, takes a real careful look at the jacket his shipmate is trying on. The jacket is just part of the low-priced new summer stock in the Sea Chest.

Furor Over Funds For Sea Schools Hit As 'Cart-Before-Horse' Policy

(Continued from page 2)

the curriculum—hardly essential though, for the business of sailing a merchant ship.

As a result, Kings Point in many respects is merely an annex of the Naval Academy at Annapolis. A large number of its graduates, 1,100 in all, are currently on active duty with the Navy, many of them going in voluntarily upon graduation. There is more than one Kings Point cadet, who failing of admission into Annapolis, went to Kings Point and immediately volunteered for active duty upon graduation without so much as serving a single day on a merchant ship afterwards.

Of course, by supplying naval officers, Kings Point is serving a purpose. But it is one that could be equally served by expanding facilities at Annapolis proper.

Few In Maritime

Just how many Kings Point graduates go into merchant service is a tough question to answer. In its 14 years of operation, the Academy has graduated approximately 10,000 deck and engine officers. Sub-

tracting the 1,100 now in the Navy leaves 8,900 licensed men.

A rough estimate of the total of deck and engine officers now sailing US ships would be approximately 25,000. Yet all sources are agreed that the percentage of the total representing Kings Point graduates comes nowhere near the 8,900 who are qualified to sail. More likely, it is less than half that total.

Here are a few figures obtained from SIU contracted companies:

The Isthmian Steamship Company has 350 licensed officers in its employ in deck and engine departments. Of its total, only 18 men, (6 engineers and 12 deck officers) are graduates of Kings Point.

The Seas Shipping Company (Robin Line) employs 144 officers. Only 25 of them are Kings Point graduates.

Bull Lines estimates that only slightly over eight percent of its deck officers are Kings Point men. No figures were available for the engine room.

Whether or not these figures are truly representative of the proportion of graduates working, they give some idea of the role of Kings Point in the maritime field.

The Masters, Mates and Pilots Union in New York, where Kings Point deck graduates would normally go if they wanted to ship out, estimates that in the past, no more than 40 graduates have come to the union for jobs each year. Last December's graduating class consisted of 134 men, with two classes graduating yearly.

No Hold On Graduates

If this is the case, what happens to the rest of them who are trained at the public's expense to man our merchant ships? The answer is that a good many graduates do not make the merchant marine their career. The fact that Kings Point offers a free four-year college course leading to a Bachelor of Science degree is an inducement for many young men to attend. Having completed the course the merchant marine no longer has any hold on them. They are on their own, free to work in maritime or not as they please.

This wide-open loophole whereby students at a Government-supported academy are not required to practice the profession for which they have been trained has been recognized to the extent that a bill is now pending which would compel all Kings Point graduates to serve a minimum of two years in the industry.

With all that, some people will argue that even if the Kings Point graduates are not working in maritime now, they provide a reserve of trained officers to meet emergency needs.

This argument doesn't stack up too well in the light of the experiences of the past year. According to Admiral E. L. Cochrane, the Maritime Administrator, 688 Government-owned ships were broken out of the reserve fleet at the peak of Government operations since last June. These ships, the Admiral said, constituted the "greatest merchant marine of any period in history short of actual war . . . In achieving this record we were forced to dig very deeply into the barrel as far as our maritime resources are concerned."

Unions Manned Ships

These ships, plus the privately-owned fleet, were sufficient to supply the war-front in Korea, the occupation forces in Japan, military and economic aid for Indo-China, and the Navy's military and eco-

nomie aid to Western Europe and Greece, plus the regular movement of cargo to and from foreign ports. All these ships, and the huge tanker fleet, were manned by the unions involved. The only delays of any consequence resulted from spot shortages of radio operators and engineers. In relation to the total number of voyages, these delays were very small indeed.

Today, with a considerable number of ships laid up, the supply of licensed men is more than ample to meet the demand. The MM&P in New York declares that many men with masters' licenses are now shipping as third mates because there are not enough captain's jobs to go around. As far as Kings Point is concerned, the MM&P spokesman said, "If they wiped out the place we would never miss it."

The only possibility of merchant ship employment for the large number of Kings Point graduates not presently employed in the industry would be in the event of a third world war. But even in that eventuality, their reserve status in the Navy would mean that they would be called into service and be unavailable for merchant ships.

Ships Are The Need

In the last analysis, the excitement about Kings Point is basically a case of putting the cart before the horse. Additional trained officers, if and when needed, can be licensed out of the ranks of working seamen far faster than new ships can be built. A rated man with three year's experience can qualify for a license with a certain amount of preparation. The basic problem facing the industry now (as it has always been) is one of ships rather than men, with plenty of trained manpower to meet all needs.

The use of Kings Point as an adjunct of Annapolis serves US Navy purposes, but it is difficult to see how the school justifies its existence as a Government-supported maritime academy.

IBM Machines To Speed Up Vacation Pay

(Continued from page 2)

as many as 625 cards a minute. Eventually, as Seafarers apply for benefits, the information recorded on their discharges will be punched right out on cards which will cut the chance of error to zero.

Expert To Direct

According to George Singer, an electric machine accounting expert brought in by the Union to direct the operation, one of these gadgets can count up the number of days on a Seafarer's discharges for vacation credit and grind out a check for the amount on the spot.

Singer, who has had 25 years of experience with the varied computers, sorters and collators to be used in the headquarters rig, expects the layout to be of great assistance when the SIU issues periodic reports in the activities of the Vacation and Welfare Plans. He also brings to the job know-how gained as a director and past treasurer of the National Machine Accountants, an organization of experts in the field. Two specially trained operators will also man the machines.

Lawyer Curbs Aid Sick: Nelson

(Continued from page 5)

to visit him is to fill out a request slip. The slip will be left at the information desk or can be mailed to the attorney directly.

Dr. Nelson emphasized that these regulations in no way interfere with a seaman's right to consult a lawyer of his choice. On the contrary they emphasize the fact that

the seaman should choose the lawyer instead of having the lawyer come in and high-pressure the seaman when he is in pain or discomfort, and unable to handle such matters properly.

A seaman can feel free to recommend an attorney or seek advice from fellow seamen on whether they know a good lawyer, for whatever such advice is worth. However, such recommendations should be followed by a formal request for that lawyer. For example, once a lawyer has come to see a client in the hospital, the seaman he is visiting should never send him over to see another patient. Such action by the seaman violates the law—something which few seamen are aware of.

No Need For Haste

Actually, there is no need for a seaman to be hasty in getting a lawyer. Under the Jones Act, he has up to three years in which to file claims against a shipping company. It would be best then for the Seafarer to wait until he is fully recovered and able to deal with these matters. Then he can look around for competent legal advice and for reasonable terms.

It has been pointed out that the ambulance chaser who solicits cases to make a living is not likely to be a good lawyer. In most instances, he carries his office in his hat. He has neither the staff nor the facilities to build up a good case for the Seafarer. And if he is unscrupulous enough to solicit business, chances are that he will soak the Seafarer for all he is worth in the way of legal fees and expenses.

Instances have come to the attention of the LOG where ambulance chasers have gotten men to sign agreements for fees of 40 percent or more, far in excess of the normal charge. These men will also tend to make the Seafarer pay all expenses of the case after the lawyer has deducted his share of the award.

Success of the new regulations, depends on the seamen themselves understanding that they are designed to protect the patients and have no other purpose in mind. By preserving his freedom of choice they give him an opportunity to make a better legal deal.

Summing it up, Dr. Nelson concluded, "There is no effort by the

hospital to screen legal advice seamen seek. All we are interested in is making certain that the initiative comes from the patient, so that when a lawyer comes here he has been requested by the seaman."

House Group Weighs Fate Of Ship Bill

(Continued from page 3)

subsidized companies that do not have operating subsidy contracts.

Mariners Not Enough

The Maritime Administration head admitted that the Mariner program was inadequate to fill the country's needs. He also declared that a serious lag existed in construction of ore carriers needed to bring iron bauxite and other ores to mills now building on the Atlantic and Gulf Coast. Only two such carriers are now being built for American flag companies, with several under construction for foreign flag carriers.

Government Stand Hit

In the course of the last day's testimony, Representative John J. Allen, California Republican and a member of the committee, disputed the Government's arguments on tax deferments. He said that under the existing bill, tax deferment would cost about \$120 million over ten years and at the same time encourage the private construction of a large number of ships, at a cost of six cents a year per taxpayer.

On the other hand, he pointed out that Government construction of Mariner ships, admittedly inadequate to meet needs, will cost the taxpayer ten times as much over the same period.

The California Congressman argued that the tax deferment system was the best way to get action from private interests on ship construction whereas under the Mariner program the entire construction burden falls on the Gov-

No Wolves At Door Of Ill SIU Men

(Continued from page 3)

that they are eligible for benefits for only 13 weeks. Nor were the chronic tuberculosis patients, long-time residents of Fort Stanton, included in the NMU plan when it first went into effect.

Since Fort Stanton is a TB hospital, it means that the NMU members there have either exhausted their benefits or never received any to begin with. They and the non-union seamen consequently face serious problems in obtaining a minimum of spending money.

As far as the Seafarer is concerned, he said, headquarters long ago recommended (and the membership agreed) that any donations made should not be for a specific hospital, but rather should be contributed to the Welfare Fund and a Union receipt issued. Thus if the men on the ships feel like contributing for men in the hospitals, it would be spread around evenly to all patients.

The spokesman agreed that it was extremely unfortunate that men from other maritime outfits did not have the same kind of protection. He noted that this was a problem which the SIU faced up to when it began its Welfare Plan and has taken care of satisfactorily.

In the long run, he said, the only solution to this problem lies not in solicitations by any particular group of patients, but in other maritime unions following the pattern of benefits first established by the SIU.

Life On The Navigator Photos By Joe Fiesel



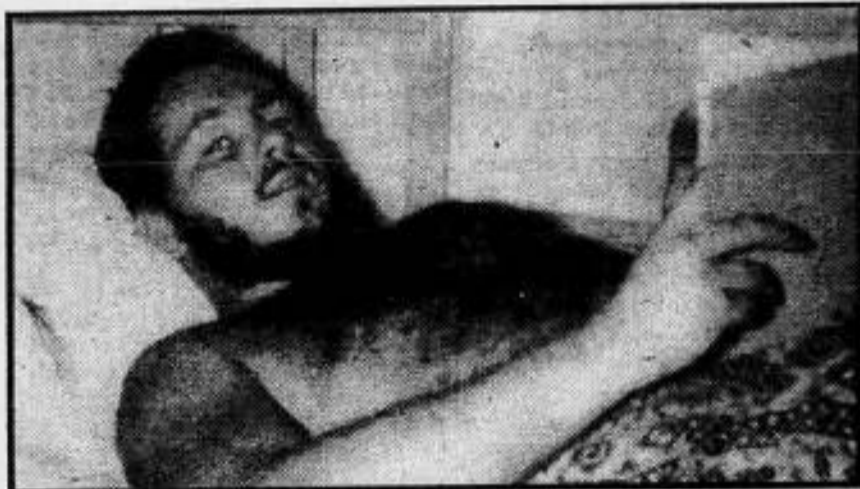
Gil Ebon, 2nd cook and baker, lists new contract suggestions.



Pinky extended, AB Tommy Melton brushes on paint.



Joseph Fiesel tries on Siam-type shorts for size.



Bosun Doucett "a good, easy going serang" hits the sack for some well-earned rest with a book from the ship's own library.



Kenneth Jones, OS, settles on a boom while chipping.

Did You Know . . .

That the highest and lowest points in the US are just three miles apart? California boasts the nation's highest peak, Mount Whitney, as well as Death Valley, a deep, arid basin where less than an inch and a half of rain falls in a year's time.

That when you pass on an anecdote you're doing just the reverse of the word's meaning? An anecdote, a story that everyone hears about, should really be something that doesn't get around. Its origin lies in two Greek words meaning a thing not to be published or given out.

That your SEAFARERS LOG can be found almost anywhere in the world just for the asking? In addition to the copies airmailed to every ship, the LOG is sent to the families and friends of Seafarers throughout the States, and to clubs and places of amusement wherever SIU men congregate.

That the "dog-days," supposed to be the hottest days of the year, get their name from the dog-star Sirius? The term the Romans gave to the six hottest weeks of summer stemmed from the theory that Sirius, rising with the sun, added to the heat, so that those days bore the combined temperature of the dog-star and the sun. The dog-days usually run from early July to mid-August.

That young couples who spooned some years back really did just that? Some 40 or 50 years ago in Wales, for example, a young man often made a gift of an elaborately hand-carved wooden spoon to his girl as a sign of affection.

That Wyoming is called the Equality State because it was the first state to give women as well as men the right to vote? A law hav-

ing this effect was adopted a year after Wyoming was organized as a territory in 1869. The state also elected the first woman Governor in the US.

That your ship's delegate and department delegates are on the job for you every time a beef pops up on your ship? See them whenever you have a beef and if it can't be settled then, make sure you straighten it out at the payoff.

That the US once had two Presidents at one time? In the days when Presidential inaugurations were held March 4 (now January 20), Rutherford B. Hayes, who succeeded Grant in 1877, was sworn in privately on March 3, thus creating a dual Presidency for one day since Grant technically held the office until the following day.

That something "brand-new" is really too hot to handle? The original meaning of brand is the Anglo-Saxon word meaning a torch or fire. A "brand-new" item, then, meant something, usually metal, that was fire-new and had just come from the smith's fire after it had been forged into shape while white hot.

That the SIU films "This Is The SIU" and "Battle of Wall Street" are still making the rounds to labor groups all over the country? If the members on your ship haven't seen these films, they can be obtained by writing to SIU headquarters, where a print will be made available.

That South Sea Islanders use black and white stripes instead of the traditional black as mourning colors? The Syrians and Armenians use sky-blue in the hope that the deceased has gone to heaven. The Romans used white and Egyptians yellow.

Seafarer Finds Ship Sabotage; Gets Tangled In Army Inquiry

I've been waiting for a long time for a chance to write about my unusual experience aboard the Seamonitor while in the Port of Pusan, Korea, last fall. If you're looking for a moral, this story will prove that you can get into plenty of trouble even if you are innocent.

One day while in the harbor there, we had been working on the ship's engines and since we did not finish the job, we left the cylinder heads open overnight. The next day, while I was on the 8-12 watch we received orders to shift the ship nearer to the dock, so we had to put the engine in running order.

The third engineer and myself warmed it up, but as soon as the engine was turning over we heard a very loud banging noise. We called the chief and the 2nd engineer to see what was wrong. Finally we had to open up the engine head to find the trouble. When we did this we noticed a bolt on top of the piston.

The chief engineer immediately sent for the Criminal Investigation Division of the Army as sabotage was suspected. Everybody on the ship was asked to take a lie detector test, to which all the crewmembers agreed.



Singh

Meanwhile the CID men took a good look at the engine and found eight more bolts which did not belong there. It was obvious that the bolts were placed there by person or persons unknown to sabotage the ship. However, no lie detector tests were given to the crew.

A couple of days later, the ship received orders to sail for Sasebo, Japan, for repairs. From there, we were to go back to the US. While we were securing the ship for sea, some CID men came on board and placed the 2nd engineer and myself under arrest for suspected sabotage. When I asked what the reason was for the arrest I was told that we were suspected because we had been working on the engine.

We were taken off the ship and placed in the Pusan jail. After two days in the filthy jail, we were questioned by Counter-Intelligence Corps men as to whether or not we were Communists. I agreed to take the lie detector test but if the test showed something wrong, then I wanted to be flown to the

US and take the tests over again in the presence of a lawyer in order to have my rights protected. I didn't intend to pay the penalty for damages for which I wasn't responsible.

The CIC men agreed to this. I took the test and was cleared, but the 2nd engineer refused to take it. I was the only crewmember made to take the test and while I was confined to the jail all I was fed was a couple of sandwiches and water.

Finally the CIC decided to send us to Japan to join our ship. Reservations were made for us on the Japanese ship Kohan Maru but there were no preparations made for food or a place to sleep. When the MPs escorted us down to the Kohan Maru, I noticed the SIU Seacoral nearby. I had some friends aboard her, so I asked the MP's permission to go aboard in order to get something to eat and some cigarettes. The crew really treated me fine and I want to thank them for their hospitality towards me.

Typhoon Blows Up

When we got to Japan I went aboard the Seamonitor and the ship got ready to sail. But my troubles weren't over yet. Shortly after I got aboard her, a typhoon blew up. Since the ship had no cargo and was light, we were blown all over the harbor of Sasebo. We had to drop both our anchors since something went awol with the anchor winch. In the course of the storm we ran into an LST and damaged it badly and a little later we ran into a Japanese ship.

After considerable excitement and danger, the typhoon calmed down and we relaxed, being happy that our lives had been spared. The captain ordered a crane from shore to pick up our anchor chain and the ship went back to its more or less normal routine.

Kenneth S. Slagh

Requiem For A Shipmate

The news in the LOG of the passing away of Brother Maxime Vejo was very saddening and I couldn't keep my eyes from getting wet. As I knew Maxie, he was a kind fellow whose sense of humor was great. His company was most sought after and his love for the SIU was considerable.

It was on the old Evangeline in 1947 that we were shipmates on the 8-12 watch. He was then a watertender and I was a fireman. As well as I can remember, the watches I stood with him were the shortest ones ever. Time seemed to fly by.

He gave me much good advice.

some of which became principles to me and helped me through the years which followed. I had hoped to run into him but somehow he was one of my former good shipmates whom I haven't seen since the good old cruise ship. He stuck close to shore like on the Seatrains, and I was half way around the globe a great part of the time.

Maxie died smoothly, the way he lived, although not while amongst his loved ones. Death came to him, almost as a reward because he was resting in bed and his agony was most likely of short duration. May he rest in peace.

John Chaker

Diplomats Wallop Crewmen In Bombay Softball Contest

The crew of the Steel Executive engaged in a bit of mutual diplomacy with the American Consular staff in Bombay when the Consulate served as host to the crew at a ball game. Following the game the Consulate staff was treated to a chicken dinner aboard the ship.

Arrangements for the afternoon were made when the crew wrote the Consulate challenging somebody to a baseball game with our top notch nine. When we arrived in port on Easter Sunday, the Consulate sent several cars down to the docks to pick up our team.

When our strong-armed, fleet-footed nine arrived at the ball

park they found to their dismay that a softball game had been scheduled instead of the regular kind. Being unprepared for this kind of competition our team was badly beaten.

We preserved our diplomatic attitude, nonetheless, and invited the opposition aboard for dinner. After that, all hands went to swim at Beach Candy where they drowned their sorrows in the pool.

Vincent M. Mackelis Ship's delegate

LOG-A-RHYTHM:

A Seaman's Queen

By Charles Cothran

In fourteen hundred and ninety-two Columbus sailed the ocean blue, 'Twas quite a feat, this much we note Besides, 'tis said the man was broke.

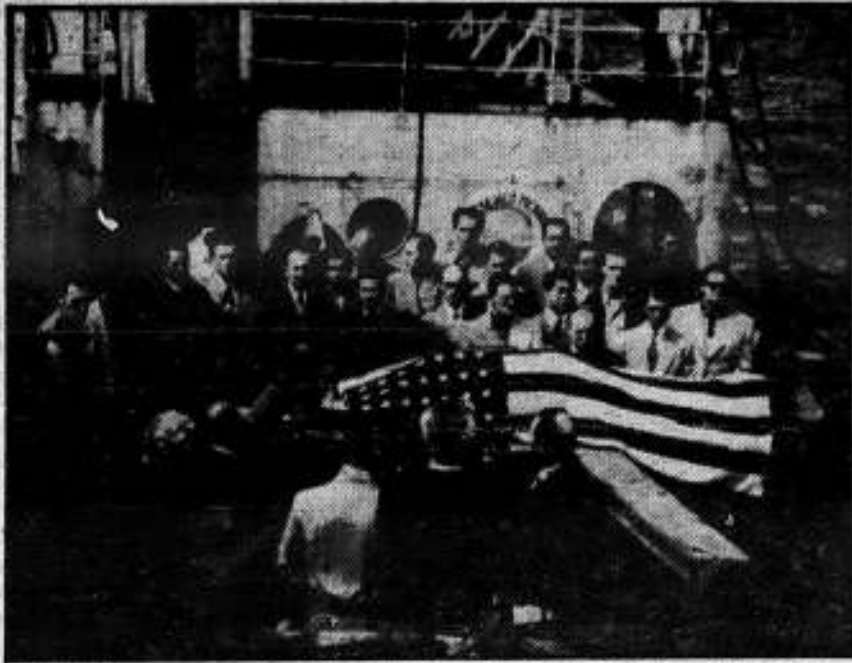
Although such may have been the case He did it with the best of grace, Especially when you understand Columbus was a sailor man.

Like all good seamen who come and go Columbus was a Romeo, Besides the trip, he won renown For favors from the royal crown.

He was no doubt a clever man, Who bowed and fussed o'er royal hand. The Queen of Spain, impressed no end Her jewels rare to him did lend.

And so it was upon the sea He set a course for you and me, With modern 'queens' in every land Just waiting for their sailor man.

Hats off to the royal Queen of Spain Whose faith in Columbus was our gain. Let's bow our heads in love and devotion To Isabella, 'Queen of the Ocean.'



Last rites are conducted over the flag-draped body of Seafarer Alexander Strachan aboard the Bessemer Victory before burial at sea following his death from internal hemorrhages.

USS Warns Of Fake Centers

The United Seamen's Service has informed the LOG that individuals owning bars and hotels in various ports around the world have used the words "seamen's service" or similar phrases to imply that they are connected with USS. Included among these was a place that was open in Pusan, Korea, until recently.

Actual USS centers in the Pacific area are at Apra Harbor, Guam; Naha, Okinawa; Moji, Kobe and Yokohama, Japan. All other establishments no matter what their names, have no connection with USS.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The first hundred years in the field of photography seem to pale when we examine the rapid and important strides made during the past 15 or 20 years. The big thing was color photography which has advanced at a rapid pace and is still progressing rapidly.

It all started with the introduction of Kodachrome for amateur movies and was followed shortly by the 35mm size and cut film for the professional. Though marketed by Eastman Kodak, it was developed by two amateur photographers who were musicians. In 1936 Agfa in Germany brought out a different type of color known as Agfacolor. Ansco, which at that time was the Agfa subsidiary in America, later improved the process and is known here as Ansco color.

Its advantage over Kodachrome was that it could be processed by the user, whereas Kodachrome had to be sent to Kodak's laboratories which they established all over the world. Eastman Kodak also handled the making of Kodachrome prints. Ansco, not to be outdone, produced a print material for consumer processing known as Printon and soon there arose commercial color finishing labs to make color prints by this new process for those who had no darkrooms or did not want to bother with a nine step process.

War Speeded Color

When the European war broke out photography performed essential military purposes. The war hastened the debut of Ansco color film which the armed forces was using by 1942. Two years later it was released for civilian use. Its military advantage lay in the fact that it could be processed in field labs immediately after exposure.

Another big step was the creation of Kodacolor Aero Reversal film, a relatively fast high contrast color transparency material for aerial work. This also could be field processed and with this film as a start Eastman Kodak soon introduced Ektachrome, a film similar to Ansco color which could be processed by the amateur user. In fact, in the professional sizes it has replaced Kodachrome which is being produced only in the 35mm size.

The military today are using a film known as Kodak Ektachrome Aero film. It is different from ordinary Ektachrome in that it is sensitive into the infra-red region and is practically foolproof for camouflage detection purposes.

Advances in cameras have kept pace with the forward strides of films. Shortly before the war the so-called twin lens reflex won the favor of many photographers. More recently there has been considerable interest in the small single lens reflex which permits the user to view the subject on a ground glass screen in full size right up to the instant of exposure. Some cameras are equipped with prism systems to allow eye level viewing, while others are used at waist level.

The post war flurry in sub-miniatures taking 16mm films and smaller has subsided and left only the Minox. During the war it was extensively used for intelligence work.

The built-in coupled rangefinder, originally to be found only on miniatures, is now standard equipment on cameras up to the 5x7 size. Practically all cameras today have some sort of internal flash contact mechanism to fire both regular flash lamps and electronic flash tubes. Before 1943 when Ilex introduced an internally synchronized shutter, either mechanical synchronizers or magnetic shutter tripping devices were used for flash work.

The most significant development in between the lens shutter design has been the Kodak "800" synchro shutter. Previously the top speed was 1/500 and this only on small shutters. The "800" can be found on the Tourist camera using 120 film. Most lenses are now coated. This anti-reflection coating minimizes internal reflections, ghost images and generally improves shadow detail. Another big step in lens design is the Zoom lens which is used extensively in motion picture and television work. So far there is none for still cameras but this can't be too far away. The Zoom lens performs the function of a number of lenses in one. This lens is so constructed that effects from wide angle to telephoto can be achieved. This is done by having moveable elements right inside the lens. In future columns we'll take up advances in lighting equipment, enlargers and printers and some new printing papers.

Fight To Save A Life Fails

A desperate struggle by the captain and crew of the Bessemer Victory was unsuccessful in preserving the life of Seafarer Alexander Strachan. As a result, the 53 year-old seaman was buried on the high seas while the ship was enroute to Korea.

The events that preceded this unhappy affair took place the night of March 19, and in a manner as to come as a shock to all aboard. At about 8 PM Brother Alexander was seized by severe internal hemorrhaging.

Quick work on the part of his watch partner, Oiler John Gellatly, had Captain R. L. West and T. R. Matzek, his chief officer, along with M. W. Loyed, the chief engineer, down to the stricken man's aid in a matter of moments. These men, working quietly and efficiently, applied all the aid that could possibly be given.

But it was all to no avail. Brother Strachan died quietly a few minutes later.

All Night Vigil

The captain, following the long tradition of mariners before him, placed an all night vigil over our deceased brother. For this gesture of respect the crew would like to offer their humble thanks.

At 10:30 AM the next morning, the sun shone bright and warm for the service conducted by the captain. All members of the crew and the officers attended in proper dress to pay last respects to Brother Strachan on his final homecoming.

Crewmembers who observed Captain West and his officers in

their attempt to save Strachan have the consolation of knowing that there are still men who under emergencies like this can provide all possible aid at the right mo-

ment without losing control.

As for our late departed brother, good luck Scotty—and smooth sailing wherever you may be.

Mischa Kanaef

Montreal Sailors Chapel Nearing Its 300th Year

Not many Seafarers in the A&G district get a chance to visit the port of Montreal. But a trip to Canada's largest city is well worth the experience for those with an eye toward sight-seeing.

By and large the downtown section of the city, particularly the older part by the river, looks very much like any large American city.

However, a gander at the street signs and eavesdropping on the conversation sets you straight. All signs are printed in both English and French and the waitresses in restaurants have a little trouble understanding you when you speak English to them.

French and English

For seamen, one of the most interesting features of the town is the church of Notre Dame de Bon Secours (Our Lady of Good Health). This is a very old wooden church hard by the St. Lawrence River that is dedicated to seamen.

The church was completed in the year 1657 which makes it almost 300 years old.

The statue was originally brought over from France and was dedicated to the protection of the lives of sailing men who go to sea from the Port of Montreal. The statue and church stand in full sight of the river and is one of the landmarks of ships coming into Montreal.

For a really good view of the Montreal waterfront, it's necessary to take a hike up the stairs on Mount Royal, the wooded hill that dominates the city. When you get to the top the entire riverfront section of the city lies at your feet.

Joseph B. Tower

Sidewalk Superintendent



Seafarer Evaristo Rosa, oiler, rests in front of some hard-working statuary while doing a bit of sightseeing in and around the Antwerp Cathedral. Rosa was in town with the Seafarer.

TV Mast Tops Sugar Loaf Mt.

Some of the boys who haven't been on the South American run recently, like myself, have a little surprise coming when they get down to Rio. It seems that since the last time I was down there, the Brazilians built a television transmitter mast on top of Sugar Loaf Mountain.

The Brazilians have gotten pretty excited about television, and sets are selling like hotcakes, not only in Rio, but in Sao Paulo as well where they also have a television station.

Although some may feel that the big metal toothpick spoils the natural beauty of one of the most breathtaking views anywhere, Sugar Loaf is just about the ideal spot to put up a transmitter. It is 1,230 feet high, or 20 feet less than the Empire State building in New York which is used for sending out broadcasts here. Besides, there's no other skyscraper around to interfere, so that the citizens of Rio probably get better reception than New Yorkers do.

Lou Howell

Quiz Corner

- (1) Of the following, the place having the greatest extremes of temperature is (Honolulu), (Kansas City), (Miami), (San Francisco)?
- (2) When two cyclists, riding toward each other at the rate of 10 MPH, were one mile apart, a fly left the front wheel of one bicycle and flew toward the other at 30 MPH. When it reached the front of the second bicycle, it turned and flew back toward the first. The fly continued this until eventually the two cyclists collided, crushing the fly between them. The question is, how far did the fly travel altogether?
- (3) The Scotch-born American naval hero who became a Russian rear admiral was (Perry), (Farragut), (Jones), (Dewey)?
- (4) The product of the first two of three numbers in the ratio of 3:4:5 is 22 less than seven times the third. What are the numbers?
- (5) The agent of erosion that causes the greatest changes in the earth's surface is (moving ice), (waves and shore currents), (winds), (running water)?
- (6) Several baseball personalities, past and present, have nicknames associated with common foods, like umpire "Beans" Reardon. Identify "Pie," "Cookie" and "Spud."
- (7) What US Presidential candidate received almost a million votes while he was in prison? (It was the same year Franklin D. Roosevelt ran for Vice-President on another ticket.)
- (8) Jack tells Tom that he (Jack) can put something in his right hand which Tom can't put in his left. What was it?
- (9) When it is Tuesday on the east side of Bering Strait, what day is it on the west side? Is it (Monday), (Tuesday), (Wednesday), or (Thursday)?
- (10) A man sold a machine for \$35 plus half the amount he paid for it. If he gained \$10 by the two transactions, what did he pay for it originally?

Quiz Answers on Page 27.

Pompeii—2,000-Year-Old Port

Any Seafarer who touches the port of Naples and has some shore leave should make it a point to take a trip to Pompeii. When I was there on the Michael I visited the ruins and found them more interesting than I had hoped for. In the first place, that ancient city was much larger than I thought and preserved to a remarkable degree. The street plan is intact, and the different social and business sections are easily described.

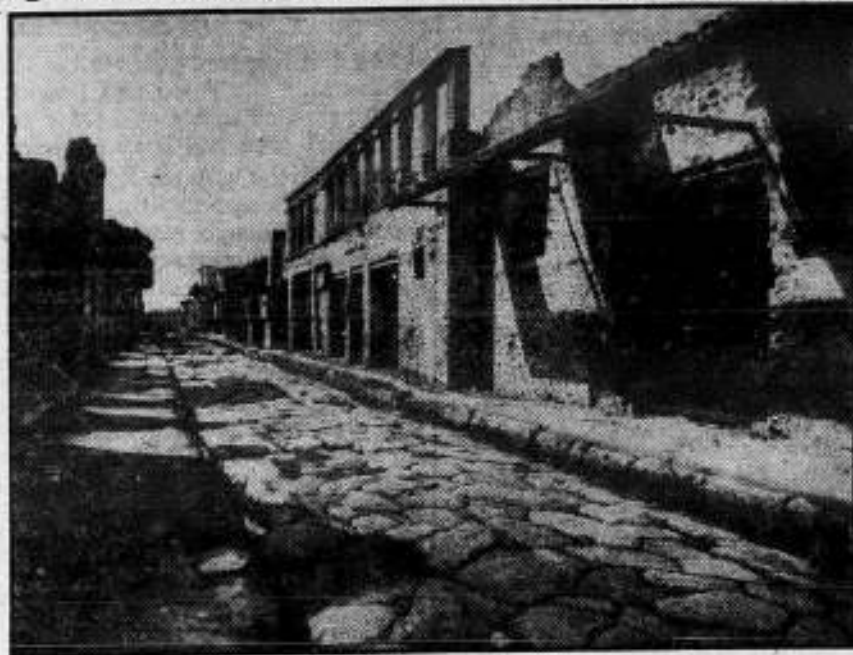
There is an abundance of recognizable objects of art and utility. Some paintings are intact, or have been completely restored by replacing the fallen wall sections and there are numerous statues that have withstood 2,000 years of existence.

Up on Gadgets

Gathered in a small museum are thousands of pieces of equipment and use that closely resemble their present day counterparts. Among them are dental tools, fish hooks, coil springs, balance scales, dishes of crockery and glass, locks and keys, anchors, laid-up rope and countless other things to amaze and confound one if he stops to realize that the city was destroyed in the year 79 by an eruption of nearby Vesuvius.

Pompeii was a busy seaport and there is much evidence remaining to prove that seaports and seamen have things in common through the ages. There are many wine shops there that, from carved signs, catered especially to the sailors' trade.

The people of Pompeii also sup-



The "Street of Abundance," one of the many streets unearthed during the excavation of the 2,000-year-old ruins of Pompeii.

ported that "oldest profession of all" which thrived there many years before Christ. The houses of entertainment were easy for even those unable to read to find,

as the "guiding signs were carved in the street and sidewalk stones and over the doors of the many establishments.

Walter H. Sibley

Mitchell's No Hitter Wins Prize For Del Sud Rebels

By defeating the champions of Argentina the Gimnasio y Esgrima in a baseball game by a score of 2 to 1 the Del Sud Rebels have added the large and beautiful spring cup to their collection. To top it off, the Rebels' ace pitcher, John (Speedball) Mitchell threw a no hitter, with the one run being unearned.

All observers agreed that the Rebels played their best game since being organized a few years back. Even the hard-bitten experts in Argentine sport circles admitted that this Del Sud team is the best they have seen off any ship or company.

Much credit for Mitchell's no-hitter should go to Blackie Acaley,

the catcher who played a whale of a game both behind the dish and up at it. When Mitchell started to falter Blackie cooled him down at crucial moments.

A Heart-Breaker

The game was a heart-breaker for the losing pitcher who gave up only two hits and struck out nine men, but heads-up base running by Frenchy Blanchard and Acaley contributed to his downfall.

In pitching his great game, Mitchell did not allow any balls out of the infield. He struck out 12 men and walked only 1, who was immediately picked off first by Acaley.

The Rebels' lineup consisted of Mitchell, pitcher; Acaley, catcher; Chick Thompson, first base, making his debut in that position; Jim Noon, who was a standout at 2nd; Buzzy de Dominicus, who played a snappy game at short; Manager Harry Hastings, our long-ball hitter at 3rd; Raymond Jones in left; Blanchard in center and yours truly in right.

Otto McLean

SIU Young-uns



Richard, 6, and Gloria, 5, children of Seafarer Van Whitney, get in sunshine outside of family home.

The SPORTS LINE

By Spike Marlin

Nobody in his right mind expects the St. Louis Browns to win any pennants, but there is a certain stirring of interest in the performance of Tommy Byrne to date.

Byrne is a willowy-armed left-hander whose chief claim to fame is that he has led the league with remarkable consistency in wild pitches, hit batsmen and bases on balls. Normally Byrne would have gotten a one-way ticket to the bushes years ago but for the fact that he is the possessor of the best curve ball in baseball. They can talk all they want about Sal Maglie, but Byrne's big jug-handle makes Maglie's best hook look like the merest wrinkle. He owns a better than average fast ball to the bargain.

Thus far this year, Byrne has displayed unusual restraint, walking only five men in his first three starts. This corner remains somewhat skeptical in view of Tommy's well-seasoned ability to miss the platter.

There have been occasions in the past when Tommy had a spell of control for a few ball games, only to revert to his usual wildness the next time out.

Peculiar Motion

There's no doubt in our mind that Byrne could be the best pitcher in baseball, when and if he gains control. In his years with the Yankees though, Tommy only succeeded in graying Stengel's remaining hairs. He would think

nothing of opening an inning by walking three men in a row, and then mysteriously gaining control just as suddenly as he had lost it.

Part of the secret of Byrne's curve is a peculiar throwing motion—two-thirds overhand and one-third sidearm. His curve comes up well outside to righthanded hitters and then breaks on the inside corner under the wrists.

For some unexplainable reason, Byrne was always most effective against the Tigers. One day he had the curve breaking so well that the Tigers' righthanded hitters were falling away from the plate in an attempt to cut at pitches that were legitimate strikes.

Despite his record-breaking wildness, Tommy has been effective at times. Two years ago he actually managed to win 15 ball games—quite a remarkable feat considering he issued anywhere from six to a dozen free tickets in each game.

Baseball history is strewn with the remains of pitchers like Roy Parmalee and Rex Barney who had all the ability but couldn't make the grade because they couldn't find the plate. On the other side there are pitchers like Red Ruffing who didn't discover the secret of control until long after he had lost his fast ball.

Every once in a while though, you get a Lefty Grove or Bob Feller who overcomes his wildness while still possessed of his original talent. When that happens the hitters lie down and cry uncle. Byrne has retained most of his speed and all his stuff. He could easily become a consistent 20-game winner with just a little more success in mastering the strike zone.

Heart Attack Fells Maximo

The crew of the Waterman ship La Salle has informed the LOG of the death of its bosun, the veteran Seafarer Joaquim Maximo. Maximo died suddenly of a heart attack on April 25, 1952, while the La Salle was at sea.

As far as can be determined, Maximo is survived by a sister in Portugal.

Seafarer Harold Hoffman died at the Veterans Administration

Hospital at Perry Point, Maryland, on April 18, 1952. Death came as the result of a malignant tumor in the intestine. Hoffman had been sailing with the SIU since May 1951 out of the port of Philadelphia as a wiper in the engine room.

The 43-year-old Seafarer is survived by two brothers and two sisters. They are: John Lee Hoffman and Percy Taylor Hoffman, Esther M. Gentry and Ruth Childs, all residing in Washington, DC.

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.

When compiling menus, especially for a long trip, you can't always have turkey, steak or chops as a first dish because you'd exhaust your first cuts after a week out. This was a problem that cropped up particularly in the

days of the clipper ships, when voyages sometimes lasted two or three years.

To fill the gap, cooks in those days prepared a well-liked dish that has come down to the present time with the same name. The "Yankee Pot Roast," then, probably stemmed from the days of the

Yankee clipper ships, more so because the vegetables used are winter vegetables native to New England with which a ship could be provisioned at any time.

A well-received recipe for this dish is offered by brother Walter J. Reidy, steward, who has been cooking for SIU men since the Union formed in 1938. He, incidentally, offers this hint to the novice regarding a method of tenderizing meat. Many may find a bottled brand of tenderizer, with papaya juice as its major ingredient, a bit too steep in price. Equally fine results can be obtained by rubbing in any citrus juice or vinegar with a cloth, he notes.

For preparing the "Yankee Pot Roast" you need an 8-10 pound cut of chuck beef, which should be braised with a few carrots, onions and 3 cloves of garlic. When this is well-browned, add about 3 quarts of stock and simmer until well done. Thicken gravy to taste and add carrots and peas.

If you'd like potato pancakes on the side, grind raw potatoes and onions, add a few eggs, flour, parsley, a small amount of baking powder, and fry in pan with a small amount of fat. (Feeds 48.)



Reidy

Seafarer Sam Says

THE SIU AIRMAILS THREE COPIES OF EVERY ISSUE OF THE LOG TO ALL OF OUR CONTRACTED SHIPS, WHEREVER THEY MAY BE IN THE WORLD.

IF YOUR SHIP IS NOT RECEIVING THE LOG REGULARLY—LET US KNOW!

Building Fund's A 'Great Idea'

To the Editor:

I just finished reading the last issue of the LOG, and read about the new Building Fund. I think it's a great idea, and I'd like to see a new building in every port one of these days.

Before I left New York, I had some friends over to our new hall there, and it sure makes a guy proud to belong to the SIU when we have a hall like that. They were amazed at the building. We also visited the Port O'Call Bar in the building, and they never got over the fact that a union could do so well and provide so many things for its members.

But we in the SIU have always led in everything, the best working conditions, the highest salaries, and so I hope that every port will get a new building and that every member will vote yes for this Building Fund so our brothers in the other ports can be just as proud of their Union hall as we are in New York.

Let's keep up the good work.
Edmund R. W. Eriksen

Mother Thanks Longview Crew

To the Editor:

Would you please print the following letter in the LOG for the benefit of the crewmembers who donated but have left the ship? It was sent to us by Mrs. Mary Doherty, mother of James Doherty, who died aboard the ship of food poisoning.

"Gentlemen:

"I write to acknowledge receipt of your very generous check, your beautiful floral piece and your many expressions of sympathy on the loss of my dear son, James Doherty.

"Your many kindnesses have helped to alleviate the sorrow his loss has brought to us.

"Kindly accept the heartfelt appreciation of myself and my family for your thoughtfulness.

"May the Almighty God bless and guide each and every one of you."

Incidentally, congratulations on the new LOG.

Crewmembers
Longview Victory

Says Stewards Rate Higher Pay

To the Editor:

In relation to the recent wage increases granted to daymen of both deck and engine departments I wish to make the following comments.

Upon studying the new wage structure, I find the wages of the deck engineer and bosun considerably more than that of the steward. Previously the steward had always enjoyed the highest wage rate, with the exception of the electrician. Everybody knows that the steward is the only unlicensed man aboard ship that is the head of a department. Accordingly he has the responsibilities and headaches that go with the job.

Many Obligations

Not only must the steward satisfy the stomachs of the crew but he also has to put up with the ship's officers, the master, company port officials, Public Health Service doctors, customs officials, etc. Accordingly and justifiably the steward should be high man of the unlicensed personnel.

In addition, the legitimate overtime of the steward's department has been decreased by eliminating certain painting and soogeeing

LETTERS

jobs that the steward's department previously did. Members of the steward's department should also be classified as day workers. They have a longer and harder working day than members of other departments.

The granting of overtime to members of the steward's department in the vessel's home port is a step toward shortening the working day of the steward's department but did not go far enough.

It is the consensus of opinion aboard the Seatrain Savannah that the present wage structure is inequitable towards the steward's department.

T. B. Lawson

Seafarer Joins Regular Army

To the Editor:

I have just recently gone back into the Army and would like to have the LOG sent to me at camp if possible.

I haven't yet retired my Union book which is currently paid up to date. In the next few weeks I'm going to be able to get a pass to Norfolk and take care of it and other business there.

As I was being processed at Fort Sam Houston, I met several other seamen there including one Seafarer awaiting his discharge from the Army. I myself, being in the Regular Army am not eligible for discharge, as I reenlisted. However I was wondering if it would be at all possible to have you send me a letter of recommendation.

I've been with the SIU since 1946 and was active in organizing Isthmian and the strike at that company, the 1946 General Strike and Wall Street strike. In the last two years I've been to Korea three times. First was to Pusan on the Eugenie, to the invasion at Inchon on the Lynn Victory and on the Coe Victory for the Wonsan evacuation.

I'd appreciate your including the above in the letter as I'm trying to be sent to an amphibious unit as soon as I can.

Robert C. Meley

(Ed. note: The LOGs and the letter have been taken care of.)

Steer Clear Of Montevideo Bar

To the Editors:

Just a word of advice to the boys on the South American run. Stay away from the New Orleans Bar in Montevideo, Uruguay.

The bird that runs this place has a habit of doubling the prices when the music begins. Beer is 80 cents a bottle (their money) when the evening begins, but when the music strikes up it is automatically twice as much.

He also likes to stick bottles under your nose that you didn't even order and charge you for the suds.

You also have to be careful with these fellows that do laundry and dry-cleaning in Buenos Aires. They promise to give the laundry back the same day, but you never know when you are going to get it. We were there nine days our last time out and some of the fellows still didn't get their gear back.

Philip (Alfred) Wolf

Hospitalized Men Happy With Gift

To the Editor:

This is to inform you that the radio donated by the crew of the Ponce de Leon arrived in good shape.

The boys here at the Fort Stanton Hospital are very grateful for this gift and wish to express their sincere thanks.

Donald McDonald

Money Exchange Rates Listed

The following are current official exchange rates as of May 12, 1952. They are subject to change without notice.

England, South Africa, New Zealand—\$2.80 per pound.
Australia—\$2.24 per pound.
France—50 francs to the dollar.
Belgium—30 francs to the dollar.
Denmark—14½ cents per krone.
Holland—3.80 guilders to the dollar.
Italy—625 lire to the dollar.
Norway—14 cents per krone.
Portugal—28.75 escudos to the dollar.
Sweden—19.33 cents per krona.
Hongkong—17.5 cents per Hongkong dollar.
India—21 cents per rupee.
Pakistan—30¼ cents per rupee.
Argentina—14.20 pesos to the dollar.
Brazil—5.4 cents per cruzeiro.
Columbia—40 cents per peso.
Uruguay—32.63 cents per peso.
Venezuela—29.85 cents per bolivar.

Del Sud Crew Full Of Bosuns

To the Editor:

We had a very good trip on the Del Sud last voyage. Most of the crew on her were oldtimers. As a matter of fact, the deck department had about all the bosuns on her that sail out of New Orleans.

Upon arrival a picnic and ball game was promoted for the crew against the team of men on the beach. A good time was had by all.

Of course, we beat the beachcombers, even if they did throw in a few ringers. The boys here had such a good time that it looks like another picnic after this trip with a lot of Dixie on draft; also lots of that good southern fried chicken.

Baldy Bollinger
Ship's delegate

(Ed. note: Story of the gala picnic was in the May 2 LOG.)

Has Short-Lived Rickshaw Career

To the Editor:

While the Stony Creek was in Colombo, Ceylon, Robert Hill, OS, was coming back to the ship in a rickshaw late one night. He felt sorry for the little rickshaw man, so when they came to a hill, he got out and put the boy in and proceeded to pull him up the hill.

When the local police noticed the new rickshaw boy, they came to investigate. They weren't satisfied with the explanation and gave the rickshaw back to its owner. Hill got a free ride back to the ship—from the police.

Henry Waller
Ship's delegate

TB Drugs Prove Worth To Him

To the Editor:

This is my first letter to the LOG which I think is the best union paper printed. I wouldn't miss an issue for anything.

I also think the SIU is the best Union in the world. Just show me another that has the working conditions and the sick benefits that the SIU has.

I have been in the USPHS hospital in Memphis for 11 months and I have been receiving the sick benefits ever since. I want to thank the good Union and the good officials that make it possible for me to keep on receiving them.

Getting Better

I read an article in the LOG about the TB miracle drug. I have TB and have been getting the wonder drug 20 days now under experimental tests, thanks to the up and coming young USPHS doctors. They are right on the ball. Dr.

Fitzmorris and Dr. Ingle have been treating me and also Dr. E. Skinner, one of the leading chest specialists of the South. I sure get good treatment here. The nurses are all wonderful.

I have put on eight pounds since I have been taking the new drug and I don't think it will be too long now until I will be able to go back to work. Of course, it will be with the good old SIU for me and nothing else.

Virgil E. Wilmoth

Hurricane Crew Thanked For Aid

To the Editor:

I want to give many thanks to the crew aboard the Hurricane for the donation which they made up and gave me while I was a passenger aboard there from April 8 to April 23. I was coming from Hamburg, Germany, after getting discharged from the hospital there.

I was never much at writing letters or making speeches but I hope that they understand how I feel about what they did for me. I think all of the crew would be good shipmates on any ship that they sailed on because on the Hurricane everyone seemed to get along just fine.

I want to mention particularly Jimmie Golder, ship's delegate; H. E. Webber, deck delegate; Frank Fava, engine delegate; and Juan Colon, steward's delegate, in addition to all the crewmembers.

Paul F. Holmes

He Has A Book In The Works

To the Editor:

I would just like to let the guys in the SIU know that at present I am working on a novel and that several publishers are interested.

It would be interesting to see how many of my Union brothers would buy a copy when it is published. So if anyone who will take the three buck gamble on a book will write to the LOG, I'll appreciate it.

William Owens

Omega Captain Praised By Men

To the Editor:

We had just come back after a nice trip on the Omega, lasting 43 days, when we ran aground in New York Harbor. Captain Kjolsten, a real good skipper, wanted to send ashore for beer for us until the tug pulled us off and got us afloat again.

That shows what kind of master he was. It was a good run all the way to Bombay with a load of wheat after which we picked up a cargo of ore which we took back to Baltimore.

Al Yarborough
Ship's delegate



Relaxing alongside Bombay's famed Beach Candy pool are, (L-R) Al Yarborough, B. Krelian and G. A. Davies.

Seafarer Retires, Runs Restaurant

To the Editors:

Having recently retired my book in the SIU I have now gone into the restaurant business. I am managing a restaurant and bar called the Pacific Restaurant, located at 3923 South Capitol Street, Washington, DC.

We're featuring all kinds of sea food specialties, and we have a pretty nice bar. Any of my old shipmates who happen to be in Washington at one time or another would certainly be welcome there.

My last trip was made on the Malden Victory where I worked as night cook and baker.

Peter Triantafillos

LOG Has Good Tidings For GI

To the Editor:

The other day while I was at the USO club here on Okinawa and happened to spot the SEAFARERS LOG on the table I almost broke my leg getting it. I haven't seen a LOG since I was drafted in 1951. It sure was good to read about all the goings on around the ports.

The issue I had was March 7, 1952. It was the first I knew of the Vacation Plan and I think it is great. Also I like the new size of the LOG now, and it covers everything.

Shipping must really be great and I wish I could be there to catch a few myself. I noticed that there is a school for the deck department now. What kind of ticket do the boys get, green or blue? I was wondering, as I still have a blue one with two more months to go before I would be able to get the green AB ticket. Are these tickets still good after the emergency is over?

Can't Wait

I've never been in the new hall in New York and can't wait until I get back to see it, which will be in another eight months I hope.

I was wondering if I could get the LOG sent to me over here as I have a lot of reading to catch up on with Union affairs. I filled out the application that was in the LOG and will enclose it in this letter.

This Army is for the birds. It seems like the draft boards declared war on merchant seamen as every other guy is a seaman who was drafted.

I'd better sign off now. Keep up the good work.

Pfc William Stansky 51020203
Co 1, 3rd Bn, 29th Inf Reg't
APO 331
c/o PM, San Francisco

(Ed. note: You'll get the LOG from now on. Your blue ticket is still good but you'll need new validated papers.)

Hails Catholic Seamen's Club

To the Editor:

I want to bring to your attention the wonderful job that the Catholic seamen's clubs are doing for the fellows that hit West Coast ports. Several of the gang from the Bienville recently attended the Easter party at the Seattle club and it was truly a wonderful experience.

Miss Jean Feeney and her staff extended us every courtesy and I hope that the fellows on other ships will be able to take advantage of the entertainment and services offered by this organization.

Other clubs, especially in the maritime field, could profit from observing the operations of Miss Feeney's unit.

Bill McCarthy

He Has Projects In Mind For SIU

To the Editor:

My compliments to the alertness of your staff! Recently (the April 18 issue) I saw an old photo of me, along with my letter of suggestions on "flash news." I wondered where you got it from.

I found out via the bound volume of LOGs it was in the October, 1948, issue, taken while I was on the Petrolite. Amazing what a filing system you must have! As there is a certain amount of vanity in most of us, I beamed with pleasure at the nice gesture on the part of the LOG to include my picture along with the letter. Thanks.



Sadenwater

I can readily realize that headquarters has been, is, and will be plenty busy with all the new problems constantly cropping up along with the extensive Welfare Plan, vacation pay, new book issuance and so on. But as long as I'm writing to the LOG, I thought I might briefly mention a few more ideas—take them for what they're worth.

Hobby Corner

One is some sort of Hobby Corner where, between calls, a seaman could get a start, say, in the art of leather-goods making, such as belts, and wallets or something he'd like to learn to help pass the time on long trips. Our chief cook is now making a hook-rug and it's beautiful so far. I think he got the elementary training in the hospital.

Second is some sort of SIU program to lend a helping hand to a guy having trouble with "drink control," like AA.

Third is a lump sum as prepayment on life membership in the SIU. To qualify a member must have reached a certain age, length of time in the SIU, or both.

Al W. Sadenwater

Shore Leave Ban Irks Seafarers

To the Editor:

In our trip aboard the Bessemer Victory we went to Masan, Korea, to unload cargo. When we got there we found that shore leave has been cancelled for all merchant crews.

I tried to find out what the reason was from an Army Lieutenant. He had no more satisfactory answer other than that it was cancelled by his authority.

The fellow had the attitude of a martinet and it appears as if he wishes to give all seamen a bad time. We would appreciate it if confirmation could be obtained from Washington on these restrictions imposed on merchant seamen in this port.

Edward F. Lessor
Ship's delegate

Applauds Union Foul-Up Curbs

To the Editor:

Here's one sailor who feels that the Union resolution on foul-ups in foreign ports is long overdue. Some of these bad actors have made it real rough in a couple of ports that I can think of. In one or two places you begin to feel as if they'd just as soon dump all American seamen into the harbor.

Can't Hold Liquor

Don't get me wrong. I like to take a drink just as much as the next fellow. It seems that the real trouble-makers are the boys who can't handle their liquor. They get a couple of shots under their belt and they think they're Geronimo and Casanova put together.

And another thing that hasn't been mentioned. Not only do these

LETTERS

LOG Welcomes Stories, Pics

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

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

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

in the SIU. A person can live the rest of his life here without leaving the building.

The new books are beautiful too and it makes a Seafarer feel proud to show his book. The photo is stamped in your book with the official seal of the best Union in the world, the SIU.

James R. Porter

Terry's Arrived In Japan Again

To the Editor:

Here we are laying on the hook in a fog bank just off the river entrance to Yawata, Japan.

What ship? Why a Waterman bucket, the notorious "Jean Lafitte." Red Dillon and I found this port much to our liking last year as the Japanese immigration located us and got us aboard in plenty of time (I think). Daddy Foster's log book tells a different story though.

I left the "high speed" Seacoral in San Pedro, California. As usual, we set a record on this speedy bucket, 27 days from Pusan, Korea, to the Todd shipyard. Never was a ship more deserving of repairs. The only groan louder than the ship itself came from Sam Cohen, the Wilmington port agent, when he looked at the repair lists for the three departments.

I came aboard the Lafitte again after two trips on it last year. Waterman, Daddy Foster and I all should have known better.

No Welcome Mat

I kind of thought there would be a band playing "welcome back" or something, but there was none to be heard. I looked quickly at the gangway hoping for a carpet to unroll (none did). I see Dutch Van Alstine, a very familiar Lafitte character. He's only been on it for 14 months.

A man has one consolation on some of these ships. They come to Yokohama. Then again, it doesn't take them forever to get here.

Don't get the idea I'm Asiatic. But just wait for the opening of "Terry-Sans Bar" in Yokohama.

I'm going to trade Waterman in for a Victory when we get back.

The fog's lifting, so we should go in. Look out "Sanakes," the Lafitte's about to make port.

Terry Paris

Sees Need For Code of Safety

To the Editor:

It has been my intention to write you for quite some time, so it's about time I got to it.

I intend to leave the sea soon to return to television since the freeze has been lifted by the Federal Communications Commission, but before I go there is one thing I would like to see in this Union.

It is a safety code to be drawn up and adopted by the SIU and all SIU-contracted companies. It should include such controversial subjects as whether or not when a man is working over the side another man should be watching on deck in case he falls in; or can an OS go aloft or over the side.

One other thing, when a man is working around the radio antenna the radio operator should be notified. But if the operator is ashore a sign "Danger Men Working" should be placed on the door or on his apparatus as sometimes the FCC inspectors come aboard and test his equipment when he isn't there.

Get behind this thing boys, it's for your own personal safety.

Best regards to all of my former shipmates.

Max E. Moore

Bluestar Trip Smooth Sailing

To the Editor:

Our voyage on the Bluestar has been exceptionally harmonious for the past 18 days. Each and every one of us has tried to help each other. You may be assured that it is not often that there is a crew as this to be found where there is no friction of any nature. Not only the crew but also the officers as well.



Milton

We give a vote of thanks to Captain Berger, Chief Mate Cook and Chief Engineer M. E. Lee for their cooperation with the delegates. It has been of great help to us and keeping the peace that's

been aboard. At our last meeting at the time of departure from the States, one of the bytchers suggested that when we go ashore in foreign ports to bear the fact in mind that our jobs and Union come first and our pleasure second.

Only One Beef

The only beef we have had thus far was about an hour disputed overtime in the engine department. With logical reasoning by Chief Engineer Lee, and Brother A. A. Hawkins, the engine delegate, this was quickly squared away.

Brother McIveen is our night cook and baker and he would sure create envy among some ashore that think they are tops. Mac has 40 witnesses on this ship who will testify for him as of now. Brother Lopez is our chief cook. Having sailed with him before I'll say he hasn't lost his touch.

Possibly some of you recall Brother Danny Conroy. He's our steward and he puts out all the chow that you can eat, all first grade food.

Well I guess that's about all except that we expect to have some pictures of the trip for you as soon as we have a chance to have them developed.

Rocky Milton
Ship's delegate

Rates Requested On \$\$ Exchange

To the Editor:

We're aboard the Bradford Island, Cities Service tanker, which is bound for Venezuela. Afterwards we are heading south for Argentina with no further orders for subsequent ports.

Since we're stopping in several foreign countries, how about the LOG printing money exchange rates for the different countries our ships visit?

James J. Finn
Ship's delegate

(Ed. note: We're acting on your suggestion. You'll find the latest money exchange figures in this issue on page 21.)

Blood Gifts Show SIU Brotherhood

To the Editor:

Please thank Brothers Phillip Wentz, Robert DeCosa and Floyd "Butch" Hillien for donating their blood for my wife while she was in the hospital.

I was in the Persian Gulf at the time and unable to help her.

This is truly an example of the true brotherhood feeling that exists in our great Union.

Surely no organization which has such strong and sincere feelings of brotherhood among its members for one another and their loved ones can ever be broken.

Proofs and examples such as these assure us that the SIU is here to stay.

Ben "Frenchy" LeBlanc

wild-eyed birds make it tough for you and I ashore, but when the skipper gets into hot water because a member of the crew has been acting up then he gets sore and starts clamping down on the draws. The first thing you know the next port you touch he won't hand out any dough for shore leave.

It's all well and good to stick up for a shipmate through thick and thin. None of us are saints when you get down to it. But there's a limit to everything and it's about time some of these troublemakers had the hobble put on them.

Ed McGarvey

LOGs Available In Rotterdam

To the Editor:

I have recently received a police permit to sell souvenirs, pictures and chocolate here in Rotterdam. If you would inform the SIU membership that LOGs will be distributed on every SIU ship in Rotterdam, I will be able to get on board with the LOGs.

I am now trying to make a living and also work as a stand-by on tankers or freighters. I am without my regular line of work for the doctors told me working as a steel erector will kill me.

Please notify members that from now on I am at their service.

L. Pleysier

Korea GIs Relish SIU-Style Chow

To the Editor:

Just a line to let you know that I'm doing fine in the Army. I'm cooking and baking here for around 170 men. There's other merchant seamen in this outfit and when they found out I was an ex-merchant seaman, they said, "Now we got someone who can cook." But it's kind of rough on these field ranges.

I hope to be back to sea very soon, probably sometime in October for I'm to get discharged September 27.

I see by the LOG that the Union is really stepping up vacation pay and everything. I'm sure proud to be a member.

I have to say so long for now. Keep the LOG coming for I sure like to keep up with things.

Pfc. Eugene Ray

Gaskill Children Waiting For Dad

To the Editor:

I just thought you would like to print a picture in the LOG of our three children. Their father, Horace Gaskill, is now working on the Venore as bosun and is on his way to Chile. I'm sure he would get a kick out of seeing his family in print, as he is now far away from home in Sea Lane, North Carolina.

Incidentally, we both read the LOG from cover to cover and find it a very interesting newspaper.

Mrs. Horace Gaskill



Waiting for daddy to come home are: (L-R) Freddy, 22 months old; Kay, 4½ years; and Jenny 6½ months, children of Seafarer Horace Gaskill.

SIU Cafe Food Best Available

To the Editor:

The appearance and fine view of our cafeteria and cocktail lounge have been well displayed to the world, but not a word has been said about the fine quality of the food. I can assure everyone that it is well-prepared, tasty and of the best quality that money can buy.

All of the steaks are of Grade A Western steer, and all other meats are of the same high standard. All the fowl—Rhode Island duckling, young tom turkeys and capons—are received daily from the country. The vegetables are garden fresh. Most of the pastry is made in the kitchen and the French and puff pastries are of the best quality.

Wide Selection

A sample dinner menu includes the following selections:

Chilled celery stick, stuffed cottage cheese.

Green olives pimento, toasted fresh salted almonds.

Southern corn chowder, puree of Jackson.

Shrimp indienne.

Broiled fillet flounder maitre d'hotel with butter, french green peas with drawn butter, french fried potatoes.

Roast young tom turkey with pecan dressing, giblet gravy, Maine snowflake potatoes, steamed brussels sprouts, cranberry sauce.

Virginia honey cured ham, baked in Maderia wine, duchess potatoes, southern candied yams, ham-flavored kale.

Hot buttered biscuits, hot Parker House rolls.

Choice of cake, pie, ice cream.

Coffee, hot tea.

Wines & Liquors

There's also a choice of many better wines, any scotch, cognac or whiskies, desired. And don't forget, the cocktail lounge has a fine floor show. Furthermore, the cafeteria is 20 percent cheaper than any restaurant around the New York area.

Don't forget the Sea Chest, too. They have a beautiful selection of all kinds of men's ware, also fine luggage. All of the items are of the better brands. For instance, cigarettes are 23 to 25 cents a pack everywhere, but they are 19 cents



Porter

LETTERS

Gulfwater Trip Lots Of Fun

To the Editor: Just a few lines from the Gulfwater which recently made a stop in Balbao, Spain. We have several oldtimers aboard this ship such as Brother Slim Snow, ex-bartender from Duke's Joint in Baltimore. He was afraid to leave Brother Charlie Simmons behind when he shipped out so he brought him aboard to keep an eye on him.

Derl We also have "Nature Boy" Sam Drury as deck engineer and Bill Ozwinkle as night cook and baker who is kept busy keeping Snow full of apple tarts.

Simmons asked J. Medwed, our steward, to requisition some Jergen's Lotion. He claims the dish water is too hard on his lily white hands. It's been a nice voyage, with lots of fun.

Steve Derl Ship's delegate

Steward Dept Is What Makes Ship

To the Editor: For the sake of argument, what department makes for a good or bad ship? A ship is referred to as "a good feeder," a "clean ship," a "happy ship"—all of course, the aim of the SIU.

The steward's department can make such conditions exist if capable men are hired for the department. Yet the present contract doesn't seem to uphold this. A messman can make much more money as a wiper or OS. The steward has the good and welfare of the crew and officers, the responsibility of the department, as well as stores and conditions, yet does not compare accordingly in wages with daymen in the deck department.

I suggest we even up this wage scale and not penalize the stewards department when the very policy of the SIU ship depends so much on that department.

T. J. Schultz

New Halls Are Bargain At \$20

To the Editor: Having just gotten my first glimpse of the New York headquarters hall, I had my breath taken away by the beauty and comfort of the building. Believe me, anybody who doesn't feel that it's worth while investing a few bucks in a hall of this kind either hasn't seen the place or walks around with both eyes closed.

If we can set up the same kind of rig in Baltimore, Philly and Galveston for the 20 bucks per head that we're being asked to kick in, we are getting the best bargain since the Indians sold Manhattan Island to the Hollanders.

As far as I'm concerned, here's one "yes" vote for the referendum. The SIU's the number one Union in the business now, and we should have grade A halls in whatever port we sail out of. It's a small price to pay for the value that you get.

Pete Kessler

Says Stewards Rate As Daymen

To the Editors: Things are running smoothly on the Robin Trent. The daymen are very glad to get the increase but the steward's department thinks that they should be classed as daymen as well because their time is all fixed at different hours. Steward's pay should be right above the bosun's because he has one tough job as a department head. The pay is below his rating as well as for the cooks and the rest of the department. Something can be done about it.

Sure we do get overtime in the home ports and at sea but how do we compare with the other departments? They get more than the steward's department, does.

John Hoggie Ship's delegate

Make Sure To Vote In Fall

To the Editor: Now that election time is coming up I think it's only right for Seafarers to make the arrangements to get a ballot from their home states so they can vote in November.

I know it's a nuisance, and in some states the phony politicians have it rigged so that it's almost impossible for a sailor to vote. But still it's worth the effort.

After all, it's not only a matter of voting for President. The Congressmen and Senators count all the way down the line. Some of these boys are out to give the boot to all unions, including the SIU. If we don't vote, we make it easier for them to pull off this kind of a fast deal.

So before you forget, make application for an absentee ballot now. You're only protecting yourself when you do it.

Jack Barnes

Seafarer's Sister Praises The LOG

To the Editor: Enclosed is a change of address for the LOG. My brother Al Gordon, who is a Seafarer, first had the LOG sent to me in Fort Wayne, Indiana. We have since moved to New Mexico and California, and since our last move the only LOGs we have had are the ones my brother Al brings up on occasional trips through here.

How about putting us back on the mailing list?

My husband and I thoroughly enjoy the LOG. As a Union paper it has no equal. I especially enjoy the articles and the poetry written by the seamen. All in all it is a swell little paper.

Best wishes for the continued growth of the SEAFARERS LOG.

Ruth E. Shrock

(Ed. note: Thanks for the compliments. You'll be getting the LOG in the mail.)

Seaman's Widow Thanks Union

To the Editor: I want to express to the Seafarers International Union, the Boston branch especially, my deep appreciation for their kindness in the loss of my husband Walter Bezanon, not only after his death, but in their ready response to my plea for blood donors.

He always said his book was one of his prize possessions and his Union the best on earth.

I would like very much to still receive the LOG.

Florence Bezanon

SEAFARERS CASH BENEFITS

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.I.

TOTAL \$105,889.93

Vacation Plan, April 28-May 10 Welfare Plan, April 20-May 3

Vacation

REPORT NO. 7

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered by This Report—April 28-May 10

Table with 2 columns: Description and Amount. Includes Cash on Hand, Estimated Accounts Receivable, Vacation Benefits Paid in Period, and Vacation Benefits Paid Since February 11, 1932.

With our Vacation Plan running smooth as silk and not a hitch in the entire operation, we are now taking steps to speed up payments even faster than they have been going out up to now. The Plan is in the process of installing specially-designed electronic machines to handle practically the entire operation mechanically.

The new machines, now being set up in the Vacation Plan office, will also guarantee that all records are kept accurately, and avoid any possible slipups. They will make it easier for all concerned to keep a close check on this tremendous operation, as well as turning out those checks like hotcakes for Seafarers who have qualified for benefits.

On June 1 we come to the end of a full year of vacation benefits, which means that those Seafarers who have one year's sea time will be eligible to collect the \$140 maximum payment allowed under the plan. We'll be looking for the first Seafarer who hits the \$140 jackpot.

Large table listing names and amounts for various Seafarers, including John Bitore, Donald Pitman, William Davis, James Ward, Harry Right, John Murry, Eugene Smith, Richard Torres, Louis O'Leary, John Long, John Long, Kenneth Marston, Ralph Mills, Joao Martins, Sidney Malkin, Alfonso Velazquez, Ignatius Gomes, Edwin Harling, Charles Snodgrass, Henry Ferrer, John Doyle, William McCarthy, Harry Harper, John Laughlin, Nemesio Suarez, Antonio Coniada, Orville Abrams, Samuel Tompkins, Herbert Trexler, Norville Sikes, Clamon Whitehurst, Wesley Owen, Thomas Cavanaugh, Pietro Danielli, Neil Boyle, Confesor Ayala, Edwin Edginton, Arthur Salzman, Thomas Fitzgerald, Julius McCain, Walter Savant, Gilbert Brown, To Cash Vac. Checks, Robert Williams, Charles Varn, Elif Broadelsho, Billie Fanning, Francis Rousell, Rafael Meslowski, Kenneth Ainslee, August Horbac, Clarence Dowdy, Harold Hilbrey, Alfred Everette, Fred Lynum, John Kuczyanski, Frank Minard, James Stevens, John Metsnit, James Smith, Donald Patterson, James Akers, William Maston, Maurice Kramer, William Whillock, John Webb, Joseph Bennett, John Friend, Alfred Luciane, Robert Air, Harold Cole, Albert Loo, B. Lowe, Salvatore Blate, Frank Longwell, Elton Smith, Robert Barrett, Robert Trippe, Clarence Trippe, Donald Burke, Gilbert Foley, James Rice, Hubert House, Raymond Steels, Edward Kelly, William Tatum, Owen Herring, George Brownell, Reuben Ingram, Eugene Seng, James Barrett, Archie Bunn, Lawrence Zalenski, Paul Curzi, Frutuoso Busto, Marius Rank, Stephen O'Loughlin, James Thiellesen, William Bell, Joseph Buzaleski, John Stout, Hugh Howell, Robert Raymer, Elmer Johnson, George Fossett, Chester Green, Joseph Smokovich, Harold Moody, Elmer Barnhill, John Gandy, Peter Drewes, Luis Soler, To Cash Vac. Checks, Herbert Averill, William Mellon, James McLinden, Slavin Harris, Halter Jastrzebaki, Roberto Tianson, Michael Carlin, John Lane, Harold Hurlburt, Void, Chester Perry, Allan Thorne, Leoncio Calderon, Michel Mouroundou, George Johnson, James Stoddard, George Owen, Wong York, John Bigwood, Dominic Seavo, Francisco Peralta, Edward Crehan, Stanton Marshall, George Brown, Evaristo Jimenez, To Cash Vac. Checks, P. Brown-Periotti, Wilfred Moore, Miguel Salcedo, Thomas Maynes, Arthur Balin, Warren Davidson, Arthur Bassett, Daniel Dean, George Gibbons.

Lawrence J. Floyd, editor: We're lucky to have such a plan and with more work on it I'm sure that the Union will be able to make it even better.



Table listing names and amounts for various Seafarers, including Gonzalo Rodriguez, John Doherty, Richard Gayeska, Henry Dombrowski, Clifford Dahlgren, Valentino Mansanto, Donald Dugan, Lawrence Latende, Henry Boron, Alfonso Maldonado, Rene Yargeau, William Nasta, Thomas Maher, James Sanlouzans, Francis Sinclair, Graetano Marilla, Frank Puglisi, Stylanes Lecomples, Gustav Holgeron, Benjamin Hayes, Clarence Fontenot, Charles Sealisi, Samuel Lyle, To Cash Vac. Checks, Andreas Andrianos, Francis Roberts, But Lwee, Tom Hong, Guillermo Grajales, Charles Unphlett, Arvil Floyd, Norman Smithson, Joseph Rhodes, Bobby Messerall, Jose Rodriguez, John Kulas, Reuel Palmer, Francisco Carabacan, George Switzer, George Graham, George Chance, John Cail, Loran Bishop, Frank Oetgen, James Cannady, Reginald Sharpe, George Kitchens, John Locaparra, Clifford Prevatt, Willison Waddle, Earl Matthews, John Markopole, Edward Tarring.

John Waith, 2nd cook: Since I've been going to sea I can't remember anything in the way of gains that felt as good as collecting vacation money.



Table listing names and amounts for various Seafarers, including Milburn Darley, Ernest Salter, Paul Hansen, James Thompson, Walter Moran, Faustino Pedraza, Joseph Lucas, Gustav Laeth, Derwood Mann, James Cope, Wade Hartell, John Malcom, Gilbert Bente, Giacomo Liuzza, Glen Stanford, John George, Norbert Voland, Tadd Terrington, Henry Piszatowski, Amiel Mitschke, Garrett Cameron, Joseph Iffits, Arthur Boyd, Adrian Duracher, Maximiliano Pitre, Anthony Zaich, Salvador Rallo, Walter Conley, John McNamara, George Riehm, Fred Farmer, Lionel Von Lofton, William York, Elmer Hunt, Sverre Hansen, Joseph Creech, Richard Johnson, Stanley Cantrell, Policarpo Martinez, Marion Lavine, Walter Woods, Henry Lindsay, Edward Baker, William Blair, Dean Hardin, Michael Marcello, Alfred Thompson, James Simmons, Allen Ortle, Paul Covington, Clifford Taggart, Jr., Charley Stears, Ira Grigiers, Windsor Johnson, Robert Lambert, Paul Burleson, James Prestwood, John Knowles, Marvin Lowell, Elmer B-iley, Onni Peltomaa, Irwin Meen, George Schmidt, Francisco Casaco, Wesley Christianson.

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$105,889.93

Vacation Plan April 28-May 10 Welfare Plan April 20-May 3

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

(Continued from page 23)

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the first section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the second section of the cash benefits.

Peter King, steward: It used to be that the only vacation a sailor got was on the beach waiting for a ship. Now he can take a real vacation if he wants to.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the third section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the fourth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the fifth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the sixth section of the cash benefits.

Richard Kyle, DM: I've never met a single person who didn't like to get a nice piece of change, so naturally I'm happy about this vacation pay.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the seventh section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the eighth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the ninth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the tenth section of the cash benefits.

Nick Mayrantonis, oiler: This vacation pay is one of the finest things that has ever happened to the seaman, and that goes for all the benefits.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the eleventh section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the twelfth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the thirteenth section of the cash benefits.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the fourteenth section of the cash benefits.

Alfred Guerreiro, FWT: Somehow it's hard to believe that the day has come when a man who goes to sea can collect for something like vacations.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the fifteenth section of the cash benefits.

Edgar Anderson, Jr., OS: The best thing about it is the fact that you can come back for some more when you have enough in the way of sea time.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts for the sixteenth section of the cash benefits.

(Continued on page 25)

SEAFARERS CASH BENEFITS



TOTAL

\$105,889.93
Vacation Plan April 28-May 10
Welfare Plan April 20-May 3

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.L.

(Continued from page 24)

Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Table with columns: Name, Amount. Lists names and their corresponding amounts.

Brijido Figueroa, chief cook: When you work at sea for a few years you never think of vacations, so something like this makes you feel very good.



Donald Evans, wiper: This vacation pay is another one of those things that puts us way out in front of shore-side workers when it comes to gains.



Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Table with columns: Name, No., Amount. Lists names and their corresponding amounts.

Welfare

REPORT NO. 28

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—April 20-May 3

Table with columns: Category, Amount. Lists financial categories and their amounts.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL SAVANNAH, GEORGIA.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL SEATTLE, WASHINGTON.

Table with columns: Name, Amount. Lists names and their amounts for FIRLAND SANITARIUM SEATTLE, WASHINGTON.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL SAN FRANCISCO, CALIF.

Table with columns: Name, Amount. Lists names and their amounts for SEASIDE GENERAL HOSPITAL WILMINGTON, CALIF.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL GALVESTON, TEXAS.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL MOBILE, ALABAMA.

Table with columns: Name, Amount. Lists names and their amounts for CUSHING VETERANS HOSPITAL BRIGHTON, MASS.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL BRIGHTON, MASS.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL NORFOLK, VIRGINIA.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL KIRKWOOD, MO.

Table with columns: Name, Amount. Lists names and their amounts for BELLEVUE HOSPITAL NEW YORK, NY.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL FORT STANTON, NEW MEXICO.

Table with columns: Name, Amount. Lists names and their amounts for KINGSBRIDGE HOSPITAL BRONX, NY.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL BALTIMORE, MD.

Table with columns: Name, Amount. Lists names and their amounts for DEER'S HEAD STATE HOSPITAL SALISBURY, MD.

Table with columns: Name, Amount. Lists names and their amounts for SAILOR'S SNUG HARBOR STATEN ISLAND, NY.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL MEMPHIS, TENN.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL NEW ORLEANS, LA.

Table with columns: Name, Amount. Lists names and their amounts for DEER'S HEAD STATE HOSPITAL SALISBURY, MD.

Table with columns: Name, Amount. Lists names and their amounts for SAILOR'S SNUG HARBOR STATEN ISLAND, NY.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL MEMPHIS, TENN.

Table with columns: Name, Amount. Lists names and their amounts for USPHS HOSPITAL NEW ORLEANS, LA.

Table with columns: Name, Amount. Lists names and their amounts for CUSHING VETERANS HOSPITAL BRIGHTON, MASS.

Table with columns: Name, Amount. Lists names and their amounts for various hospitals including USPHS HOSPITAL STATEN ISLAND, NY, USPHS HOSPITAL KIRKWOOD, MO, BELLEVUE HOSPITAL NEW YORK, NY, USPHS HOSPITAL FORT STANTON, NEW MEXICO, KINGSBRIDGE HOSPITAL BRONX, NY, USPHS HOSPITAL BALTIMORE, MD, DEER'S HEAD STATE HOSPITAL SALISBURY, MD, SAILOR'S SNUG HARBOR STATEN ISLAND, NY, USPHS HOSPITAL MEMPHIS, TENN, USPHS HOSPITAL NEW ORLEANS, LA.

Table with columns: Name, Amount. Lists names and their amounts for MANHATTAN BEACH, BROOKLYN, NY, DISABILITY BENEFIT AS PER BOARD OF TRUSTEES MEETING 5/6/52, DEATH BENEFITS.

... DIGEST of SHIPS' MEETINGS ...

M. V. BRIGHTSTAR (Triton), February 24—Chairman, C. C. Gates; Secretary, William Bause. Last trip's ship's delegate was reelected by acclamation. Ship's delegate will see the captain about painting the crew's messhall. Crewmembers were asked not to slam doors. Chief electrician warned crewmembers to make sure to shut off the washing machines after using them, as there are no spare parts for repairing them. Machine and laundry should be kept clean by crewmembers. The 450 pounds of coffee left from the last trip will be mixed with a new batch, as the crew has been complaining of the poor quality of the old coffee.

March 23—Chairman, S. Thayer; Secretary, G. Arvanites. Crewmembers were advised to keep the fans turned off, as there are no spare parts to replace any which may break. Steward asked crewmembers to be careful of equipment or utensils, due to their scarcity. Chief cook requested crewmembers not to use galley as a passageway. Crewmembers were asked to clean cups and glasses after using them. All hands agreed that a T-shirt and shorts were acceptable dress during meals while in the tropics. Bosun advised members to keep their coats folded when not in use. Proposal was made that all members who leave the laundry dirty be fined. This was turned down as contrary to SIU standards; but any member who leaves the laundry dirty will be reported to the next patrolman. Vote of thanks was given to the steward's department for excellent service.



ROBIN TRENT (Sea Shipping), February 10—Chairman, Johnnie Hoggie; Secretary, John Reed. Johnnie Hoggie was elected ship's delegate. E. Lurier was elected deck delegate. A. W. McKenrie engine delegate and Johnnie Hoggie steward delegate. Ship's delegate asked that the messhall be kept clean at all times. All three departments will keep the laundry clean. Electricians will show movies during this voyage. Departments will rotate in keeping the laundry and washing machine clean. Beefs about food should be reported to one of the delegates. Suggestion was made that all hands keep their feet off the messhall chairs. Ship's fund should be kept active. Suggestion was made to make a contribution to the March of Dimes at payoff.

March 9—Chairman, John Reed; Secretary, Johnnie Hoggie. Those who wish to participate in the ball games which will be played while the ship is docked in the Port of Mombasa should see the steward. Suggestion was made to donate to the March of Dimes, although no contribution slip had been sent to the ship. The ship's delegate gave a talk on the ship's fund since several members said they could see no benefits to themselves in keeping up this fund. Ship's delegate also discussed the Union's advantages for all its members.

SANTA VENETIA (Eliam), April 6—Chairman, Sam Singer; Secretary, M. Kaplan. Mate will issue a list of who goes ashore in Japan while the foc'sles and decks are being painted. Repair list will be sent in from Japan. Motion was passed to use only percolators to make coffee. More salads will be prepared. Ship's delegate commended the steward for starting the idea of cleaning and painting the ship. Radio will be repaired and installed in the recreation room. Rubber jacks will be put on all doors. Windscoops and new cots will be provided for the entire crew, new bunks and mattresses for the bosun's foc'sle and a new mattress for the steward's room. All fans will be overhauled and a new one provided for every room, and some of the foc'sles and messrooms. All flapper valves will be repaired, and a shelf built all the way around the meat box. Deck in cooks' room will be repaired.

IBERVILLE (Waterman), March 30—Chairman, W. Wrubel; Secretary, A. Gonzalez. Ship's delegate was elected. Suggestion was made to repair bosun's toilet and paint the crew's rooms.

April 20—Chairman, Stanley Kaminsky; Secretary, Antonio Gonzalez. All repair suggestions should be turned over to the delegates. Motion was made to fumigate the ship before anyone is paid off. The

crew thanked the steward for the good chow.

STEEL EXECUTIVE (Isthmian), April 21—Chairman, Frank J. Jankowski; Secretary, Alexander D. Brodie. Secretary gave each delegate a repair list form to fill out and turn in as soon as possible. Discussion was held on whether a new washing machine would be placed on board for the next voyage. The company should consider supplying the crew with innerspring mattresses, since the cotton ones have to be replaced every voyage.

MORTON McCARVER (Waterman), April 3—Chairman, James J. Allen; Secretary, J. O. McGoldrick. Delegates reported everything all right. James Hammond was elected ship's delegate by acclamation. Suggestion was made that all hands help keep the messhall and recreation rooms clean; wiper and ordinary will take care of the laundry. Washing machine should be turned off when it is not in use.

TROJAN TRADER (Trojan), March 28—Chairman, L. Short; Secretary, J. H. Parker. L. Short was elected ship's delegate. Miscellaneous repair suggestions should be turned in to delegates. Old crewmembers stated that repairs were turned in three times and nothing was done. Bosun said the mate asked that repairs be turned in; they will be taken care of immediately. Ship's delegate will see that this is taken care of. Complaint was made that crewmembers were misusing the washing machine. Bosun suggested that the next time the machine is misused the agitator should be removed, kept by a responsible member, who will issue it only on request and take it back after use. Deck delegates will post directions on the use of the washing machine. Bosun asked that it be made clear exactly who shall keep the recreation room and laundry clean. Ship's delegate will make a list for this purpose. The men were warned against performing and carrying out their duties badly.

April 25—Chairman, not listed; Secretary, not listed. Ship's delegate reports that the captain will get whatever is requested for the slopchest. The ship's medicine chest is in fair condition. Motion was passed that the steward supply cots for the next trip. New canvas flooring will be put down on catwalks in the engine room for the safety of department members. Suggestion was made that the ship's delegate speak to the patrolman on supplying first-aid kits for the engine room and the galley. Ship's delegate was asked to post a notice about the opening of the slopchest. Steward's stores should be checked when they come aboard to make sure that menus will be varied. After a general discussion, it was decided that there was no immediate need for a ship's fund.

MARGARET BROWN (Bloomfield), April 6—Chairman, John Hanks; Secretary, B. F. Grice. Chief cook suggested that departments take turns in keeping the recreation room clean, and that books and magazines be returned to the library and not hoarded in rooms. Chewing gum should be discarded in waste baskets before entering messrooms and not left on plates, since it is hard to wash off dishes and silverware. Chief electrician suggested that the laundry be kept clean. Tubs should be kept empty and exhaust valve should be turned off when not in use, since the pumps will keep on running if the valve is not closed.

SUNION (Kee), February 24—Chairman, Henry Lopez; Secretary, W. R. Gels. B. C. Slaid was elected ship's delegate by acclamation. Discussion was held on keeping the recreation room clean and returning all cups and other tableware to the pantry. Deck and engine sanitary will keep the laundry clean; steward's department will take care of the recreation room. All hands will cooperate in keeping a clean ship.

March 16—Chairman, R. W. Joplin; Secretary, W. R. Gels. Motion was made to bring up a motion tabled on a previous trip to discuss painting the crew's quarters, messhall, recreation room and pantry. Motion was passed to discuss the replacement of the hot water heater during the last meeting before arrival in the States. All watchstanders will take showers upon completion of their work, so that day workers can have hot water.

April 13—Chairman, Pete Scroggins; Secretary, W. R. Gels. Ship's delegate reported that the galley and pantry have

'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.

already been painted and passageways and water closets will be painted. Deck delegate reported disputed overtime. A member who violated shipping rules by failure to report after dispatch from hall and reported drunk on watch will be reported to the patrolman. Beef on hot water heater will be referred to the patrolman. Motion was passed to refer the replacement of galley tops with stainless steel to the patrolman.

DEL SUD (Mississippi), March 2—Chairman, J. Johnston; Secretary, L. Chant. Baldy Bollinger was unanimously elected ship's delegate; Leonard Muna was elected ship's treasurer. Galley fans were discussed. Discussion was held on why emergency work is left over for weekdays before being attended to. More men are needed for the baseball team. Discussion on night lunch was settled.

April 13—Chairman, Baldy Bollinger; Secretary, E. Chant. Vote of thanks for the Easter dinner was given to stewards' department. Motion was passed to donate \$100 from the ship's fund for the picnic which will be held on April 20. Any funds left over will be returned to the fund. Up to \$25 will be taken from the ship's fund to cover expenses of the baseball team. Picnic committee was elected. Motion was passed to buy a pair of boxing gloves. McGee was elected librarian. Discussion on movies was held.

EVELYN (Bull), April 27—Chairman, N. D. Henson; Secretary, E. C. Dacey. Delegates reported everything in good shape. Suggestion was made that an extra percolator be bought for the crew messhall. One member would like to have the brand of soap changed. Suggestion was made to get new cots. One member asked that the canvas be put up back aft. Repair list will be turned in before arrival in New York.

AMBERSTAR (Triton), April 25—Chairman, Frank T. Calnan; Secretary, George Menday. Ship's delegate reported that the captain is firing four men in New Orleans on the grounds that they are trouble-makers. One wiper missed the ship in Buffadero and rejoined it the next day in Havana. Engine delegate reported that a wiper was promoted to oiler and an oiler demoted to wiper. Motion was carried to speak to the patrolman in New Orleans before payoff as there is a dispute about transportation back to the port of signing on for the men being fired. William Saltares was

NOTICES

Ex-Archers Hope Crew

Following crewmembers have a day's subsistence apiece waiting at the Norfolk SIU hall: Herbert V. Townsley; Thomas M. Gower; Hunter K. Mathews; Alexander Izatt; Walter R. Weidman.

Following men have baggage waiting for them in the headquarters baggage room that was turned over to the Union by the Isthmian SS Co. Unless claimed soon, it will be sent to the man's address as listed in the records: Woodrow W. Lawton, DM, Steel Seafarer; Frank L. Lee, FWT, Steel Chemist; Robert Phefir, utility, Steel Chemist; P. Driessens, AB, Steel Navigator; Joseph J. Loeb, 2nd cook, Steel Traveler; Don T. Callum, wiper, Steel Recorder; Steve Czombus, 2nd electrician, Steel Navigator; M. Thomas, messman, Steel Director; Alex B. Hitas, utility, Steel Designer; Wilton Johnston, DM, Steel Fabricator; George N. Whittlesey, AB, Steel Ranger; also Harold W. Belbrey, 1617 Ave E, Galveston.

Following men have been classified 2A by their draft boards: George N. Gibbons, until July 1, 1952; Stephen R. Paris, until October 29, 1952.

elected ship's treasurer. He will be responsible for sending a crewmember's gear home if he misses the ship. Motion was passed to get innerspring mattresses for all the crew. Winch on deck should be repaired, as it is dangerous to operate at present. Patrolman will see the captain about the firing of a deck man. Recreation room should be kept clean. Steward will be asked to get equipment to fumigate the ship. Steward's department was complimented on the good food. Discussion was held on the men who want to payoff in New Orleans by mutual consent.

HARRY T. (Palmer), March 29—Chairman, Melvin Keefer; Secretary, R. T. Whitley. Ship's delegate reported that the reason the captain put out a limited number of cigarettes is that he was allotted a certain number per man per day. Deck delegate asked that the men be sure watches are properly called. Ship's delegate will see the captain about having the draw in US money. Crew will not accept Brazilian money until he has had a chance to call New York on this. Crew wants to see more cooperation between the pantryman and the crew messman. Delegate will see the captain and the chief engineer about sootgoing quarters. Discussion was held on who is responsible for cleaning the laundry and recreation room. Crew will not accept the same brand of coffee until the patrolman has decided on whether to use a name brand or not. This decision will apply to soap also. Vote of thanks was given to the steward department for doing such a good job. The food is very good.



COEUR D'ALENE VICTORY (Victory Carriers), April 6—Chairman, Thomas Dennis; Secretary, Bob Brown. A total of \$9.00 balance was reported in the ship's fund. Crew and repair list was turned in to ship's delegate. Performers were discussed and a full report will be turned over to the boarding patrolman. Three performers were logged. Foc'sles should be clean before crew leaves ship. Crewmembers were warned not to perform at payoff. Spare parts for the electrician were added to the repair list. Move was made to fumigate the entire ship. Steward ordered cots for warm climate run. Discussion was held on the poor service of the crew messman, who is leaving after this trip, and the had pastry and bread. It was suggested that the baker brush up on his baking.

WINTER HILL (Cities Service Oil), April 24—Chairman, Orville R. Mayhew; Secretary, Thomas J. Durkin. Ship's delegate reported that pay increases for day workers will be retroactive to March 1.

PERSONALS

Alfred Hoff

Money in your name is being held by the East River Savings Bank, 743 Amsterdam Ave., NY. Unless claimed it will be turned over to the state soon.

Charles A. Case

Mother and father both in Meadville Hospital recovering from pneumonia. Would like to hear from you.

Bradshaw brothers

Contact 2nd Engineer Wilfred Martin at Staten Island USPHS Hospital. Important.

John J. Mallon

Your daughter, Mrs. M. Ditzler, needs your help. Get in touch with her as soon as possible.

Frederick H. Johnson

Get in touch with your sister Dolly. Urgent.

Paul Kent

ex-French Creek crew
Write Joseph Charles Fanara, 2 Jefferson Ave., Endicott, NY.

George Fargo

Get in touch with Mac Anderson, Broxton, Ga., about your gear.

George Kees

Contact your parents at 161 No. 15 Street, East Orange, NJ.

William A. Brown

Contact Stark and Goldstein, at 1201 Chestnut St., Philadelphia.

Robert Neblett

Write to your mother at 332 East St., Georgetown, British Guiana.

A new blackboard has been ordered. Deck delegate reported that one man was unable to stand his watch in Lake Charles. Steward delegate reported that a beef against one of the men will be reported to the patrolman at the payoff. Treasurer reported a balance of \$30.00 in the ship's fund. Motion was passed to have the necessary repairs made on the television and record player. Anyone found tinkering with them in the future will have to pay for any repairs. Crewmembers will each donate \$1.00 to the ship's fund. Ship's delegate will write a letter to headquarters with some suggestions for the new contracts. Motion was passed to ask the chief to install a new ventilator in the fire room. Suggestion was made that the chief cook set the clock in the galley by the clock in the messhall. Men using the washing machine should turn the motor off when they are finished. Suggestion was made to ask the patrolman to have the company put a new washer on the ship. It was suggested that the card players leave the night lunch for the men on watch. A request was made that black pepper and mayonnaise in pint jars be supplied. Motion was made and carried to ask for an awning for the stern, new wind catchers for the rooms and screen doors for the passageways.

NEVA WEST (Bloomfield), March 2—Chairman, Le Frage; Secretary, George Liebers. Ship's delegate reported that too much water was being wasted and asked the crew to cooperate about laundry. Ship's fund from the last voyage totaled \$85.00. This money was handed over to the steward and \$30 was spent on the purchase of books, a checker board, chips and other items. Steward will handle the ship's fund from now on. Bosun asked crewmembers to keep the messroom cleaner and return used coffee cups to the pantry and use ash trays for cigarette butts. All hands should wear T-shirts in the messroom. Foc'sles should be kept cleaner and the washing machine should be cleaned out after use. Men should be more quiet, and keep from slamming doors when members are asleep. Bosun said he would be glad to help and explain work to the men who have not had much seetime.

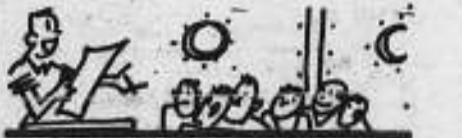
March 17—Chairman, Hutchman; Secretary, George Liebers. Men were warned against performing in port. Two men were left behind on account of misconduct ashore. Recommendation was made to put these men on the do-not-ship list for fighting aboard the ship. In addition, this case will be turned over to the patrolman upon arrival in the States. On departure from Genoa the bosun reported some of the deck gang did not turn to work. Crew was warned to behave in Trieste, since trouble-makers will have to deal with the US Coast Guard, and will probably be severely punished.

April 2—Chairman, Byrd; Secretary, George Liebers. Discussion was held on why the crew cannot get shore leave, as the ship has been at anchor for several days. Agent has not come aboard the ship. Boilers have not been checked. Ship's delegate will keep a record of the time of shifting, anchorage and time of arrival of port officials. This will be turned over to the patrolman at the payoff to clear up the question of 15 hours of overtime. Motion was passed that only men who stand watches will stay on day work.

April 13—Chairman, Le Frage; Secretary, George Liebers. Ship's delegate reported that the captain said that unless all crewmembers cooperate, water will have to be rationed. All hands were asked to be sober at payoff and leave rooms clean. Delegates will make out repair lists. Agent will be notified of time of arrival in the States. All crewmembers will donate \$1.00 to the ship's fund.

ANDREW JACKSON (Waterman), February 3—Chairman, Samuel White; Secretary, Louis de la Cerda. E. Brown was elected ship's delegate. Motion was made by the steward to have the three delegates speak to the captain about a draw for the crew in Honolulu. Since this will be a long voyage, a suggestion was made that members who get involved in any kind of trouble should be brought before the ship's joint meeting to see if the matter should be brought to the attention of the shore patrolman. Ship's delegate will contact the chief engineer about repairing the toilets properly.

April 27—Chairman, L. L. Phillips; Secretary, Louis de la Cerda. Delegates reported everything running smoothly. Copies of the repair list will be given to the master of the ship, chief engineer, chief mate, shore patrolman, and the 8th copy will be posted on the bulletin board. These repairs have been promised for several trips but nothing has been done. Prior to arrival in New York, each department delegate will make up a draw list.



ANNISTON CITY (Isthmian), April 6—Chairman, N. Fuschillo; Secretary, J. Aliver. New repair list is needed, since very little repairing was done at the last payoff. Suggestion was made to check on the new washing machine with the patrolman. The last standby on each watch should straighten up the messhall. New door was paid for by members of the last crew for the 12-4 firemen's foc'sle, but it has not been installed.

April 27—Chairman, Alfred Ridings; Secretary, J. Aliver. Overtime sheets will be checked before they are turned over to the chief mate. Overtime disputes will be taken up with the patrolman. Deck department repair list has been made out; steward's department list was turned over to chief mate. Suggestion was made

(Continued on page 27)

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... DIGEST of SHIPS' MEETINGS ...

(Continued from page 26)

that ship's delegate and steward ask the patrolman about having tables changed so that more men can be seated in the messhall. Crew agreed that the messhall was being kept cleaner than before. Again crew was reminded that the last man on standby should remove cups and glasses and wipe up the tables.

ALCOA PATRIOT (Alcoa), April 24—Chairman, M. J. Martin; Secretary, James H. Thompson, Jr. Crew was asked not to leave the washing machine running when not in use. Steward will order sharp steak knives in Trinidad. Newly elected steward delegate, W. J. Davis, will take care of money and baseball equipment for the entire crew. Clothes should not be hung in the laundry to dry, as they are in the way of the washing machine. Suggestion was made that the chief engineer take one sink out of the laundry.

GOVERNMENT CAMP (Cities Service), April 4—Chairman, Albert Weaver; Secretary, Francis J. Ahern, Jr. All beefs—including one between a dayman and the bosun—will be taken up with the union delegate upon arrival in Norfolk. Request was made for fresh coffee when all hands are turned to. Ship's delegate will give a copy of the repair list to the chief engineer and the union delegate for them to take up with the company port officials. Ship's fund has a balance of \$33.

LASALLE (Waterman), April 1—Chairman, R. L. Pifer; Secretary, John Bronson. Motion was passed to fine any crewmember who leaves the washing machine dirty. Ship's delegate reported that \$3.00 was spent on poker chips. Motion was passed to put a door with a lock on the pantry. Allaire was elected ship's delegate.



STONEWALL JACKSON (Waterman), April 20—Chairman, Carlos Morris; Secretary, no name. Motion was passed to get innerspring mattresses for the crew and a new and bigger ice box for the pantry. Crew was asked to keep the pantry and laundry cleaner. Members approved the supply of fresh vegetables which the steward is going to get in Honolulu. Patrolman will check on the possibility of getting a larger ice-maker.

MAE (Bull), April 25—Chairman, Carl E. Gibbs; Secretary, Richard V. Gelling. Motion was unanimously passed to endorse \$20,000 assessment toward the new Union hall in Baltimore. Crewmembers were asked not to leave dirty coffee cups all over the ship. Three members reported that they had found a good buy for the proposed television set which the crew is going to purchase from the ship's fund. Each man, if he can, should contribute \$5.00 at the draw upon arrival in Baltimore, since the \$75.00 now in the

Quiz Answers

- (1) Kansas City.
- (2) A mile and a half. Since both cyclists travel at the same speed, each will have gone a half-mile when they collide. At 10 MPH, it will take them a twentieth of an hour to cover that distance. Since the fly travels 30 MPH, three times as fast, it will cover a mile and a half in the time.
- (3) John Paul Jones. He was commissioned by Catherine the Great in 1788.
- (4) 6, 8, 10. An answer of 33, 44 and 55 twelfths would also be correct if you figure it that way.
- (5) Running water.
- (6) "Pie" Traynor, Pittsburgh Pirates; "Cookie" Lavagetto, Brooklyn Dodgers, and "Spud" Chandler, NY Yankees.
- (7) Eugene V. Debs on the Socialist ticket.
- (8) Tom's left elbow.
- (9) Wednesday.
- (10) \$50.

Puzzle Answer

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

fund will be needed for stationery, stamps and playing cards.

WILLIAM R. DAVIE (Alcoa), March 16—Chairman, A. J. Capna; Secretary, Joseph W. Rodriguez. A. J. Capna was elected ship's delegate by acclamation. April 26—Chairman, Leon Franklin; Secretary, Joseph W. Rodriguez. Charlie Sweet was elected deck delegate; Wiley T. Strickland, engine delegate; Willie Edwards, steward delegate. William Simmen was elected to accept the new crew signing on after payoff. He will check their shipping slips, books, etc. Delegates were each given repair list which will be filled out, given to the chief engineer and then passed on to the patrolman when he comes aboard. Crewmembers who are leaving the ship should clean their quarters.

SEASTAR (Trifon), March 3—Chairman, John Doyle; Secretary, Jack McNamara. John Doyle was elected ship's delegate by acclamation. Suggestion was made to keep passageways clean. Clothes should not be left soaking too long in the laundry. Suggestion was accepted to keep shower curtains up at all times, to help keep the showers clean. Vote of thanks was given to the steward's department for working so well under difficult conditions, getting more stores and equipping the ship so well.

March 30—Chairman, G. C. Fugitt; Secretary, John Newton. Ship's delegate spoke to the steward about the shortage of coffee and the draw in Yokohama. Tentative repair lists will be presented at the next meeting by the delegates and then added to where necessary. One wiper will be put on sanitary work till the end of the voyage. Patrolman in the next port will be asked to check stores and slopchest before the ship sails. Black gang members were asked not to leave used towels in the shower rooms. More variety in the menus was asked. Shower drains should be cleaned and washing water kept at constant pressure.

April 13—Chairman, C. McLellan; Secretary, V. Zambite. Ship's delegate reported that the captain has promised to paint quarters next trip. Captain was told about those wipers who are not doing their sanitary work properly. Engine delegate reported that the first assistant refused to let one of the wipers do the sanitary work till the end of the trip. Crew will not sign on until sufficient stores (including food, linen, utensils, slopchest supplies), are on board, all repairs have been completed and there is some definite assurance that the quarters will be painted as soon as possible. Repair list was read and added to. It will be given to department heads. Steward will check to see that messmen have all necessary stores.

MONTEBELLO HILLS (Western Tankers), March 30—Chairman, Paul James; Secretary, Donald Forrest. Paul James was elected ship's delegate by acclamation. Engine delegate suggested that a more efficient routine be worked out for sanitary work. Delegates were reminded to collect contributions for the ship's fund from the first draw and turn this money over to the financial secretary. Master will be asked for permission to play cards in the library, with the assurance that no noise will be made and that the room will be kept clean. Steward asked the crew's cooperation in securing gear during rough weather and returning it to the messroom.

April 13—Chairman, Carl Reiman; Secretary, Donald Forrest. Ship's delegate reported that the master has granted permission to use the library as a recreation room, as long as sleeping crewmembers in adjacent quarters are not disturbed. A hand wringer has been bought for heavy gear to save the light rollers on the new washing machine. Eighty pocket books were bought for the library. Suggestion was made to build and install a mailbox in the recreation room. Suggestion was made to get more information regarding facilitating of port-to-port mail in Europe.



WESTERN FARMER (Western Navigation), February 15—Chairman not given; Secretary not given. One member was elected to the safety council from each department. The suggestion was made that a bench be installed in the 12-to-4 oilers' room and better lighting be put in the shaft alley. The linen facilities and recreation room should be taken better care of.

March 5—Chairman, Willis Thompson; Secretary, Donald Evans. Delegates reported no complaints. Standby on watch will clean the messhall and help to keep it clean while on watch. Better cooperation was asked between the deck department and the bosun.

April 1, 1935—Chairman, Willis Thompson; Secretary, Donald Evans. Lockers have not been fixed and lights have not been placed in the shaft alley. Motion to establish a ship's fund was vetoed.

April 25—Chairman, Donald Evans; Secretary, William Weiss. Ship's fund was voted on again and passed this time. The question of a mixing machine and a grinder for the galley will be brought to the attention of the patrolman.

WANDA (Epiphany), April 13—Chairman, E. A. Johnston; Secretary, J. Beresford. Roger Hickey was elected ship's delegate by acclamation. Ship's delegate will see the master about launch service. Ship's fund has a balance of \$38.00.

April 23—Chairman, P. Gradoski; Secretary, J. Beresford. Ship's delegate reported that the repair list has not been acted on for the past three trips. Galley range is badly in need of repair, as coals are in danger of being burned or scalded. Steward delegate reported that the chief engineer says the galley range will be all right for another 20 days.

Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

Patrolman will look over the situation in the galley. Motion was carried to buy a steam iron out of the ship's fund. Motion was passed to send a telegram to New Orleans agent from ship's fund. A noise filter will be bought for the crew's radio. Vote of confidence was passed on the skipper. Captain donated a filter for the radio, and was thanked by the crew.

ALCOA POINTER (Alcoa), April 26—Chairman, L. Nicholas; Secretary, F. P. Russo. Ship's delegate reported favorable action on previous repair list. A sufficient number of fans will be installed in each fo'c'sle on the incoming voyage; the laundry and recreation room are in clean condition. Deck delegate reported that one man missed ship in Mobile. Motion was carried that a letter be posted in the Mobile hall about a brother explaining that he was issued a medical slip by the chief officer on sailing day and that he was seen at a railroad depot with a suitcase on the afternoon of sailing day. There will be a voluntary donation at payoff for the New Orleans hall baseball team. Steward asked for suggestions on better menus and for special dishes. There are approximately 30 days' worth of stores aboard, with a bit more poundage than for the last voyage.



PETROLITE (Tanker Sea Harbor), April 23—Chairman, Walter Hoepfner; Secretary, Harry Koziorovsky. Disputed overtime for wipers and second pumpman engine maintenance will be referred to the Lake Charles patrolman. Men leaving the ship and paying off should strip their bunks and lockers and leave quarters clean for the new men. Repair lists should be turned in to the ship's delegate as soon as possible.

STEELMAKER (Isthmian), April 7—Chairman not given; Secretary, Sal Terracina. Frank Buyl was elected ship's delegate by acclamation. He was also elected deck delegate; Joseph Heckl was elected engine delegate and Antonio Bertly steward delegate, all by acclamation. Porthole and door screens will be distributed and installed. Ship's delegate will check headquarters on the question of purchasing a washing machine. Chairman explained about the frequency of draws.

LONGVIEW VICTORY (Victory Carriers), April 13—Chairman, Horace Mobley; Secretary, B. Trotter. Since little action was taken on the last voyage's repair list, another one will be made up and sent in. John W. Wulzen was elected ship's delegate. Steward and ship's delegate will speak to the captain about changing the cook's quarters. They are now forward with the engine department, too far away from the galley and without a wash basin.

MARY ADAMS (Bloomfield), April 19—Chairman, John Schaller; Secretary, Robert M. Douglas. Ship's delegate reported that the captain says there is no material available to repair sinks. No stores will be received in Europe except fresh milk. Requested that the ship's delegate job be rotated. Red Fink was elected ship's delegate by acclamation. Steward department overtime was discussed. Company will put a new washing machine aboard. Discussion was held on keeping the machine clean. Any member who leaves the washing machine dirty or does not turn it off when he is finished using it will be fined \$5.00.

CITRUS PACKER (Waterman), April 6—Chairman, J. Holisenbeck; Secretary, Claude N. Johnson. Delegates reported everything okay. J. Holisenbeck was elected ship's delegate. Each department should clean up the laundry room after use. Chief mate and chief engineer will check the steering wheel. Door on 4-8 oilers' room should be repaired.

COVER D'ALBINE VICTORY (Victory Carriers), April 19—Chairman, Rex H. Coe; Secretary, Larry Mitchner. Ship's fund has a balance of \$8.50. Discussion was held on time changes being all on the 12-4 watch. Suggested that ship's delegate see the captain about splitting the hour on the three watches. Discussion was held on the arrangements for cleaning the recreation room and the laundry. Discussion was held on topics using the laundry and washing machine.

Delegates should see department heads about arranging extra time to clean each week to compensate for this.

COE VICTORY (Victory Carriers), April 22—Chairman, Michel Kennedy; Secretary, L. A. Brown. Showers and toilets should be sougeed and painted. Ship's delegate will see the captain about sougeeing and painting all fo'c'sles that need it. Since the washing machine wringer is broken, a hand wringer, at least, should be supplied. Repair list should be completed before reaching home port.

OCEAN ULLA (Ocean Trans.), April 24—Chairman, John Pops; Secretary, C. Bogucki. Unless the captain gets discharges for the time the ship ran coastwise, the patrolman will be notified. Each department delegate will make up a repair list. Ship's delegate will give copies to the captain, chief engineer, chief mate and patrolman. Deck engineer said that all scuppers will be worked on and cleaned in port. Messroom should be kept clean at all times, used cups should be left in the sink. All cracked or chipped cups and plates will be replaced. Steward said there is no limit to food; too much coffee is being used by the crew. Ship's food is good, but any beefs should be taken to department delegates. Men leaving the ship should clean fo'c'sles. While in foreign ports, coffee will be given to gangway watch or mate on watch. All hands should be sober at payoff.

CHICKASAW (Waterman), April 13—Chairman, Paul T. Brinson; Secretary, H. Westphall. Delegates reported everything okay. Each delegate will make out a repair list before the ship arrives in New Orleans. Crewmembers should not slam doors, since some members may be sleeping. Crew gave a vote of thanks to the steward department for the fine service and well-cooked food.

April 26—Chairman, H. Westphall; Secretary, F. Goff. Delegates reported everything in order. Ship's delegate wants the repair list to be ready when the ship reaches New York. Someone is still slamming doors in passageways. Suggestion was made that each member contribute \$1 to the March of Dimes.

CHIWAWA (Cities Service), May 1—Chairman, Sidney Segre; Secretary, Joe Paul Faget. Balance of \$10.95 is in the ship's fund. Suggestion was made to add to the ship's fund. Money will be collected by the delegates and handed over to the ship's delegate. Efficiency in the messhall was discussed. From now on, urn coffee will be served in the morning, as coffee made in the percolator is cold by the time it is served.

MAE (Bull), April 25—Chairman, no name; Secretary, no name. The crewmembers unanimously voted to confirm the resolution to assess themselves \$20.00 toward the purchase of a Union building in the port of Baltimore.

BESSEMER VICTORY (South Atlantic), March 30—Chairman, Chris Christensen; Secretary, E. A. Gomez. Delegates reported no beefs. Ship's delegate reports that the chief engineer again promised to finish galley repairs, which were postponed. Washing machine is not kept clean. All crewmembers were asked to cooperate in cleaning the machine, agitator and wringer after use. Crewmembers were asked not to make noise in the passageways. Suggestion was made that screen doors be kept locked in port.

PUERTO RICO (Bull), May 4—Chairman, Thurston Lewis; Secretary, Jim Murphy. The crew donated \$10 from the ship's fund to each of two members in the San Juan Hospital. One man paid off in San Juan with consent of Headquarters. \$11 was donated to ship's fund, including \$2.00 from the cruise director. Eight men are quitting this trip. Motion was carried to reimburse Lewis from the ship's fund for the \$15.00 he gave to the American Merchant Marine Library Association. Motion was passed to have the electricians check on the possibility of getting a public address system for crew's shipboard meetings. Complaints were made on the lack of soap and the poor quality of the soap powder. Steward delegate asked the captain for the promised washing machine and he said he would get it. Crew will be assessed for the ship's fund, which is getting low—\$1.60 per man; \$2.00 per new man next trip.



SEATRAN NEW YORK (Seatrains), April 20—Chairman, Ray W. Sweeney; Secretary, John Monast. Treasurer is making inquiries about the purchase of a television set, instead of the radio discussed during the last meeting. Motion was passed that no one payoff until the patrolman's okay. Suggestion was made to get a new library aboard ship. Discussion was held on the mate, who works the men until 3 PM so that he doesn't have to pay overtime. He moves the men to other jobs without asking the bosun and then complains because the bosun doesn't get a certain amount of work done. Mate also expects the cardroommen to sweep up their decks and maintain their gear without overtime payment, contrary to the agreement. Suggestion was made to have the patrolman come to the messroom to discuss these beefs.

HILTON (Bull), May 1—Chairman, Donald T. Herby; Secretary, Frank Albose. Three men that missed ship in Baltimore and San Juan will be reported to the patrolman. Radio will be bought from the ship's fund, with an additional \$5.00 contributed by each man to cover the difference. Bosun will give one man time off to purchase the radio. Delegates will

make up repair lists to present to the patrolman. Sink in scullery needs retinning badly.

BERTRAM GOODHUE (Mississippi), February 3—Chairman, R. Queen; Secretary, W. Mueller. Bob Eli was elected ship's delegate. Recommendation was made that the three delegates make up a set of rules for the use and care of the washing machine. Crew was asked to put glasses on the shelf instead of dropping them in the sink.

April 20—Chairman, R. Queen; Secretary, P. D. Rollins. Motion was carried to instruct the new crew to order fans for all fo'c'sles, as the present ones are worn out, and there are no parts for repairs. Delegates will draw up a full repair list. Vote of thanks was given to the delegates.

TADDEI (Shipenter), March 30—Chairman, J. How Mouser; Secretary, Stan Sol-ski. Ship's delegate reports that the matter of the rooms, recreation hall, pantry, and other places which are to be painted was taken up with the Union and will be taken care of. Each delegate will take care of carrying out repairs, in accordance with the agreement with the Union.

April 27—Chairman, Lucken; Secretary, Stan Sol-ski. Although the delegate went to see the captain and made three times about painting the steward's department rooms, they were only spotted up. All crewmembers will keep from making noise in the messhall. Motion was passed to have the steward department's rooms painted before the ship leaves port. Rack and a box with a lock will be installed in the laundry for the iron. Plug-in will also be installed. Cots and fans will be checked. Repair list will include porthole screens for rooms. If possible, the sink outside the galley will be removed. Leaky sink in galley and toilets will be repaired.



STEEL RANGER (Isthmian), March 23—Chairman, L. W. Wolberg; Secretary, A. Tolan. One man who came aboard in Singapore and another in Calcutta were added to the steward department. Ice cream freezer was repaired by the carpenter. All repairs for the next voyage should be completed before the new crew signs on. Special attention should be given to the drinking fountain back aft and the refrigerator in the crew messhall. The stove should be replaced or repaired and the whole ship should be fumigated.

April 19—Chairman, C. Anderson; Secretary, A. Tolan. Ship's delegate reported to the captain—who said he knows—that the ship is full of roaches. Motion was made and seconded that the second cook and baker should be reported to the patrolman at the next port, since the crew does not think he is qualified to be a baker. This was approved. Crewmembers shall recommend to the patrolman that this member be sent to baking school before shipping out again as baker. Repair list should be made up as early as possible. Steward's attention was brought to the matter of uneven distribution of fish. In cases there is only enough of any particular food to go around, this food should be rationed. Some got two or three portions of fish and others got none.

STEEL FABRICATOR (Isthmian), January 13—Chairman, Michael J. Carlin; Secretary, Francis McCutcheon. John Merick was elected ship's delegate by acclamation. He warned those members who have never made the Far East run before to be cautious, due to port conditions. Doors should be kept locked in port.

February 3—Chairman, Michael J. Carlin; Secretary, Francis McCutcheon. Ship's delegate reported that blackgang members, without consulting all the men in the department and without the knowledge of the chief cook aboard, they were told that this was out of order. General discussion was held on the preparation of food. Card players were asked to clean up the recreation room after they have finished using it. Crewmembers were asked to take care of the washing machines, clean them and turn them off after use. Steward asked the crew to take care of the cots, and put them away when not in use. Shore passageway should be closed when in port. Request was made that the engine department showers and head be painted. Ship's delegate will speak to the mate about this.

ELIZABETH (Bull), May 4—Chairman, A. Gonzalez; Secretary, W. J. Doak. Delegates reported no beefs. Motion was unanimously carried to rig a canvas awning aft for the crew. Motion was unanimously carried to have the company install blackout screens for ventilation when portholes are closed. Crewmembers should stay out of the messhall until the messboy has finished setting the tables. Donation will be made to both seamen's libraries. Ship's delegate will speak to the chief mate about assigning a member to help the carpenter finish varnishing the messhall seats and tables.

THE CABINS (Cabins), April 27—Chairman, D. Fitzpatrick; Secretary, Joe E. Thomas. Delegates reported everything all right. Delegates will collect all books and have them ready for payoff. A new washing machine should be installed for the next trip; a larger hot water tank should be provided, both for hot showers and to take care of heating in the fo'c'sles during cold weather. Galley stove, smoke stack and drains in the galley need fixing. May 4—Chairman, John D. Moore; Secretary, Joseph E. Dunne. Deck delegate reported that there was a lot of disputed overtime. John D. Moore was elected ship's delegate and Joseph Pehn deck delegate. Delegates of each department will make up a repair list.

THIS IS THE

MTD

The AFL Maritime Trades Department, now revamped and revitalized, will play an increasingly bigger role in the working life of Seafarers from now on. Inasmuch as the SIU is a member union of the MTD, it means that every Seafarer is part of a mighty force, 200,000 strong, that is aiming for the economic betterment of all AFL maritime workers.

It's easy to see that an organization including all crafts who work in the maritime industry will be able to do much more for the workers involved through concerted action on a common front with a common goal.

That is the reason why AFL waterfront unions have banded together in this strengthened Maritime Trades Department. Member unions of the MTD, besides the SIU, Atlantic & Gulf District, include: Sailors Union of the Pacific; International Longshoremen's Association; Masters, Mates and Pilots; Brotherhood of Marine Engineers; Marine Allied Workers; United Marine Division; Staff Officers Association; Radio Officers Union and dockside affiliates of the International Union of Operating Engineers. In addition, local unions of the International Brotherhood of Teamsters are affiliated in many ports, although the IBT is not a member of the new department nationally.

As a national body, the MTD operates through its local port councils which have been established in all major US ports. These councils will deal directly with the problems common to all maritime workers in that port.

There you have it—the most powerful organization of unions ever assembled under one banner—dedicated to the well-being and advancement of every man who makes the maritime trades his calling.

