

# FIGHT TO SAVE SAVANNAH HOSP

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## Announce Seafarer Art Winners

Story On Page 2



**Picking A Winner.** SIU Art Contest judges (left) had a tough time of it selecting prize-winners from the more than 100 entries that were submitted in the Union's second annual art event. Shown discussing the entries are: (left to right) Bernard Seaman, art editor of the SEAFARERS LOG; John Gordon, curator of painting and sculpture at the Brooklyn Museum; and Staats Cotsworth, radio and television star who recently exhibited some of his own paintings in a one man show. After the judges made their selections, Walter Schnyder (above, right) displays his first-prize-winning oil along with Herb Brand, LOG editor, at the last headquarters membership meeting. (Story on Page 2.)



Herb Brand (left), LOG editor, congratulated I. Weisbrot and presents him with the ring for first prize in watercolors. Brand is holding Weisbrot's winning entry, an original textile design.



Seafarer L. W. Hope (right) comes up to the front of the meeting to get his award for second prize in oils. Here he helps Brand show the membership his winning portrait, done on a piece of wooden shelving.



Brand here, shows the hand-carved desk set, complete with soaring eagle, that won second prize in handicrafts for Seafarer M. Andreesson. Presentations were made at NY membership meeting.

# Art Winners Announced, Eleven Awarded Prizes

Over 500 Seafarers at the New York membership meeting of May 20 watched and applauded as the winners of the Second Annual Seafarers Art Contest were announced.

Those winners who were in port got the cheers of their Union brothers as they were presented with their prizes—handsome gold SIU emblem rings—at the meeting. The prizes of the other winners are on their way. The winners are:

Oils: Walter Schnyder, first prize; L. William Hope, second prize, and Hans Skaalegaard and Norman Maffel, tied for third prize.

See centerfold for more pictures of the Art Contest entries and judging.

Handicrafts: John R. Taurin, first prize; M. Andreesson, second prize, and James H. Penswick, third prize.

Watercolors: I. Weisbrot, first prize, and Bert Suall, second prize.

Drawings: Lloyd Bertrand, first prize, and George Trapezas, second prize.

### Prizes

The rings awarded to all the prize winners are of gold, with the SIU emblem, and are valued at \$35 each. Each ring is being engraved with the man's name and award.

In all, this contest was the largest and best held by the SIU. Over 115 entries were exhibited and judged and the library in headquarters was turned into an almost overflowing art gallery for over a



George Trapezas, FWT, shows a crayon self-portrait which won him second prize in the drawing division.

week. Hundreds of Seafarers in New York looked at the works of their Union brothers, while additional hundreds of persons not connected with the Union visited headquarters to see the exhibit. In addition, many of the entries had been displayed, before the headquarters exhibit opened, in an exhibition at the New York Architectural League, under the sponsorship of the New York Public Library.

### Impressive Show

The "oh's" and "ah's" could be heard as Seafarers and visitors walked into the filled library-art gallery. Over 50 paintings—oils, watercolors and sketches—as well as a number of copper bas reliefs lined the walls. The center of the room was filled by a large group of tables holding the more than 60 handicraft entries.

The panel of judges included John Gordon, Brooklyn Museum's curator of painting and sculpture; NBC radio and TV star Staats Cotsworth, who recently held a one-man exhibit of his watercolors in the Hammer Galleries in New York, and Bernard Seaman, SEAFARERS LOG art editor.

### Choices Tough

The judges admitted that some of the choices for prizes were difficult because of the high quality of the works submitted. The choices were made only after a number of conferences among the judges and much study of all the entries. In the oils division, the choice was so difficult that the judges declared a tie for third prize.

Gordon noted that, "the entries

are of a surprisingly high caliber." He also observed that, in some cases where a Seafarer had submitted a number of entries, "the development of the man becomes obvious as he progressed from work to work. Although these artists, for the most part, have had no formal training, it is clear that many of them are developing along the proper lines."

Cotsworth said that, "Now that I've seen the things that some seamen create during their leisure time aboard ship, I am sure the time is well-spent."

### Familiar Subjects

All the judges agreed that the works were usually best when the men dealt with subjects they knew best, ships and the sea and studies of their fellow seamen.

A number of the entries that the Seafarer-artists had said were for sale found ready buyers at the visitors looked over the many works. One of the Seafarers who visited the exhibit said he was "surprised to find how many good artists we have sailing with us," and also said



Eleven of these SIU rings were awarded in art contest. They are being engraved with winner's names.

he was, "happy to see that our Seafarers can still turn out good knot work and carving, and haven't forgotten how to make good ships-in-bottles and shadow boxes."

Outside visitors to the exhibit also expressed their opinions about the many good works that they found, and agreed that they had not expected to see such a great number of high-quality works in the exhibit.

The large number of entries, the high quality of the work that was submitted, and the huge success of the exhibition, all make it clear that there will be a Third Annual Seafarers Art Contest next year.

# Congress Apathy Kills T-H Amendment Chances

Possibilities that Congress would revise the Taft-Hartley Act during this session just about died this week, when the Senate Labor Committee failed to get a quorum for its first meeting on the issue. However, the one proposal that was offered was not favorable to maritime labor.

Although a quorum of only seven was needed, only five members appeared, and the discussion was postponed until June 3. The other big factors that make it apparent there will be no revision of the Taft-Hartley Act during this session of Congress are many.

### No Word Yet

The Administration has not yet said a word about any program or statement of views as far as the Taft-Hartley Act is concerned. This leaves Congress with no idea of what the President wants or does not want done with the issue.

The House Education and Labor Committee has not yet set a date for a meeting to begin work on writing a new bill or amendments to the present bill.

### 'Staff Proposals'

The only thing that has come out of the whole thing so far is a "staff proposal" which was issued by Senator Alexander Smith, Republican of New Jersey, and chairman of the Senate Labor Committee.

The proposals, which contain suggested amendments to the bill, were formulated by the "staff of the committee to form a starting point," according to Senator Smith, who would not admit authorship or sponsorship of the proposals.

Among the suggested changes in this "staff proposal," is one which would allow unions in the maritime industry to "enter into pre-hire contracts . . . which may include a provision requiring union membership after 7 days instead of 30."

However, these mysterious "staff proposals" make no mention about any change which would allow the operation of hiring halls in the maritime industry.

### Cut Jurisdiction

Among the other "staff proposals" are changes which would cut down the NLRB's jurisdiction and give the States the right to "regulate strikes, picketing and lockouts, and to protect the public health and safety during labor disputes."

Other "staff proposals" include changes to enlarge the NLRB, establish an independent agency to investigate and prosecute cases, tightening "featherbedding" provisions, to allow replaced economic strikers to vote in NLRB elections, simplifying the filing of union organizational data, to end mandatory injunctions, to extend non-Communist oaths to employers, and to overrule certain NLRB decisions.

### Unlimited Co. Guards

Another "staff proposal" is to change the bill so that there will no longer be a limit on the number of plant guards or company police.

However, Senator Smith also pointed out that these "staff proposals" do not contain any suggestions about the "problems" of industry-wide bargaining, secondary boycotts, the internal affairs of unions, secret pre-strike ballots, and other subjects "relevant to amending the Act."

# SIU Vessel Grounds; Is Refloated

The SIU-manned Anne Butler (Bloomfield), ran aground recently on a reef off Machinato, Okinawa, while on a side trip from Moji to Naha, Okinawa, while on the Japan to Korea shuttle.

According to reports, the vessel ran up on the reef during a driving rainstorm, while there was poor visibility. The Army harbor outfit on Okinawa immediately sent four tugs out to aid the ship.

They stood by until high tide that night, and then got the vessel afloat with little trouble.

According to Daniel Piccerelli, steward, Army divers went down and examined the bottom of the ship, and said that there was very little apparent damage. However, he says, it is expected that the Anne Butler will go back to Yokohama and go into the shipyard for a thorough examination and any necessary repairs.

There was nobody injured aboard the ship.



Piccerelli

## SEAFARERS LOG

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## Daring Dockers Snatch Seafarer From Death

Three Baltimore longshoremen who did some quick thinking and risked their lives, were responsible recently for saving the life of a Seafarer.

It all happened while the Seamar (Calmar) was berthed at Pier 27 North, Delaware River, and the longshoremen were working her cargo. Seafarer Sidney Day, AB, was going aboard the vessel when he fell off the gangway and plunged into the narrow strip of water between the ship and the pier.

The longshore gang boss, Mody,



Day (left), stands with longshore gang boss Mody, one of the three men who saved Day's life.

did some quick thinking and stopped all the winches as he saw the 44-year-old Seafarer falling into the water. He realized that as soon as one of the winches picked up a load to bring aboard, the weight would swing the ship in against the pier and crush Day. Two other longshoremen, "Saipan" and Dougherty, immediately jumped into the narrow strip of water after Day, even though the ship was likely to swing in against the pier and crush them all at any second.

"Saipan" and Dougherty quickly grabbed Day and climbed up out of the water with him, just as the Seamar started to close in against the pier. They got up on the pier just in time.

Day later thanked the three men, and told them he realized that, if it had not been for their quick thinking and fast action, he probably would have lost his life.

The three longshoremen are all members of the International Longshoremen's Association, AFL.

## Calmar In LST Trade

A new coastwise operation, making use of LSTs, has been opened by the Calmar Steamship Company. The first of a prospective fleet of half-a-dozen LSTs, the Bethcoaster, is now running between Sparrows Point, Maryland, and New Haven, Connecticut, carrying cargoes of steel products.

The new LST run will be a regular service of Bethlehem Steel, replacing railroad shipments between the main Sparrows Point installation and the branch plant in Connecticut.

Ships on the run will follow the inland waterway, and will pass through New York harbor and the East River on the way to and from New Haven.

Calmar at present owns eight Libertys operating in the inter-coastal trade running from New York and Baltimore through the canal and up to Seattle. Another Bethlehem subsidiary, the Ore Line, operates a fleet of ten ore carriers between Baltimore and Seattle.

# SIU Pushes Fight To Save Savannah Hospital From Axe



Here are a few of the two-man cabins at the Fort Stanton, New Mexico, hospital for tubercular seamen which will be closed down under budget cuts made in the USPHS hospital program by the House of Representatives.

With Fort Stanton and three other USPHS hospitals virtually doomed by budget cuts, the SIU has opened a last-ditch fight aimed at saving the seaport hospital at Savannah. The fate of Fort Stanton and hospitals at Memphis, Cleveland and Detroit was apparently sealed when the House of Representatives practically doubled cuts originally made in the Public Health Service hospital budget by Mrs. Oveta Culp Hobby,

secretary of the Health, Education and Public Welfare Department.

The USPHS hospital budget is now in the hands of a Senate Subcommittee on Appropriations. It will be up to the Senate to restore any part of the fund cuts already made. A favorable report by the subcommittee will be necessary if the Savannah hospital, also included in the projected closings, is to be saved.

The Georgia State AFL, meeting on May 19 to 21 in Savannah, adopted the resolution unanimously and dispatched telegrams of protest. Delegates were also instructed to protest the Savannah closing with individual messages.

Both Georgia Senators, Richard

Russell and Walter F. George, replied to the SIU's protests. Senator Russell wired:

"Shall do my best for appropriations for Public Health programs but am frank to say that in view of so-called economy drive being waged by Republicans, it will be hard going."

Senator George answered: "Will give my best attention to Public Health Service Hospital appropriation when bill is before Senate."

SIU agents in all South Atlantic and Gulf ports have sent messages to Senators from their states urging them to work toward restoration of the cuts. Support is also being sought from other labor groups, with resolutions protesting the cuts being introduced before the Georgia State Federation of Labor by Savannah port agent E. B. Tilley, and the Maryland-DC

Federation of Labor by Earl Shepard, Baltimore port agent.

**Stanton Long Target**

The Fort Stanton hospital has long been the target of economy drives. Last year it was scheduled for closing but Union intervention blocked the move. This time though, the cuts in funds have left the USPHS with no alternative but to close the facility.

High authorities have assured the Union that the Fort Stanton patients will receive the best in medical care by being transferred to hospitals in large metropolitan centers, in contrast to the relative isolation of the New Mexico hospital. The tubercular patients at Fort Stanton will be sent to hospitals in Seattle, San Francisco, New Orleans, Manhattan Beach and Boston.

However, they will have to give up the informal cottage-type living that has made Fort Stanton such

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## Booklet On Welfare Put Out By SIU

An attractive, generously-illustrated booklet on the SIU Welfare Plan is now coming off the presses. It will provide every Seafarer with up-to-date, concise information on all features of the SIU Plan and the many generous benefits that the Plan provides.

The purpose of the booklet is to acquaint Seafarers with the structure of the Plan, the benefits it provides, and the requirements for collecting those benefits. Copies of the booklet, which was prepared and published by the SEAFARERS LOG staff will be available in all ports by the end of next week.

### Explains Benefits

Each of the benefits available to Seafarers under the Plan—hospital, maternity, disability, death and scholarship—is explained in clear and simple language. In addition the center pages contain a digest which shows at a glance the requirements, provisions, amount of payment, and documents needed to collect each of the benefits.

A brief introduction to the 16-page booklet describes the origin of the Plan and the way it is financed exclusively by shipowner payments. The set-up is explained, whereby the Union administers the Plan, and avoids the expensive fees that would be charged by an insurance company. The prospect of adding new benefits as time goes on is also discussed.

The booklet is printed in two colors and is illustrated with appropriate photographs and drawings. It is the latest in a series of similar booklets on various SIU functions and activities that have proven so popular with the membership.

**USPHS CLOSINGS SINCE 1946...**

- Evansville USPHS Hospital
- Louisville USPHS Hospital
- Buffalo USPHS Hospital
- Pittsburgh USPHS Hospital
- Ellis Island USPHS Hospital
- Vineyard Haven USPHS Hospital
- Kirkwood USPHS Hospital
- Portland USPHS Hospital
- Mobile USPHS Hospital
- San Juan USPHS Hospital
- Cleveland USPHS Hospital
- Detroit USPHS Hospital
- Memphis USPHS Hospital
- Fort Stanton USPHS Hospital

**SAVANNAH**

## Report Due On Agents' Parley

The many subjects discussed at the recent week-long conference of all SIU port agents which was held in New York, along with the recommendations, reports and suggestions that were made are still being compiled for a report to the membership.

Among the things discussed were: the Union's organizing activities and plans, contracts, Welfare and Vacation Plans, the educational program, the Union's present financial status, conditions in the industry, the new Union constitution, and other subjects.

It is expected that the report on the meetings will be completed in the near future, and the SEAFARERS LOG will cover the highlights of the conference in the next issue.

## Welfare Service Director Switches Roles



Long accustomed to servicing hospitalized Seafarers, SIU Director of Welfare Services, Walter Siekmann, finds his position reversed as he is bedded down at New York's Knickerbocker Hospital after an emergency appendicitis operation. Here he's shown on the receiving end of a hospital visit from Milton Flynn, Welfare Services representative.

## Admirals Fight Proposed Limitations On Military Sea Transport Activities

A brace of admirals from the Military Sea Transportation Service threw up a stubborn defense at a House Committee hearing on a bill that would limit MSTS activity. The House Merchant Marine Committee is currently inquiring into the MSTS bill as one of several merchant marine measures now under study.

In the word of Vice Admiral F. C. Denebrink, commander of the Military Sea Transport Service, while testifying before the committee, "I sincerely believe that we are necessary."

Denebrink and Rear Admiral R. E. Wilson of MSTS both testified before the committee in opposition to a bill introduced by Representative Shelley of California, which would prevent MSTS from competing with privately-owned ships.

### 'National Interest'

Admiral Denebrink maintained that the measure would put the private shipping industry "ahead of the national interest," but after long questioning finally admitted that MSTS turns to the use of private shipping "only after we have exhausted our own capabilities."

Although the admiral stated that MSTS does not compete with private ships, he admitted under questioning that the only place where MSTS uses private passenger facilities is on the Atlantic run, and the only reason that it uses some private facilities on that run is because the passenger capability of the MSTS fleet is not enough to meet the requirements on that run.

Admiral Denebrink answered charges that MSTS uses Government-owned tonnage in preference to privately-owned tramp tonnage by stating that, "the American tramp fleet is largely composed of slow, obsolescent Liberty ships which do not meet the needs of our requirements. Hence, we feel we must always have a nucleus of high speed, capable ships of the Victory type which we cannot get in the tramp market because they are non-existent in the tramp market."

The SEAFARERS LOG pointed out the fact that much of our present merchant marine is composed of slow, obsolescent vessels in an article in the March 6, 1953 issue, pointing out that this condition was a peril to our merchant fleet and to our nation.

Questioning brought out that MSTS has carried a total of 699,725 civilian passengers during the

past three years, ranging from foreign exchange students, persons going to and from work on foreign Government jobs and their families and civil service employees, to the dependents of military personnel stationed overseas.

The MSTS, he said, is basically organized to provide ocean transport for all the Armed Forces, he said, and has a "nucleus fleet" of 260 ships. Of these, he said, 56 are cargo ships, others are tankers and specialized vessels like LSTs and refrigerated vessels, 28 are "austerity-type" transports used for troops and 35 are "dependent carriers" which have cabin-class facilities for dependents and other civilian passengers.

Although Representative Shelley said he could find no cases where private lines had refused to give space to MSTS when re-

quested, Admiral Denebrink declared that MSTS is carrying such cargo as the automobiles privately-owned by military and civilian personnel because "this is one of the cases where we have our cargo refused by the berth operators."

### Berth Operators

Admiral Denebrink, at several times, stated that MSTS had trouble getting cargo space from berth operators, but seldom mentioned the tramp operators.

The tramp operators have been the ones who have led the attack against MSTS for competing with them. They maintain that MSTS uses its vessels or pulls additional vessels out of the honeyard and uses them, rather than chartering the privately-owned tramp tonnage that is idle, in many cases. This is the sort of competition they are trying to stop.

## Bills Revamp Speech Law, Hiring Abroad

Bills requiring all seamen on passenger ships to understand English, and prohibiting hiring of alien replacements in foreign ports, are now being considered by the Senate Interstate and Foreign Commerce Committee.

The first bill, supported by the Coast Guard, would require all seamen on US passenger vessels to understand orders given by officers in the English language. Present regulations on cargo ships would remain unchanged.

The existing rule requires that 75 percent of the unlicensed men in each department must be able to understand English well enough to carry out the orders relating to their department.

The second measure now under consideration is far broader than the first. In addition to the above-listed language requirement, it would require shipowners to use the maximum number of citizen seamen at all times, not only when the ship leaves a US port.

In other words, this is aimed at the practice of hiring only alien

seamen as replacements in foreign ports. Some shipowners, particularly tanker operators, make it a point to do this even though there may be US seamen and Union members on the beach. Then the operator will in some way disqualify the alien seaman from receiving overtime benefits and other payments that the Union member would get if he were hired.

At present, vessels leaving the States are permitted to hire only a small number of aliens on time of sign-on, 25 percent of the crew on unsubsidized vessels, and 10 percent on subsidized ships. But in foreign ports there are no regulations governing the hiring of replacements. The new bill would make the shipowner maintain that percentage if at all possible throughout the course of the voyage.

## As I See It . . .

Paul Hall



A NEW LAW IS BEING CONSIDERED BY THE GREEK government dealing with Greek ships registered under foreign flags. It appears that the law will bring back under the Greek flag 439 ships now registered under the Panamanian, Liberian, Honduran and Costa Rican flags.

The purpose of this law, according to reports, is that the Greek government would like to get tax revenues from these operators. Since shipping is a very important part of the economy of that small country, the Greek government figures it will be very helpful in balancing their budget over there and strengthening their economy generally to get tax money from its shipowners.

What makes this an interesting story for Seafarers is that this law or something like it has been sponsored for the past few years now, by the ECA, the MSA and all the other Government agencies that have had something to do with helping the Greeks defeat the Communists and get the country back on its feet. In other words, the idea for the law very likely came from the State Department in Washington.

### Should Register Under Own Flag

It must have argued that there is no reason why a Greek-owned ship, probably using a Greek port as its home and hiring its crew there, should not be registered under the Greek flag.

Certainly we in the SIU have no reason to find fault with this line of thinking. If the bill accomplishes its purpose it will be a big help to a country that is one of the strongest friends of the US. Looking at it purely from the maritime angle, it will be 439 ships less under the "runaway" flags.

The operators under these flags, as we know, are continually lowering the standards and working conditions on their scows, so it is impossible for legitimate American-flag operators to compete with them on equal terms. Obviously, your Union and the shipping industry recognizes that US ships can expect to face the problem of low-cost foreign competition for many years to come. But the situation is aggravated considerably by the greed of some American outfits, like some of the big non-union oil companies, who are not content with the profits they can make under the American flag. They too, go out and register their ships Panamanian and Liberian.

The puzzling fact is then, that those in this country who figured out this plan for the Greek government have not seen fit to propose the same kind of thing down in Washington. From what we have been hearing down in Washington recently, this Government, like Greece, has also been having troubles balancing the budget. And like Greece, this country has a considerable number of ship outfits who have registered their ships under Panamanian and Liberian flags, or those of other nations, simply to avoid paying taxes and decent wages to the seamen they employ.

### Equally Fitting For US Operators

If it is logical for the government of Greece to bring its ships back under its own flag then it might be well worth while for the Government of this country to look into the possibilities of similar legislation here. It is possible that if all American-owned ships were required to register under the American flag instead of dodging their obligations to this country, that the resulting increase in tax revenues would be more than the costs of maritime operating subsidies. Certainly this is a situation which merits examination and study.

It would appear sensible for American shipowners themselves to take steps in this direction. It certainly doesn't sit well with Congress when groups of shipowners go to Washington and plead for Government assistance to maintain a healthy maritime industry, while other American shipowners operate under foreign flags. Here, as in other instances, your Union feels that American shipowners are working at cross purposes. The need to get together and formulate a positive program is obvious. That is, the only way that a strong and stable merchant marine can be assured.



YOUR UNION HAS JUST ADDED ANOTHER TO ITS LIST OF educational and informative publications in the form of a booklet explaining the SIU Welfare Plan. This booklet will be distributed within a few days to all the ports, so that Seafarers will have no difficulty in obtaining copies. It is designed to explain the functioning of our Union Welfare Plan, and describe the various benefits and the requirements for them. Since your Union has established a sizable number of welfare benefits, we felt there was a need for a handy little booklet like this to keep Seafarers fully-informed and up-to-date on the operations of the Plan.

### Plan's Operations Successful

Your Union believes it has much to be proud of in the operations of the Welfare Plan up until now. In some respects it has paved the way for the entire maritime industry to follow. Certainly the response from the membership has been most favorable to all features of the plan. Even those who were skeptical at first about a seaman's union going in for welfare and benefits now agree that the SIU Welfare Plan is one of the best things that could have happened for Seafarers, coming in handy as it does, when the Seafarer needs it most.

The Welfare Plan booklet is one of several such publications that have been issued in the past or are in the planning stage, including the Seafarers handbook that has been mentioned previously in this corner. As always, we would like to hear from Seafarers what they think about the new booklet, as well as any suggestions they might have for other Union publications in the future. That way, the SIU can live up to its claim that the Seafarer is the world's best-informed union man.

# 50-50 End Seen; Crew Backs Law

Further evidence that the Eisenhower administration may do away with the 50-50 rule on foreign aid shipments has been presented during recent Senate hearings. Speaking before the Senate Foreign Affairs Committee, Secretary of State John Foster Dulles declared he saw "no reason why" the 50-50 provision should not be dropped from the foreign aid program.

Meanwhile 29 crewmembers of the SIU-manned Wild Ranger (Waterman), underscored the Union's position on the 50-50 law when they protested the shipment of military cargoes on foreign flag vessels. In a resolution they submitted to the Union the crew pointed out that they and other US ships were sailing half empty while cargo paid for by US taxpayers is moving under foreign flags.

The fate of the 50-50 law now rests with a proposed commission on US foreign trade policy that the Eisenhower administration wants Congress to establish. The commission is intended to investigate all phases of US tariff and trade policy and make recommendations to Congress for legislation accordingly.

### Lobby Against Bill

Indications are in Washington that such a commission would be likely to recommend abolition of 50-50 law as part of a program of liberalizing trade restrictions with foreign nations.

The 50-50 provision was incorporated in the original European aid program, passed by Congress in 1948. Since then it has been continually under fire from European ship operators, the State Department, and various Government officials. The SIU led the fight to preserve the 50-50 law in 1949 when an attempt was made to eliminate it by Paul Hoffman, at that time head of the aid program, or ECA as it was then known.

Crewmembers of the Wild Ranger in their resolution pro-

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# SIU Exposes Atlantic Oil Union As Willing Tool Of Management

Growing confidence in the coming SIU victory in the Atlantic Refining fleet prompted SIU organizers to publicly call a spade a spade last week, in exposing for Atlantic tankermen how their self-styled "independent union," the Atlantic Maritime Employees Union, was a company captive serving the ends of the company alone.

A documented, front-page article in the "Atlantic Fleet News," rank-and-file publication of the SIU Atlantic Tanker Fleet Organizing Committee which is circulated throughout the tanker industry, traced the pattern of the "company union" in Atlantic which was set up and operated to offer phony representation to Atlantic seamen in an attempt to offset legitimate union activity in the fleet.

Because of its timeliness at this point in the SIU organizing campaign, as well as the opportunity it offers for a point by point comparison with the way honest maritime unions work, the SEAFARERS LOG is reprinting it in its entirety so that all Seafarers and readers throughout the world can study the lessons it offers, for a company union anywhere always bears the same unmistakable markings.

For 16 years AMEU has never gone to bat in an aggressive and positive manner with Atlantic Refining for the security and betterment of the men of the Atlantic fleet.

In 16 years of professing to "represent" Atlantic seamen, the AMEU has accumulated no physical or financial resources to enable it to weather a storm in the event it should become involved in economic differences with the company.

Actually, AMEU has had no need for such resources. It has never demanded anything of the company. It has never taken a militant stand for Atlantic seamen which might lead to a test of the strength and durability of the AMEU.

From the point of view of the men in the Atlantic Fleet, AMEU has done little, if anything, during these 16 years to justify it calling itself a union. Perhaps that is why the movement to withdraw membership from the AMEU is snowballing in the Atlantic fleet.

Perhaps they are beginning to wonder if AMEU is, after all, nothing but a company union.

AMEU acts like a company union. It looks like one. It talks like one. It must be one.

Why should the men of the Atlantic fleet be concerned with whether the AMEU, which professes to represent them, is or is not a company union?

The company union was recognized long ago as an instrument devised and used for the capture and control of employes by their employer.

This truth was recognized by the United States Congress when it outlawed the company union in

the original National Labor Relations Act. Congress again recognized it when prohibitions against the company union were written into the existing Taft-Hartley Act.

Unions, like individuals, can serve but one master. A union cannot honestly serve the best interests of employer and employee.

The purpose of the company union is to serve the company and not its employees. Its purpose is to maintain the security of the company and not that of the individual working for the company.

### Bona Fide Unions On Job

Company unions are a thing of the past in most industries. They have been supplanted by militant, bona fide trade unions that today represent millions of workers in all kinds of industries.

The 15,000 men in the maritime industry's unorganized tanker fleet represent today the last stronghold of the company-dominated union. This is probably true because of the organizational handicaps—presented by the peculiar physical make-up of the tanker operation—which have actually served to exclude tankermen from the brotherhood of true maritime trade unionism. On the other hand, 750,000 maritime workers are banded together in legitimate unions.

In every other field, American working men and women have recognized that valid unions give them the best representation. This in turn means better wages, more security and better working conditions.

If the company union is bad for the employee, how does the employee recognize such a union?

Such recognition is easy to the practiced eye. Company unions have certain characteristics which always are in common.

The officers of company unions almost always are on the company payroll and are subject to company pressures.

### On Company Payroll

The AMEU's top officers are on the payroll of Atlantic Refining. Technically speaking, they are carried on Atlantic's payroll as "leaders." But no one, except the company, seems to know exactly what tasks they perform to earn their money.

Company unions usually operate "out of their hats." As a rule, they have no offices or meeting halls that may be readily identified as such.

The AMEU gives its address as "1044 Fidelity-Philadelphia Trust Building, Philadelphia." The sign on the door at 1044 Fidelity-Philadelphia Trust Building reads: "Law Offices—Emanuel Friedman—Philip Klein."

The "front men" for company unions usually are company employees, but always in the shadow

# Security In Atlantic ?

AMEU Men:

What security do you have?

And we don't mean pensions, either!

What would happen if the SIU were not in the Atlantic fleet picture tomorrow?

Do you think your job would be as secure as it is today when the very presence of the SIU makes the company think twice in taking any action involving its crews?

Why can't a company-dominated union do anything to protect your job?

The accompanying article exposes the phony device known as the "company union."

background of the company union is some lawyer or labor relations counsel who quarterbacks for the union with signals sent out by a coach on the company bench.

Emanuel Friedman, a lawyer, is general counsel and "business manager" for the AMEU. Legitimate seamen's unions are managed by seamen who are best qualified to understand and deal with seamen's problems.

Company union literature and company literature have a strange habit of turning up together in the same envelope.

### Security Issue

The AMEU's "Bulletin No. 14," for example, was attached to a two-page letter signed by a vice president of Atlantic Refining. In this instance, on a question involving the future security of Atlantic seamen, AMEU business manager-lawyer Friedman appealed to the company to get AMEU off the hook.

Members of company unions are not given the opportunity to approve or disapprove of their union's "agreements" with the company.

AMEU's Fleet Council "negotiates" and signs contracts with Atlantic. The members have no opportunity to pass on them. All SIU contracts must be ratified by a majority vote of the membership to become effective.

Company union contracts are routine, sterile documents. They contain only token economic benefits. Generally they lag just behind the patterns set by legitimate unions in comparable organized industries. Such agreements

are usually unenforceable. Never are they complied with up to the spirit and letter of the contract, as they should be. The company union always "requests" compliance with the agreement. Company union officers are not in the position to "demand" that terms of the agreement be carried out.

This has been the experience in Atlantic. AMEU "requests" certain things and the company begs the question or dodges the issue on such questions as fresh milk and inner-spring mattresses. AMEU's contract with Atlantic is filled with such phrases as "at the company's discretion." The unorganized tanker company, as well as those with their little inside unions, always grant a few dollars more on money provisions to keep their seamen in line. With the SIU drive in mind, Atlantic was willing to do so again in 1953.

Company unions never initiate a job or economic action to enforce their ready-made contracts.

Can any Atlantic tanker company conceive of the AMEU becoming engaged in a controversy with the company, not to mention such a drastic step as a job action?

It is readily apparent from a study of the history of AMEU that it has adhered to standard company union practices.

The men in the Atlantic Fleet are probably more secure in their position today than ever before in the history of the company because of the presence in the picture of the SIU, a strong, militant union. How long will that security continue?

## YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XIII, Section 3—  
"Balloting shall take place in person, at port offices and shall be secret. No signature of any voter, or other distinguishing mark shall appear on the ballot, except that any member may write in the name or names of any member or members as appropriate, for any office, or the job of port agent or patrolman."

MAN VOTING - KEEP OUT

Secrecy is guaranteed every SIU member in voting. There is absolutely no way for anyone to determine how he casts his ballot. He can, in voting, write in the name or names of men he wishes to serve as officials.



Operating with one of the unmistakable earmarks of the company union, AMEU business address is an attorney's office, 1044 Fidelity-Philadelphia Trust Building in Philadelphia. The door at 1044 doesn't even list AMEU, but reads instead "Law Offices—Emanuel Friedman—Philip Klein." Friedman is the combination "business manager-general counsel" of the AMEU.

# Proposals Would Give More Leave, Payoff Rights To US-Flag Aliens

Proposed changes in Immigration regulations that would ease up controls on aliens sailing American ships are now under study in Washington. The SIU is pressing for action on several changes that would grant additional shore leave to these men and permit those with long service under the American flag to pay off their ships and sign on new ones.

The proposals being supported by the Union would allow a non-resident alien seaman up to 60 days' shore leave. At present, the maximum written into the McCarran Act is 29 days.

### Voluntary Departures

The Union has succeeded in many cases in getting extensions on shore leave in the form of 15 days' additional time for voluntary departure by an alien who has not been able to ship in the 29 days. These voluntary departures permit an alien to return to the US. Without them, Immigration would have to pick up the alien and deport him permanently.

Aside from seeking extension of shore leave, the Union is trying to get extra days on the voluntary departure time, so as to assure aliens the fullest possible opportunity for voluntary departures without running afoul of the law.

Another proposed change in regulations would permit a non-resident alien seaman, who has been sailing US ships since the outbreak of the Korean war or earlier to pay off US vessels and sign on others. This would take care of most of the men who are being detained aboard ships, or permitted limited shore leave but not allowed to change their ships.

Those aliens who began sailing US ships after the start of the Korean war, would not be covered by this provision on the grounds that they are not bona-fide American-flag seamen of long standing.

### Seitime Clause Expiring

While the Union is working on these changes that would ease up the pressure on aliens, the alien seamen can help themselves in

some instances by taking advantage of existing opportunities for citizenship. Those aliens who have had five years seetime on US ships up until September 23, 1950, can still apply for citizenship, but they must do so before December 24, 1953. After that date this provision will expire and they will be out of luck.

It's also extremely important for alien seamen to take good care of their seamen's papers. The

Coast Guard will no longer issue duplicates on such papers to alien seamen if they lose them. For the non-resident alien this will mean the end of his sailing on US flag ships.

Reports from Washington are to the effect that the House and Senate Judiciary Committees are sympathetic to the proposed changes in regulations and that they have the endorsement of top Immigration officials.

## Long-Grounded Ship Afloat, Put On Sale

The story of the Nathaniel B. Palmer (Palmer), the ship that had a river dry up under it, is coming to an end as the ship, taken over by an insurance company, has been put up for sale.

The vessel was finally refloated as the River La Plata in Argentina began to flow again, and the vessel was brought down to the coast. She was refloated after over 10 months of being stuck in the mud, high and dry.

The last of her Seafarer crew ended their 10-month stint last December and left the vessel. Only the captain and second mate stayed aboard and are still with the ship. The vessel was taken over by an insurance company shortly after the last of the crew left.

### Delivers Coal

The Nathaniel B. Palmer, a Liberty Ship, started up the river in April of 1952, and delivered a load of coal to Villa Constitucion. At that time, the river was at its flood peak, with the waters flowing down from the mountains after the rainy season.

The vessel started back down the river and ran into a heavy fog. She

was bound for Montevideo, but the level of the river had started to drop. Apparently a buoy had washed away, for, as the ship proceeded through the fog, she ran aground.

She was stuck about 10 miles out of Villa Constitucion and about 80 miles from Buenos Aires. The level of the water kept dropping so fast that there was no hope of refloating her. The banks of the river at that point were dotted with quicksand, and the only thing in sight, except for wild jungle, was the Argentine Political Prison.

### Tugs Fail

In spite of the falling water level, salvage tugs were called in, and they worked for 43 days trying to get the ship afloat, but it was all in vain. The ship was soon high



Seafarer Maurice Jones stands on dry La Plata River bed alongside stranded freighter Nathaniel B. Palmer, in April, 1952.

and dry, and hoses had to run over the side to get the necessary water for engine room operation.

John G. Spurion, bosun, said that he had walked over a mile away from the ship in the river without ever getting in water more than two inches deep.

One group of crewmembers was taken off the ship last July. A second group left the stranded vessel in September, and the last of the crew, except for the captain and mate, left the ship last December.

After that, the insurance company took over the ship, and it stayed there until the rainy season in January started. Once the river level had risen again, the ship was floated and taken to the coast, while the insurance company decided what to do with the vessel. Last week, the company announced that the ship was up for sale.

## SIU NEWSLETTER from WASHINGTON

Chances are slim that Congress at this session will pass legislation so as to give unemployment insurance to those seamen serving on Government-owned ships under general agency operation.

So far this year, three different bills have been introduced under which seamen on Government agency vessels would be entitled to receive unemployment insurance. Those sponsoring the legislation are Representative Shelley, California; Keogh, New York, and Utt, California.

However, the House Ways and Means Committee, to which the measures were referred for consideration, is refusing to give them favorable attention.

Some of the same old problems are with us again. Competition by ships of foreign nations is increasing daily, and the end is not in sight. The US still is being asked to reopen the Ship Sales Act of 1946, the idea being that various foreign countries are anxious to secure Liberty and other vessels immobilized in our National Defense Reserve Fleet. Direct and indirect discriminations against our own shipping on the part of certain governments still persists. And this seems to be the year in which we will see an all-out organized assault on the American-flag shipping preference provisions of existing foreign-aid statutes, aided and abetted by some among our own people who apparently have little conception of the critical need of our merchant shipping industry for maintenance of that moderate and thoroughly justified policy which hold that our own ships are entitled to carry at least half of the economic and military aid cargoes produced and paid for by our own people.

Imagine, if you can, any other maritime nation in the world today which would give even passing thought to such contentions were the situation reversed.

Over 2000 war-built ships remain in the US reserve fleets. Therefore, there is hardly a day that goes by but that Congressmen do not receive communications calling their attention to the ships tied up. People continually write in saying "Why are we doing this? Why are we having new ships built when we have thousands of them tied up?"

In order to help the Congressmen answer such queries properly, the Maritime Administration recently informed Congress that the National Defense Reserve Fleet would be totally inadequate for meeting the needs of an all-out emergency based on knowledge of what it would take for example, to run alone and not in convoy. The Mariner-type ship, Congress was informed, was constructed to run alone, without the necessity of convoy. The Mariner has all the latest improvements and is not in a class by any comparison with the laid-up fleet. The Mariner has a speed of about twice that of the Liberty and is almost twice in capacity.

Immigration officials admit that in the early days of the crew inspection program under the McCarran Act, that some Immigration officers were a little overzealous in the questioning. For instance, asking some women stewardesses on ships whether they had ever engaged in immoral acts. A. C. Devaney, Assistant to the Commissioner of Immigration, says that as soon as Immigration learned of this type of questioning, "we asked them to use a little discretion in putting such questions to the seamen."

Incidentally, it is anticipated that this year, because of the coronation in England, Immigration will have the largest inspection work it has ever had in the New York district. However, for the summer months, Immigration will not be able to continue its "ride the ship" project for the reason that it does not have a sufficient number of inspectors. According to one Immigration official:

"We have two new ships, carrying in the neighborhood of 1,500 to 2,000 passengers, with new crews to examine. Because of that, we are not going to attempt to ride the ships. That would be too many inspectors out of the port at one time. What we are going to try to do, if we do not get the additional help, is to milk employees off other areas of work. We do not like to do that because they are not experienced in this field of work."

Commenting on the effect of the McCarran Act, A. R. Mackey, Commissioner of Immigration and Naturalization, says that the beaches are clearer today of seamen remaining longer than permitted by law than at any time in the last 20 years.

The Military Sea Transportation Service, which takes care of transportation requirements for all US military Services, recently was called before the House Merchant Marine Committee to determine whether it was, in effect, competing with the private American merchant marine in any respect.

Instead of competing with the private operators, MSTTS told the Committee that it is the "best friend" the merchant marine has in that 75 cents out of every dollar spent by MSTTS goes to private ship lines to pay for services rendered.

However, MSTTS did admit that its Government transports had been carrying hundreds of thousands of dependents of military personnel, and it is this large group of passengers that the private lines would like to attract to their own ships.

The size of the MSTTS fleets as of May 5, 1953, was 564 ships—an amazing number. Of this total, 260—Navy and civil service manned—form the so-called "nucleus fleet" that MSTTS says it must have under any circumstances, these being owned outright by the Military Services. The remaining 304 (of the 564 total) are composed of 129 privately-owned ships under time charter to MSTTS; 34 privately-owned ships under voyage charter to MSTTS; and 141 Government-owned ships operating under agency arrangements for MSTTS.

Your SIU Washington Reporter

## SIU COMMITTEES

### AT WORK

One of the functions of the SIU's trial committee machinery is to help maintain order in the Union halls and protect Union property from wanton damage. With the Union now operating in modern halls in some ports, and building new ones in others, it is even more important than before that all the brothers should take good care of facilities which have been installed for the comfort of the membership.

In any case, it's not pleasant for the membership if somebody comes into the hall and starts behaving in an offensive and disturbing manner. Just as on the ships, a man's behavior in the Union hall can be subject to punitive action.

A case of this kind took place in the New York headquarters hall recently where a Seafarer was accused of misusing Union property and disorderly conduct in the Union hall. He was tried by a committee consisting of M. L. Stachura, E. L. Spear, P. A. Serano, C. W. Palmer and W.

LaChance. The committee suspended him and levied a fine on all counts of the indictment.

Another case heard by this committee involved a different kind of situation, a fight between two Seafarers on a ship. It's a cardinal principle of the Union that any personal differences should be settled off the ship and outside the Union hall. Fighting on the ship interferes with the proper functioning of the crew, creates ill-feeling generally and hurts the Union and its members in the eyes of the captain and other officers.

### Attacked Messman

In this instance the messman on the ship was attacked by one of the crewmembers while he was serving, and had to be hospitalized for a few days as a consequence. Naturally the messman brought his attacker up on charges. The trials committee found the man guilty of misbehavior and slapped a suspension on him plus a fine.



Spear



Palmer

## Top of the News

**BRITISH, FRENCH, US CONFERENCE SET**—A three-power conference between President Eisenhower, Prime Minister Churchill and the Premier of France will be held in Bermuda next month to resolve differences in foreign policy. The conference was the outcome of a controversy stirred up when Churchill suggested that the US, Britain and the Soviet Union have a peace meeting. Here in the US our Government insisted that no such conference take place until the Soviet Union demonstrates its peaceful intentions by deeds. In France, the French grew indignant about being left out of conference plans. A name calling session between Clement Atlee and Senator Joe McCarthy livened up matters.

**SECOND POLISH FLIER ESCAPES**—Another Polish jet pilot has flown his Russian-built MIG plane to Denmark. A previous escape of similar nature was made on March 5 by a Polish pilot. Allied forces have expressed considerable interest in obtaining samples of Russian-built aircraft for examination of their design and structure.

**US-CZECH UNDERSTANDING FREES OATIS**—AP correspondent William Oatis, imprisoned in Prague, Czechoslovakia, nearly two years ago on spy charges, has been freed and returned home as a result of an exchange of messages between the US and the Czech government. President Eisenhower had written asking for Oatis' release and saying it would pave the way for removal of trade sanctions on Czechoslovakia.



Smiling happily, AP reporter William Oatis faces newsmen's questions on arrival in NY.

**LAOS INVASION PETERS OUT**—The Communist invasion of Laos, Indo-China, dwindled away just as rapidly as it rose without too much in the way of actual fighting. One result of the invasion was Communist seizure of about one-third of the Laos opium crop, which has considerable commercial value. With the Laos invasion over, Communist forces again began putting on pressure near the capital city of Hanoi.

**JET PLANES FLY OVER NORTH POLE**—The Air Force revealed that a jet bomber has flown around the North Pole, non-stop, starting from Fairbanks, Alaska, and returning to it. Two other jet bombers have flown the North Atlantic from Maine to England in a little more than 5½ hours.

**NO TAX CUTS SEEN THIS YEAR**—Congress has been asked by the administration to continue both personal income taxes and excess profits taxes at present levels through the rest of the year. Some Congressional leaders, however, are putting up a fight to cut taxes even though the budget will not be balanced by a few billion dollars.

**TORNADOES, FLOODS BATTER SEVERAL STATES**—Over 100 lives were lost in Waco, Texas, as the result of tornadoes in that city which demolished several large business buildings and private homes. Similar storms did serious damage in widely-scattered sections of the midwest, as far north as Port Huron, Michigan. Several days later, floods swept the Sabine River valley and the Calcasieu River in Louisiana, forcing the evacuation of several thousand people in Lake Charles, La.

# Tramp Shippers See Doom Without Government Aid

The complete elimination of American-flag tramp shipping unless it is brought under Government subsidy was predicted by a spokesman for tramp ship operators. Testifying before the House Merchant Marine Committee, the spokesman declared that tramp ship opera-

tors could not possibly survive in open competition with foreign tramps. The industry is only being kept alive, he said because it has been carrying bulk cargoes under the various American relief and aid programs, and because of charters received from the Military Sea Transportation Service.

Meanwhile the three-man Senate Subcommittee on Maritime Subsidies is gathering evidence from interested Government agencies on the whole subsidy question. The committee is trying to find out what the future composition of the US merchant fleet should be. It has heard from the Departments of Defense, Commerce and State, and the Mutual Security Agency what they believe is needed in the way of an American-flag merchant fleet.

### Would Broaden '36 Act

The proposed tramp shipping program would broaden the 1936 Merchant Marine Act to extend subsidies to no more than 200 tramp ships. The tramp shipowners in turn, would abide by the restrictions imposed on regular liner services, except that they would not sail prescribed routes and could not guarantee a minimum number of voyages a year, due to the irregular nature of tramp operations.

The tramp shipowners' repre-

sentative declared that under normal peacetime circumstances, about one-third of all US commerce is carried by tramp ships. Before the war, all of this was handled by foreign tramps, since no American-flag ships could compete with foreign ships in the open market.

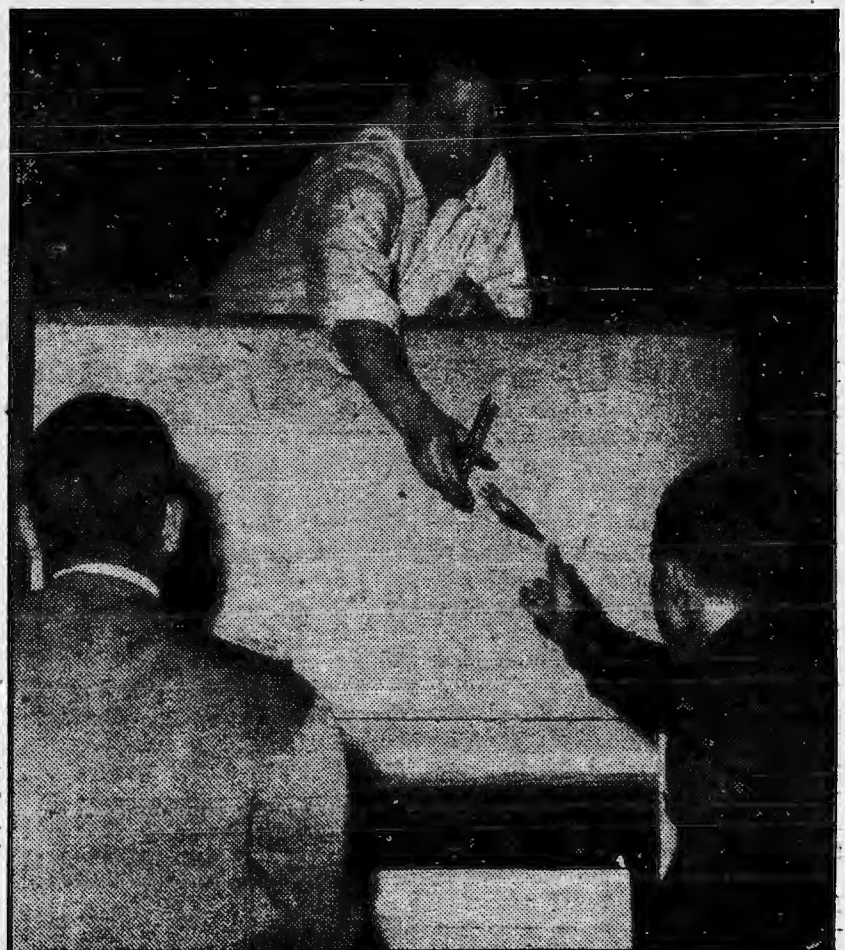
Now, he said, as the various relief and aid programs diminish, foreign tramps are again taking a growing share of bulk cargoes from American tramps. Normally, he maintained these bulk cargoes would not be carried by regular American liner services, so that the tramp ship subsidies would not

put them in competition with other sections of the US merchant fleet. If there are no US tramps, foreign tramps will get this business.

If the nation is to attain its objective of carrying 50 percent of its commerce in US flag ships, it will be necessary to maintain an American tramp fleet. Otherwise, the majority of US freight tonnage would be carried on foreign vessels.

He estimated that in order to subsidize 200 tramp vessels, the Government would have to spend about \$30 million a year to equalize operating costs with foreign-flag tramps.

## 'Tossing In' For Committee



S. Frellich (right) tosses his book to Joe Algina, asst. secretary-treasurer, after he and J. Pacheco (left) nominated themselves for Appeals Committee posts at headquarters membership meeting of May 20. Both were elected. The seven-man committee will hear Seafarers' appeals from trial committee findings of last two weeks in various SIU ports.

## How to Apply For Birth Pay

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

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

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

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### Summer Protection Products

You'll protect both your skin and your clothes this Summer, especially if you're shipping to particularly hot and humid regions, if you know the proper products to buy. If you don't you'll not only waste your money but may do yourself some real harm. For example, not all sunburn preventatives on the market are equally effective, and in fact some of them are pretty poor.

In fact, if you follow the recommendations of Group Health Association, a non-profit medical association in Washington, DC, you won't even buy any of the expensive creams or lotions on the market. Group Health has recommended that people get their local drug stores to make up a "saturated solution" (between ten and eleven per cent) of para-aminobenzoic acid in 70 per cent ethyl rubbing alcohol. If you get together with some of your shipmates, you can buy a large supply of this mixture for all of you, at comparatively small cost. The solution is a colorless liquid which you apply before going out in the sun. It leaves a powdery coating on your skin.

#### Check Ingredients

If it isn't convenient to get a pharmacist to make up this solution, then look at the ingredients on the labels of various brands of sunburn lotions to find a similar formula. For example you'll find Tartan suntan lotion

has similar ingredients, although as usual you pay more for the same ordinary chemical or drug under a brand name than under its own name.

In general you'll find that creams and lotions are more effective for preventing sunburn than so-called "suntan oils."

Here are tips on other products you'll find in protecting yourself from damaging hot-weather conditions:

**Preventing Mildew:** To guard against the mildew that rots clothing during summer months, especially in humid regions, it isn't necessary to buy highly-advertised, expensive anti-mildew products. Follow these suggestions and use low-cost, easily available preparations:

— Never put clothes away in closets, chests or laundry hampers while still damp.

— Air out your chest or clothes closets from time to time during the warm months.

— Any surface mold that starts to gather on wooleh apparel should be sponged off immediately with clear water. Washable clothing may be sponged with soapy water. In either case, the garment should be sunned.

— If the mildew has really got a foothold in a washable fabric, moisten the area with a mixture of salt and lemon juice. Do it carefully, or the color may be affected. Solid white garments should be washed in soapy water mixed with a little safe bleach, such as sodium perborate.

— Leather goods, like shoes, luggage and belts, should be sponged with a solution of one per cent paranitrophenol in alcohol, which can be bought in most drug stores (again use carefully, because this preparation might change the color of some leathers). Shoe soles should be waxed with floor wax.

#### DDT Has Lasting Effect

**Insecticides:** Most effective insecticide is considered to be DDT (sold under various brand names) because of its residual effect. DDT leaves a long-lasting residue on the surface of objects sprayed, which still continue to kill insects that contact it for months after its application. A 5 per cent solution of DDT is effective. Simply buy the cheapest brand with 5 per cent DDT.

DDT doesn't work too well against roaches. Chlordane is recommended. If you read the labels, you'll notice some insecticides which contain DDT also contain chlordane.

**Insect Repellents:** Among insect repellents for use on your own person, the dimethyl phthalate used by the Army is highly effective. If a local druggist stocks this (many don't) just get him to make a 10 per cent solution of dimethyl phthalate in rubbing alcohol. If not, among brands that do contain it are Norwich and Skat. The Rutgers 6-12 is another effective modern repellent, available under that name or in combination with dimethyl phthalate, as shown in the ingredients on the labels.



Seafarers Andrew Biagtan (left) and Julio Fernandez greet Philippines Judge Arsenio Roldan (center) during his visit to SIU headquarters. Looking on are Keith Terpe, SIU director of organization, and LOG editor Herb Brand. Judge Roldan is presiding jurist of Philippine Court of Industrial Relations.

## Jurist of Philippines Sees SIU Facilities

A distinguished visitor from the Philippines, Judge Arsenio Roldan, presiding judge of the Philippine Court of Industrial Relations, visited SIU headquarters last week on a tour of American unions. Judge Roldan is studying the operations of labor unions in the United States, including their methods of handling disputes, as part of a general study of the functions of trade unions throughout the world.

In the Philippines, Judge Roldan's Court fills the general functions that the National Labor Relations Board performs here. As such his court is an important and powerful agency, since its rulings have great bearing on the settlement of labor disputes.

Judge Roldan is thoroughly familiar with the legal aspect of

labor relations in this country having done post-graduate work on labor at Columbia University. He spent an afternoon at SIU headquarters and showed keen interest in Union operations and Union literature, particularly the new Union constitution.

After leaving the US, Judge Roldan will go to Spain to observe the handling of labor relations under a totalitarian government.

## Radio-Telephone Dispute Settled

SAN FRANCISCO—Culminating a 12-month dispute, ended a jurisdictional battle over manning of radio and telephones aboard ships was ended through an agreement between the AFL Masters, Mates & Pilots and the CIO American Radio Association.

Meanwhile, a \$1 million defense fund in preparation for a battle with the steamship companies over radio-telephone operations was raised by the ARA. West and East coast contracts expire on June 15, giving ARA jurisdiction over communications equipment, but many companies refuse to integrate telephones into regular ship radio stations under ARA control.

## UMW Head Hits Naming Of Lyons

WASHINGTON—If Tom Lyons is named as director of the Bureau of Mines, it would be "a diabolical outrage" and a "political crime against the miners," John L. Lewis, head of the United Mine Workers, recently told Secretary of the Interior Douglas McKay.

Lewis was amazed, he told McKay, that the Secretary was "willing to have the blood of coal miners on his hands from having the Bureau run by a comparative ignoramus."

## US Absentee Vote Sought For Seamen

The House Administration Committee is now studying a new bill which would extend absentee ballot right to all persons serving away from home in the Armed Forces or the merchant marine.

According to the terms of the bill introduced by Representative Kelly of New York, the Secretary of State of each state would furnish the Secretaries of Army, Navy, Air Force, Treasury and Commerce with all information about primary, special and local elections within the state, at least 90 days in advance.

The various secretaries would then see that those persons under the jurisdiction of their department all got the special postcards issued by the Government, which may be mailed to the person's home state in request for an absentee ballot.

The new bill would also recommend that all states pass new legislation extending absentee ballot rights to all residents who are serving away from home in one of the Armed Forces or in the merchant marine.

# SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS			
REPORT ON BENEFITS PAID			
From <u>5/11/53</u> To <u>5/22/53</u>			
No. Seafarers Receiving Benefits this Period	1179		
Average Benefits Paid Each Seafarer	57 12		
Total Benefits Paid this Period		67,346	29
WELFARE, VACATION BENEFITS PAID THIS PERIOD			
Hospital Benefits	5,295 00		
Death Benefits	9,000 00		
Disability Benefits	1,000 00		
Maternity Benefits	4,800 00		
Vacation Benefits	47,251 29		
Total		67,346	29
WELFARE, VACATION BENEFITS PAID PREVIOUSLY			
Hospital Benefits Paid Since July 1, 1950*	324,840 00		
Death Benefits Paid Since July 1, 1950*	598,784 86		
Disability Benefits Paid Since May 1, 1952*	10,750 00		
Maternity Benefits Paid Since April 1, 1952*	120,400 00		
Vacation Benefits Paid Since Feb. 11, 1952*	2,136,386 61		
Total		3,191,161	47
* Date Benefits Began			
WELFARE, VACATION PLAN ASSETS			
Cash on Hand	Vacation	430,013 98	
	Welfare	576,558 62	
Estimated Accounts Receivable	Vacation	483,147 00	
	Welfare	450,147 00	
US Government Bonds (Welfare)		1,580,707 82	
Real Estate (Welfare)		278,958 20	
Other Assets - Training Ship (Welfare)		31,920 98	
TOTAL ASSETS			3,831,453 60
COMMENTS:			
The training ship "Nor Easter" which was purchased by the Welfare Plan has been undergoing a complete renovation. It is expected that the renovation will be completed by the end of June. Meanwhile, the name of the ship is being changed to the "Andrew Furuseth".			
Many beneficiaries of those entitled to benefits under the Welfare Plan are in doubt as to what is required by the Plan, before paying out benefits due. Anyone desiring information on benefits due under the Plan should contact the nearest S.I.U. Port Agent who will be able to supply them with the information.			
Submitted <u>May 25, 1953</u> <i>Al Kerr</i> Al Kerr, Assistant Administrator			

## ... and, remember this ...

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



# UNION TALK

By KEITH TERPE



From all appearances, and the facts back them up, the SIU campaign in the Atlantic Refining fleet is well on the way to an overwhelming Union victory by the end of 1953. Although it has certainly not reached the point where we can begin electing a negotiating committee to go in there and meet with management, we can anticipate going up for an NLRB election before very long with complete confidence in the result.

At this stage of the game, with the Atlantic drive barely ten months old, the Union drive is in particularly good shape. Reports exchanged at the headquarters conference of port agents earlier this month indicated SIU stock in the fleet is rising all the time, and with good reason. More and more of the Atlantic tankermen have taken up the opportunity we've offered them to come in and look us over by visiting our halls and seeing our membership in action. The SIU never attempted to hide anything, and they've had a chance to watch all phases of our operations.

### SIU Way Is Something New

There's no doubt that to the outsider looking in, the way we work is a constant source of amazement. Most of us, in the midst of it all the time, often take the SIU way of doing things for granted after a while, but seeing yourself through the eyes of a newcomer puts a whole new light on the entire set-up. That's been the experience of SIU officials and organizers right on down through this drive.

Union preparations for a strike against Cities Service two months ago proved to be one occasion that spread a considerable amount of enlightenment on how the SIU operates. Most Atlantic men had never seen anybody talking back to a shipping company and refusing to take no for an answer. The fact that the SIU membership was ready to take on CS instead of just taking it on the chin was a revelation for the visitors from Atlantic ships. They came to realize that the SIU was an organization to reckon with, and was ready to take economic action whenever necessary to uphold the rights of the membership.

The fact that a Union patrolman will go in and battle a skipper or a company official for the right of one crewmember to collect three hours' extra overtime because the contract says he's entitled to it is something brand new to the seaman unaccustomed to receiving representation in any shape or form, even though he's supposed to have a "union" on his side in any hassle with the company. We accept the patrolman's act as typical of SIU representation. It's the SIU way, after all, and that's all there is to it.

### Rights Of All Seafarers Guaranteed

Or consider any of the many services performed by the Union to see to it that every single benefit and form of protection to assure the rights of Seafarers are collected and upheld, and you can be sure the unorganized man can't help but sit up and take notice of what you've got to offer.

That's just what's been happening in recent weeks too. Even some of the most hardened Atlantic propagandists have swung over on our side lately, and not because of something that Atlantic pulled on them yesterday or the day before. They were so blinded by the deal they thought they had that they couldn't see anything else. But when they took the time to talk to our people, to visit our halls and see the score, they felt like kicking themselves in the seat of the pants.

"Independent unionism" is one thing, but "independent company unionism" is another, and no matter how they look at it, they can see that any so-called "representation" they've been deluded into thinking they had was theirs only by the grace of Atlantic Refining. Let Atlantic once pull out the pins and they'll be back in the tin cup days. They know it now too because they realize that every single handout Atlantic has made in the last ten months has been to forestall our efforts in the fleet. They know also that any lull in anti-labor activity by the company would be brought to an abrupt end if the SIU were to step out of the fleet tomorrow.

That's what's behind the snowballing movement in the fleet right now to quit the phoney "Atlantic Maritime Employees Union" and openly endorse the SIU so that the company will know just how they stand. Nobody wants to be left out of a good thing.

# Panamanian Ship Conditions Worsen

In past years, particularly during the post-war period and recent years, the SIU has gone to bat for those seamen who sail under poor conditions on foreign ships, particularly under the Panamanian flag.

However, despite the efforts by the SIU, conditions aboard these Panamanian vessels have not improved at all, and, in most cases, they have become far worse during the recent years.

Those operators, many of whom operate out of New York offices and whose ships seldom if ever visit Panama, are quick to hide behind the low-cost Panamanian flag whenever possible.

### Hard To Believe

Today's seamen, particularly those sailing with the protection and benefits of an SIU contract, may find it hard to believe that conditions can be as bad today as they actually are aboard these Panamanian ships. They find it hard to believe that many ship-owners will quickly register their ships under the Panamanian or like flag if they can possibly get the chance, and use crews of assorted nationalities.

However, reports from two men, both of whom are sailing or recently sailed aboard Panamanian flag ships, show that things are still as bad, or worse than ever.

Hel. Bertling, who is sailing aboard a Panamanian flag tanker owned by an outfit in New York, reports that the crews aboard the company's vessels just got a pay cut. The owners, says he, plead that "this is a period of depression," but the crew has nothing to say about it anyway.

### Pay Cut

The top pay aboard Bertling's ship, for unlicensed personnel was \$106 per month. However, just recently, the top pay was cut to \$96. Nothing was said about it, he says. It was just announced that in the future, the pay was \$96. "The overtime," he says, "what little we are allowed to collect, is now 40 cents an hour. The food is scarce, and we sail shorthanded all the time. There are eight men in the deck department, including the bosun."

There's plenty of overtime work and weekend work done aboard the ship, he says, but even at 40 cents an hour, the company won't pay overtime for the work. "Anyone who complains is called a subversive," he says, "and we have to accept these conditions or else have the company get us deported. That's the only choice that we have."

While Frank Sibelle, a Dutch

seaman who has been sailing Panamanian ships, reports that, "there are little or no jobs. The men hold onto the jobs they have even with the poor pay and conditions. Those on the beach have no option. They have to hang around the docks and the bars and hope that someone gets sick or jumps ship. Even then, there are over 50 men for each vacant job."

### Crimps Active

The barroom and boardinghouse crimps, the same ones that victimized American seamen not very long ago before the seamen got their Union hiring halls, are still doing a booming business dealing in the men that man the Panamanian and other foreign flag ships.

"I went aboard one Panamanian ship not long ago," says Sibelle, "and although I sail these ships, even I was shocked. The firemen back aft had horrible quarters and a miserable and dirty messroom."

You couldn't get any hot or cold water while in port, and there were only two toilets, both blocked, and it looked like a ship that had been stranded in some ghost sea for years. You couldn't believe that men lived on a ship like this."

Sibelle says he joined the International Transportworkers Federation—the SIU is affiliated with the ITF—and tried to get some of the other men on the Panamanian ship he was sailing interested in the organization. At his first port, he was fired on the grounds that he was interfering with the purser's method of doing things.

### Fired

"The purser," he says, "hired and fired anybody he wanted at any port. We never collected anything like transportation. They paid us the few wages we had coming and left us wherever we were. In some cases, the purser made

(Continued on page 17)

## For your convenience

For the service of Seafarers in the Port of New York aboard ship or at SIU headquarters, the Union is now making available American Express Travellers Cheques and money orders.

In the event of loss of your cheques, notify the nearest American Express office in any city.



## Cartoon History Of The SIU

Foreign Flag Transfers

No. 38



After the war the government, which had fed and armed our allies, started giving away US ships to all takers, and with them seamen's jobs. In many cases these ships entered trade routes in direct competition with US shipping, and paid lower wages.



Many companies soon popped up with transfers of US ships to foreign registry, and these paid sub-standard wages and carried non-union crews. The Seafarers was the first to demand that all American ships pay American wages and carry Union men.



The International Transportworkers Federation, representing the most powerful maritime nations in the world, immediately voted to boycott such transfers and support the SIU program. This stopped some of the foreign-flag American operations.



# PORT REPORTS

## Galveston:

### Shipping Holding Up; Two Vessels Paid Off

Shipping has been good in this port and during the past week we shipped out 136 men.

We paid off two ships — the Neva West (Bloomfield) and the Steel Navigator (Isthmian) and we had the following ships in-transit: Logans Fort, Amberstar, J u l e s b u r g, Del Oro, Paoli, Seatrain Louisiana, Seatrain New Jersey, Seatrain Texas, Seatrain Georgia, Michael, Maiden Creek, Del Alba, Southern District, Steel Rover and Salem Maritime.

I was talking the other day to Ralph B. Grosclouse, and he thinks SIU is a wonderful organization. Ralph joined SIU in 1943. He's a bosun and ships out of Galveston and Seattle.

Keith Alsop  
Galveston Port Agent

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## Lake Charles:

### Seafarers Pitching In To Help Flooded City

Shipping at this port for the past two weeks has been fair, with 12 ships hitting here, and each one taking on a few men, and it looks as if shipping will continue to be fair for the next two weeks anyway, with about 10 ships due here.

Calling in here were the Salem Maritime, Abiqua, Bradford Island, Government



Slayton

Camp, Lone Jack, Archers Hope, Logans Fort and Winter Hill, all of the Cities Service fleet, and also the Maiden Creek, of Waterman. This must be Waterman's pride and joy because it is the fourth Waterman ship to bear this name. We also had one SUP ship, the Swamico, belonging to the Ampac Company.

The first Maiden Creek, incidentally, was one of the "Hogs" well known to early SIU men. She broke in two off Block Island and sank in '41. Then there was a Waterman C-2, which the Navy grabbed. The third ship, also a C-2, was sunk by a torpedo off the coast of North Africa, taking several good SIU men with her. Which brings us to the present ship, No. 4.

At the present writing, this city is cut off from the outside world by high waters, and a large part of the city is flooded out. Volunteers are busy working all around, and of course right in the middle of everything you can find the Seafarers, whose white caps are fast becoming one of the most familiar sights in the flood area.

We nominate our "Seafarer of the Week" to be James E. Slayton, who got out of the Navy in 1947, after serving six years, and chose to sail SIU because, he said, he wanted a place to work where a man got representation, and after seeing SIU in action, he says he's really a lucky man to be allowed to join it.

James, who originally came from Georgia, is at present waiting for a coastwise tanker.

We were lucky enough to have a

quorum on the beach here on May 20, so another Lake Charles branch meeting was held, and we hope to be able to continue to hold meetings regularly. If any book men are passing through here on meeting nights, we hope they'll stop off and help us out.

Performers are giving this port a wide berth, for they know that the membership here will make short shift of them. Our people are certainly well thought of here and the boys intend to keep things that way, so performers stay away from our door. We don't intend to try to make Sunday School boys out of all the members, and we like to see people enjoy themselves, but not to the detriment of the Union.

Negotiations between the Metal Trades Council, AFL, and the Cities Service Refinery are still going on and the AFL is gradually gaining points.

Among the boys on the beach here we find J. Mitchell, who is now a proud poppa; J. W. Maloney, R. W. Guthrie, Paddy Flynn, T. T. Nichols, N. S. MacNeil, C. Istre and our good brother Eugene T. O'Mara.

Leroy Clarke  
Lake Charles Port Agent

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## Norfolk:

### Shipping Fair Here But Future Uncertain

Shipping has been fair at this port, but the future remains uncertain.

During the past week, the Trojan Seaman (Troj) paid off and signed on, and the Lawrence Victory (Mississippi) also signed on. We also had the Atlantic Refiner (Atlantic)

port. On the SIU-contracted ships we had only a few minor beefs and these were all settled to the satisfaction of the crew.

At our regular meeting last Wednesday night, we went into the ILA situation and discussed the events of the past months as well as the possibilities for the future as they would affect us. We also discussed air conditioning the hall here. The regular business meeting was conducted with rank and file members holding all posts. Robert Morrissette was chairman, Roy Cuthrell was recording secretary, and Chester Smith was reading clerk.

Ben Rees  
Norfolk Port Agent



Morrissette

## Miami:

### USPHS Hospital Cuts Drawing Protests Here

Shipping has been very good here during the past two weeks. The Florida (P&O) and the Ponce (Puerto Rico) paid off, and the Florida signed on again on six months articles. In-transit we have had the Maquokito (Ampac) and the Antinuus and Bienville (Waterman).

The Florida went to drydock. The repair list was turned in a month before and painting of the crew's quarters and certain repairs that were promised when we negotiated the contract were not done, not even sousing the quarters or cleaning up the ship. The repair list was not turned in by the port captain to the general manager. The port captain claims he didn't turn it in because the company didn't have the money to do the work. Was going to hold up the sign on but when we checked with the passenger department we found we would be doing the company a favor because it only had about 65 passengers. We also have a lodging beef on the same ship for dry dock lodging. The port captain agreed to pay dry dock time and wants to pay a half a night's lodging for two nights as he claims the drydock people only worked until midnight. This beef only includes the deck department, where they were putting in a new side port near the deck department quarters. We are arranging a meeting with the general manager, port captain, comptroller and port steward to see if we can find out who has any authority and also settle this repair and cleaning beef.

### Expects Three Ships

We are expecting three Waterman scows in here over the weekend including the Alawal in from a run to the Far East, so it looks like the few replacements we have on the beach will get out fast.

### Sending Telegrams

Other than that, we have been busy sending telegrams to the Florida Senators and Representatives, and to Mrs. Oveta Culp Hobby, secretary of the Department of Health, Education and Welfare, on the closing of USPHS hospitals. We hope this will do some good as Senators Holland and Smathers and Representative

Courtney Campbell are all opposed to this measure.

The weather has turned pretty torrid here in the last few days particularly around the Port Everglades area where the sun seems to be stronger than anywhere else.

We have no men in the hospital at the present time, and have only three men on the beach—D. Sacher, L. Pickett and T. Collins. Collins came in from Houston over the weekend after paying off the Steel Navigator in that port. Collins was one of the first students in the AB Upgrading Class in the New York hall, where he obtained his AB ticket, and has been sailing on it for a year and is very happy to be making the extra money.

Eddie Parr  
Miami Port Agent

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## San Francisco:

### World Situation Seen Affecting US Tankers

Shipping has been very good here so that we have no men on the beach at present and because of this we held a session of informal talks instead of our regular meeting. It looks very much as if shipping will continue very good from here.

The Arizpa, Fairisle and Topa Topa (Waterman) and the Ames Victory (Victory Carriers) paid off and signed on, and we had the Yaka, Hastings and John B. Waterman (Waterman), Steel Flyer (Isthmian), Pennmar (Calmar), Sea Vigil (Orion) and Olympic Games (US Petroleum) in-transit.

We had some beefs against the master and chief engineer on the Ames Victory, and also had some overtime and repair beefs due to these two characters, but everything was settled to the satisfaction of our men.

### Officers Don't Know

Every once in a while we will run into one of these officers who just can't seem to realize that the Union contract means what it says. Then they have to be straightened out.

One thing we have noticed here is that the international situation seems to have had an effect on the tanker business as we have had two to lay up here in the last two weeks. But we don't know if this could be attributed to foreign bottoms getting these contracts or the peace talks in Korea.

We have the following men in USPHS hospitals: M. Belen, J. R. Coltrell, Peter Smith, Frank N. Nicholson, O. Ozer, W. J. Small and David Sorenson.

T. E. Banning  
San Francisco Port Agent

## New York:

### Plans For Coming Year Are Mapped By Agents

We have just completed the Annual Agents' Conference here in Headquarters, at which we took up various problems that the Union has been confronted with in the past year, and also laid plans for what we believe will be a constructive program for the coming year. This will, of course, be submitted to the membership for their approval. We had a very good meeting in my opinion, with business carried on in an orderly fashion and full cooperation from all officials attending.

Aside from the Agents' Conference, we had a fairly busy week on the waterfront here, having paid off a total of 25 ships, signed 10 on foreign articles and had 12 ships in-transit. The following were the ships in the above-mentioned order from May 16 through May 19:

### Payoffs

Suzanne, Evelyn, Ines, Beatrice, Frances, Elizabeth (Bull); Barbara Fritchie (Liberty Navigation); Government Camp, Lone Jack, Chiwawa, Logans Fort, Abiqua (Cities Service); Steel Apprentice, Steel Scientist, Steel Director, Steel Chemist (Isthmian); Keystone Mariner, Gateway City, Azalea City, Afoundria (Waterman); Longview Victory (Victory Carriers); George Uhler (Southern), Christine (Carras); Louisiana (Seatrain); and Trojan Trader (Trojan).

### Sign-Ons

Steel Rover, Steel Scientist, Steel Director (Isthmian); George Uhler (Southern); Robin Tuxford (Robin); Keystone Mariner, Gateway City (Waterman); Barbara Fritchie (Liberty Navigation); Greece Victory (South Atlantic); and Julesburg (Mathiasen).

### In-Transits

Chickasaw, DeSoto (Waterman); Steel Apprentice, Steel Designer (Isthmian); Seatrain New Jersey, New York, Georgia, Texas, Louisiana (Seatrain); Alcoa Pioneer, Partner (Alcoa); and Massmar (Calmar).

All of these ships were in fairly smooth shape and were squared away without any major beefs.

### Change Office Setup

We have made a change in the office setup on the second floor. In order to better service the membership we have moved all of the facilities of the headquarters office into the dispatch hall, including the patrolmen. This means that you will now be able to register for shipping, pay your dues, settle your beefs or take care of any business that is normally handled by the port agent all in one place. This, in turn, gives our Welfare Department more office space in which to take care of our members who require their assistance in handling their personal problems.

We feel that this will make for smoother and more orderly handling of Union business, since it will eliminate the crowding that resulted when both the Welfare Services and the patrolmen were operating out of the same office. Welfare Services will now have that office to itself.

The outlook for shipping in the next two weeks is good, as we have quite a few ships scheduled to arrive for payoff, and also a couple of ships due to come out of temporary lay-up.

Claude Simmons  
Asst. Secretary-Treasurer

## A & G SHIPPING RECORD

### Shipping Figures May 6 to May 20

PORT	REG.			TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
	DECK	ENGINE	STEW.					
Boston .....	16	22	27	65	12	7	11	30
New York .....	206	175	181	562	150	139	118	407
Philadelphia .....	54	32	36	122	63	51	44	158
Baltimore .....	147	130	89	366	127	84	57	268
Norfolk .....	32	34	16	82	23	20	10	53
Savannah .....	15	13	25	54	19	16	26	61
Tampa .....	11	13	59	83	11	7	60	78
Mobile .....	53	47	51	151	39	34	34	107
New Orleans .....	103	81	91	275	95	80	106	281
Galveston .....	48	50	42	140	64	39	33	136
Seattle .....	41	33	34	108	35	43	25	93
San Francisco .....	40	36	31	107	45	39	38	122
Wilmington .....	15	15	12	42	6	10	3	19

# IN THE WAKE

El Salvador, or simply Salvador, is the correct name of the Central American republic, which is the smallest and most densely populated country on the mainland of the New World. Many reference works; however, still state that El Salvador was discovered by Columbus, who, as a matter of fact, never visited that country. The mistake is probably due to confusion with the name of the West Indian island in the Bahamas on which Columbus made his first landing in the New World on October 12, 1492. This island, although known to the natives as Guanahane, was called San Salvador by Columbus, and is identified with present-day Watling or Watlings Island.

The first American ironclad warship to go to sea was neither the Monitor nor the Virginia (ex-Merrimac), but was the Galena, a corvette launched at Mystic, Conn., in February, 1862. Actually, there never was a battle between ships called the Monitor and Merrimac. The Merrimac became the Virginia after Union forces abandoned the Norfolk Naval Yard, and the Confederates raised the ship, then a powerful steam frigate, and converted her into an ironclad they renamed the Virginia. This was the name under which she met the Monitor in the battle which revolutionized naval warfare.

Cuba is known as the Queen of the Antilles because it is the largest and richest of all the West Indian group of islands. Before Columbus made his first voyage to the New World, Antilia or Antilla was the name given to a legendary island in the Atlantic lying about halfway between the Canaries and India. Later the name became identified with the land discovered by Columbus, and when it was learned that this consisted of a group of islands the plural form of the word was adopted. The Antilles are divided into two groups, the Greater Antilles, comprising Cuba, Jamaica, Haiti and Puerto

Rico, and the Lesser Antilles, including all the rest.

In ancient times Gibraltar was known as one of the two Pillars of Hercules, the other being the promontory of Abila on the African side of the Strait of Gibraltar. According to one fable, the two peaks were united as a single mountain range until Hercules, the strong man of Greek mythology, tore it apart to make a water passage from the Mediterranean to the Atlantic. Whales are among the fastest growing of all mammals and generally reach nearly their maximum length and weight by the end of their second or third year. A young blue whale puts on weight at the rate of 200-300 pounds a day.

Maelstrom, pronounced maelstrum, is the name of a famous whirlpool lying in the Arctic Ocean off the northwest coast of Norway. Centuries ago navigators believed that the Maelstrom would engulf and destroy any vessel that came within its reach. One English sea-captain, writing in 1560, said it made such a noise that it shook the rings in the doors of houses ten miles away, and it was believed that even whales were drawn into it and destroyed by the violence of its whirling waters. But the chief danger is not that of being sucked into the whirlpool, as legend supposes, but of being dashed to pieces against the rocks.

A phenomenon commonly called "the sun drawing water," where beams of sunlight appear as streaks running from the sun toward the horizon, rests on the popular belief that the sun draws up vapor by attraction from bodies of water on the earth. Where it appears, the phenomenon is regarded as a sure sign of rain. Actually it is produced when the sun shines through rifts in the clouds, and the paths of the beams are made visible through the illumination of dust and other particles in the atmosphere.

# THE INQUIRING SEAFARER

Question: Are you in favor of having pets aboard ship?

**Bernard Mace, cook and baker:** Sure, but I think the person who brings the pet aboard should be responsible for cleaning up after it. Sometimes some trouble comes up about who's supposed to clean up after a pet, and this can cause a lot of hard feelings among the crew before it's settled.



**F. Vargas, deck engineer:** Pets are good things to have on a ship. I like dogs especially, because they make good pets for the whole crew. A dog is always a good pet, because the men on the ship can play with him, and it helps to keep the crew happy. It's good on a very long trip too.



**Kenneth Emerson, pumpman:** I believe that having a dog aboard ship is good luck. A dog always makes a good companion for the crew. I've taken a few dogs aboard ship, and it's always made the trip a lot nicer, although once in a while, you find a captain or chief mate that's against the idea.



**Juan Rodrigues, FWT:** I like any kind of a pet aboard ship. The best way to work a deal like that, is for the crew to chip and have everybody take care of the pet. On some ships, they even use the ship's fund to take the dog to a vet if he happens to get sick. That way, it's everybody's pet.



**C. G. Fitz-James, deck engineer:** In some cases, a pet is alright, but I've found after 53 years of sailing that a pet usually causes trouble on the ship, and it isn't a good idea to have one aboard. There's usually an argument about who's going to take care of the pet, and whose pet it really is.



**Chris Voss, cook and baker:** I like pets anyway, and have a dog of my own, so I'm always glad to see a pet aboard ship. It makes a ship seem a lot more like home, and makes the trip seem a lot shorter when you've got a pet that will take up some of your spare time and keep you interested.



# MEET THE SEAFARER



A. J. SNIDER, Ch. Steward

It's seldom that a man will go to sea, then work ashore for almost 40 years, and then go back to sea again, but that's just the way that A. J. Snider worked it. Even stranger is the fact that since he's been back to sea his whole family has become pretty much of a seafaring family.

Snider's first taste of the sea was way back before World War I, when he served a hitch in the Navy. He spent plenty of time at sea, and then, when his hitch was up, he got out. But, shortly after that, the US got into the war, and Snider found himself in the Army.

"I didn't like the Army quite as well as the Navy," he says, "and when my time was up, I got right out. By this time I knew quite a bit about cooking, and so I spent the rest of the time working in different restaurants and hotels. I found the work interesting and good, but I still kept thinking about going back to sea. I didn't quite make it until 1943. I was working ashore all that time."

### Got a Tanker

But, in 1943, Snider did make it, and shipped out on a Standard Oil tanker. World War II was going strong along about that time, and Snider was going through his second war. All during World War II, he sailed, making trips in all of the theaters of war.

Almost all of his wartime trips were aboard tankers, a very unpleasant type of ship to be aboard when you're carrying a full load of high octane gas and there are plenty of subs and enemy bombers roaming around. "We traveled in big convoys most of the time," Snider says, "and some of the ships around us got it, but none of my ships were ever hit."

### SIU Organizer

Then, after the war ended, Snider sailed on some more tankers for a while, and then heard that the SIU was beginning an organizing drive in the Cities Service fleet. "I had sailed Cities Service for a while before that," says Snider, "and when I heard the SIU

was going into that fleet, I figured that this was my chance to help. I've sailed plenty of tankers, and I know the miserable kind of conditions they had on those unorganized tubs."

So, Snider went into Cities Service and worked as an organizer for the SIU. He worked hard, and in June, 1948, he got his SIU book. "I've never regretted that decision," says he.

He's been sailing SIU ever since, and although he still prefers tankers, he says that sailing them under the SIU banner "is a lot different than it was before the SIU got a contract. We never even dreamed of welfare benefits like the maternity benefit, hospital benefit, disability benefit, death benefit and scholarships, and we never thought we'd make the kind of money that I make under the SIU contract."

"Since I've been sailing with the SIU," he says, "I know what it is to belong to the top outfit in maritime. Now, I've got a Union that will back me up in my beefs, and make sure that something is done about them. You don't get that sort of thing in an unorganized fleet, and you don't get the big SIU payoffs either, because there's never much overtime allowed."

### Seafaring Family

Snider's whole family is pretty much seafaring now, he says. His son is sailing as a chief engineer, and was recently aboard the William Cullen Bryant. His daughter is married to a merchant marine radio operator, "and," says he, "my wife is married to me."

Right now, Snider's waiting around until he sees a ship that he wants. "I always have liked those runs to South America around this time of the year," he says, "like the trips down to Argentina. They're fine for this season. I also like the runs to the Far East, but they're usually best on a freighter. This time, I figure that I'm going to grab another tanker, and if I can get one going down to South America, I'll be happy about the whole thing. With this new tanker agreement, everything will be fine."

## The Seafarers Puzzle

ACROSS

- Shipping company
- Fall behind
- Union headquarters
- Gulf between Arabia and Somaliland
- Island group, N central Moluccas
- Arrow poison
- Strong
- Andreanof Island
- Tricky
- Former Giant manager
- Make a mistake
- Sole
- Up to date
- What some islands are made of
- Jap coin
- Tiny
- Vaughan, former ballplayer
- Made a trip
- Greek hero
- Cheer
- Name for Dad
- Adjust
- Make possible
- Group in Congress
- Devilfish
- Isthmus of Malaya
- Where London botanical gardens are
- Cleveland ballplayer
- Waterman ship
- fly
- Cape in Mass.
- Bumps
- New Zealand timber trees
- Ruler of Tunis

DOWN

- Once around a track: Pl.
- Buddha
- Area inside the Narrows
- Compass bearing
- High
- Adjoin
- McDougal of the Yanks
- Caught by ear
- Waterman ship
- Bull, former race-horse
- Albanian coin
- What ship does in storm
- Long time
- No
- Crewmembers
- Harvest
- Barber's call
- What Welfare Fund provides
- N. African port
- Caroline island
- Dodger pitcher
- Commotion
- Sail back and forth
- Winged
- Gulf-coast inlet
- The ocean
- Martin, private eye
- Island between Corsica and Italy
- Indies
- Summer time in NY
- An exclamation
- Passing fancy
- Word ending

(Puzzle Answers on Page 25)

1	2	3	4	5	6	7	8	9	10	11	
12				13				14			
15				16				17			
18				19				20			
		21	22			23			24	25	
26	27					28			29		
30						31			32		
33						34			35		
36						37			38		
		39				40			41	42	43
44	45					46			47		
48						49			50		
51						52			53		

## TEN YEARS AGO

Jacques Mornard, confessed killer of Leon Trotsky, was sentenced in Mexico City to 20 years in prison. The New York State Court of Appeals declared unconstitutional the local law which prohibits itinerant peddling in New York City streets. The SIU published the exchange rates of money for seamen in foreign ports.

President Roosevelt issued an executive order intending to bring all items affecting the cost of diving under price ceilings. The employment of alien seamen of the SIU on American, Panamanian, and Honduran vessels chartered to the WSA was fought for militantly by the Union. Bolivia announced a state of war with the Axis countries in a special presidential decree which ordered mobilization carried out. In the Sicilian Narrows, US planes reported shooting down 27 Axis planes, including 18 Junkers—42 transports carrying gasoline to Marshall Erwin Rommel.

Wilhelmshaven was raided for the third time within a week when Canadian bomber squadrons, with British units, carried out their largest attack of the war. Point-rationing of food went into effect throughout the US. The SIU ap-

plauded a move by the House Merchant Marine Committee which approved a bill to preserve the status of merchant seamen as private employees while serving on vessels owned or operated by the government through the WSA. Syracuse, Sicily, was bombed by British planes. In Tunisia, a US force captured Sheitla, 23 miles from the Kasserine Pass.

Prime Minister Winston Churchill arrived in Washington with a staff of military and naval experts and was lodged at the White House for his fifth war conference with President Roosevelt. Washington revealed that on May 11 US Army forces landed on the Island of Attu in the Aleutians. James F. Byrnes, Director of Economic Stabilization, restored the authority of the National War Labor Board to make wage adjustments "to aid in the prosecution of the war or correct gross inequities," provided such adjustments did not increase prices or increase production costs. Union demands to arm merchant ships were paying off as two SIU ships, the William Moultrie and the Virginia Dare, shot down 15 Nazi planes, damaged many more, and drove off innumerable Nazi subs and surface raiders.

# SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

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



## Company Unions

This issue of the SEAFARERS LOG reprints a study of the operations of company unions that appeared last week in the "Atlantic Fleet News," publication of the Atlantic Tankermen's Organizing Committee. We think a careful reading of this study will convince any doubters that every company union everywhere must, of necessity, fall into the same pattern—one of absolute company control.

It all boils down to the fact that a union can't be one-quarter free, or half-free of management. Either the union is independent of management or it is management-controlled.

In some respects, these company unions resemble the so-called unions that exist behind the Iron Curtain. Both the company unions and the Soviet unions boast that they never call a strike. Of course we know that they don't dare to. Both types of unions also have officials who are on the payroll of the employer, which in Communist countries is the government. And from that we draw the obvious conclusion that both types of unions exist only as a front and cover-up, a means of making the membership toe the line.

Here in the US, the company unions in the tanker industry, such as the so-called Atlantic Maritime Employees Union, have another characteristic. They operate out of the offices of a company union lawyer. They existed in Cities Service, before the SIU signed up that company, it exists in Atlantic, in Socony, in Tidewater and in Esso, to name a few. These company-union lawyers are so efficient, it appears, that they can run whole strings of unions off one telephone switchboard.

Obviously, these self-styled unions can operate that way because they don't do anything. If you don't service the membership you don't have to have offices, hiring halls, dispatchers, patrolmen to settle beefs and so on. You get one room in an office building and let the company do the rest.

Of course when a real union like the SIU comes along, the company union folds like a pack of cards because it has no organization and no following. That's why today Atlantic tankermen are deserting the AMEU in droves. It figures that way.

~ ~ ~

## Drawing The Line

The fight to save the USPHS hospitals has just about reached the crucial stage. With four hospitals doomed, the SIU is centering its efforts on saving the Savannah hospital, the only one on the entire South Atlantic Coast.

In a sense the fight for the Savannah hospital is more than just an attempt to keep one hospital open. For several years a move has been on in Washington to cut back hospital facilities for seamen, so that in the past hospitals have been shut down in several major ports. As a result, hospital facilities for sick and injured seamen are at a bare minimum.

The Union believes that the whole concept of marine hospitals is under attack after a century and a half of successful operation. Those who are opposed to the hospitals are nibbling away piecemeal because they know that an attempt to destroy them in one blow would stir up a hornet's nest of opposition.

It's time then, to draw the line at Savannah. The Union will make every effort to persuade the Senate that this hospital at least, should remain in operation.

~ ~ ~

## Distinguished Visitor

Since SIU headquarters opened, it has been a magnet that has drawn visitors from all walks of life who were interested in inspecting the facilities and operations of the Union. The SIU is particularly pleased that one of its recent visitors was Judge Arsenio Roldan, head of the Philippine Court of Industrial Relations.

Judge Roldan has a wide reputation at home as a man of broad experience and basic understanding of labor relations problems, coupled with a keen desire to do justice for unions and management in the islands. As a country that just recently obtained its independence, the Philippines is fortunate in having a man of Judge Roldan's caliber at its service.

# LETTER of the WEEK

## Protests Cutting USPHS Services

To the Editor:

It is with a great deal of interest—and, I must add, dismay—that I have been reading the current newspaper and magazine articles regarding the crippling cuts in the US Public Health Service program which the administration in Washington is now proposing under the guise of "economy."

I am concerned, of course, about the entire USPHS program; but what I am primarily concerned with at the moment is the effect that the crippling of this program will have on the USPHS hospital in Savannah, Ga., and I am writing you to ask you to please do what you can to help prevent the closing of this institution.

As you know, the Savannah hospital is the only marine hospital on the South Atlantic coast, and because of this fact, the problems posed by its closing would be much more than purely local ones.

The Marine Hospital at Savannah, now renamed the Public Health Service Hospital, is the hospital service for American merchant seamen at the ports of Charleston, S. C.; Savannah, Ga., and Jacksonville, Miami, Tampa and St. Petersburg, Fla. And of course merchant seamen, who may come from any of the 48 states, or none of them, have no claim on hospital treatment in any port except in the marine hospitals, and the marine hospital service was started with funds from merchant seamen.

### Transportation Problem

Even now it is a burden to transport patients from the ports mentioned above, and minor South Atlantic ports, to Savannah. It will be even more difficult if the Savannah hospital is removed, and will bring additional suffering and possibly preventable death to American seamen who may be sick or injured.

Savannah has no public hospital. All the hospitals here are privately owned and, in my opinion, mismanaged and inadequate. In case of a major disaster in any part of this section of the country, the USPHS hospital would be an immediate necessity. To civilian defense, in which I am a volunteer worker, the removal of this hospital would be a major calamity, so that the removal of the service rendered by this lone hospital over such a large area seems almost an uncivilized act.

The President, Senators, Representatives and policy-making heads of the major political parties should realize also that the section served by this hospital is in what is known as the "hurricane belt." The use of all hospital facilities at above their normal capacity, in the event of such a natural disaster, is a threat not only to the needs of all our American merchant seamen but to our entire civilian defense program as well.

Harold B. Lapp

(Ed. note: The Union is bending every effort to have funds restored for the Savannah USPHS hospital as well as appropriations to continue its work on medical research.)

## 'D'ya Think This One Will Get By?'



## LABOR ROUND-UP

Slashes in the Labor Department's budget for 1954 will cost it about 623 jobs, or about 10 per cent of its personnel, according to Labor Secretary Martin P. Durkin. Commenting on the action of the House Appropriations Committee in lopping off \$42 million off the department's estimated needs, Durkin said it was going to be difficult to operate his department unless President Eisenhower could talk Congress into restoring some of the money. He also said layoff notices would go out immediately, and that some of the Wage Hour Administration offices would have to close.

When the Peoria (Ill.) "Chiefs" of the Three-I baseball league played the season's first at-home game recently, they appeared at a ball park up to Class A standards and as good as many fields in Class AA cities because of work done for them by AFL unions. Undertaken as a civic project so that fans could enjoy big-time baseball again, the work was performed without charge by more than 150 AFL members. Besides the Painters, Roofers and other building trades members, the Electricians turned out to erect light poles and install wiring to illuminate night games.

Things are quieter now around the Seminole, Okla., telephone exchange, but it took a work stoppage by girl members of the CIO Communications Workers to obtain relief from the "screaming meemies." The supervisor yelled so loudly that the operators complained "you could hear her from one end of the switchboard to the other." The company, however, failed to heed the protests lodged through a steward, and finally the girls stopped work and one picketed the exchange with a sign reading, "the loud-mouthed boss must go." They returned to their posts when a CWA representative obtained an agreement from the management for a full investigation of the grievance.

More than 500 persons attended the annual memorial service of New York Typographical Union 6 (Big Six), honoring the 209 members who died during the past year and the thousands of others who had been members of the local during the 103 years of its existence. Big Six members have always re-

sented tyranny and totalitarianism, both in government and industry," Local President Laurence H. Victory told the assemblage, "and have participated in the efforts for peace and war to preserve the integrity of those principles they believed in and lived by. Today we memorialize them, whether they fought this evil on the battlefield or against it in the arena of industry."

Industry must take advantage of the present "breathing spell" in the cold war to train skilled workers, says Secretary of Labor Martin P. Durkin. Durkin, president-on-leave of the AFL Plumbers, told the convention of the Heating, Piping and Air Conditioning Contractors Association that the Korean war had exhausted the supply of skilled mechanics, and that "poorly trained or partially trained workers had to be used." Warning that the "breathing spell" might end overnight, he urged management "to use this precious time to add to the supply of skilled craftsmen as quickly as proper training permits."

The way to lick Communism, Dave Beck, president of the Teamsters Union, told the Laundry Workers convention in Chicago, is to pay workers enough so that they can own their own homes and educate their children properly, and to recognize men and women for their character.

A real labor man is Thomas E. Paul, 41, newly-elected business manager of Progressive Lodge 125, International Association of Machinists. Paul's late father was active in organizing the Hod Carriers in 1890, his brother Frank is an executive board member of AFL Electrical Workers Local 9, and his late brother Joseph was active in Plumbers Local 130.

"Off the road" workers of construction companies must be paid in accordance with the federal wage-hour law, the Supreme Court ruled in two cases against the Alstate Construction Co. of Harrisburg, Pa., and Hempt Brothers of Camp Hill, Pa. Men engaged in preparing and hauling material used to surface interstate highways were designated as "engaged in commerce" by the court.

# The 2nd Seafarers Art Contest



The three judges get in a corner while picking the winning works in the Second Annual Seafarers Art Contest. Left to right are: Bernard Seaman, Staats Cotsworth, and John Gordon, while in conference, as they discuss their choices. The entries were of such high quality that many of the choices proved difficult for the judges to make, and they declared one tie in the oils.

Today's Seafarers don't limit their talents to painting their ships or splicing line, and they proved it in the Second Annual Seafarers Art Contest. In the words of one of the judges, John Gordon, Brooklyn Museum's curator of painting and sculpture, "The entries are of surprisingly high caliber."

The SIU men themselves proved that holding the contest every year is a good idea by making this contest an even bigger success than the first one held last year. Over 115 works by the men of the SIU were entered in the contest, and in addition to being exhibited for over a week in the New York headquarters, many of the works were also exhibited at the New York Architectural League under the sponsorship of the New York Public Library.

In addition to Gordon, the panel of judges included Staats Cotsworth, NBC radio and TV star and an artist in his own right, and Bernard Seaman, LOG art editor. Hundreds of persons from outside the Union, and hundreds of Seafarers in New York, visited the exhibition held at headquarters.

Those winners who were in New York at the last membership meeting were presented with their awards at the meeting. All the winners will get handsome gold SIU emblem rings, properly inscribed, as their reward.

Unfortunately, all the Seafarers who entered their works could not get prizes. In many instances, the judges were hard-pressed to make their choice because of the high quality of most of the entries. In the Oils division, they were so hard-pressed that they decided on calling a tie for third prize.

The Second Annual Seafarers Art Contest is now over. Its great success, however, guarantees that there will be an even bigger and better Third Annual Seafarers Art Contest coming up next year.



Second Prize winner in the watercolors division, an abstract by Bert Suall, gets a ribbon pinned on by one of the panel of judges, John Gordon, of the Brooklyn Museum.



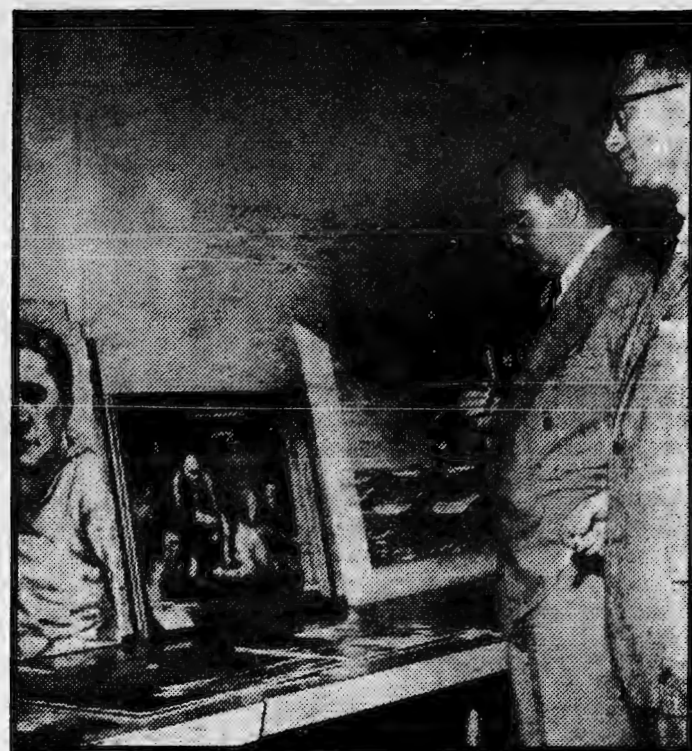
Bernard Seaman, LOG art editor, pins a ribbon on a painting by Hans Skaalegaard, which tied for third prize in the oils division of the contest.



Staats Cotsworth pins the First Prize ribbon on an oil painting of a scene in a smoke-filled bar, which was entered in the contest by Seafarer Walter Schnyder.



Some of the contest winners, at the membership meeting, examine a hand carved desk set done by M. Andreesson. Left to right are: L. William Hope, Andreesson, Walter Schnyder and I Weisbrot. The desk set by Andreesson won second prize in handicrafts. The winners, who were present, got their awards at the membership meeting.



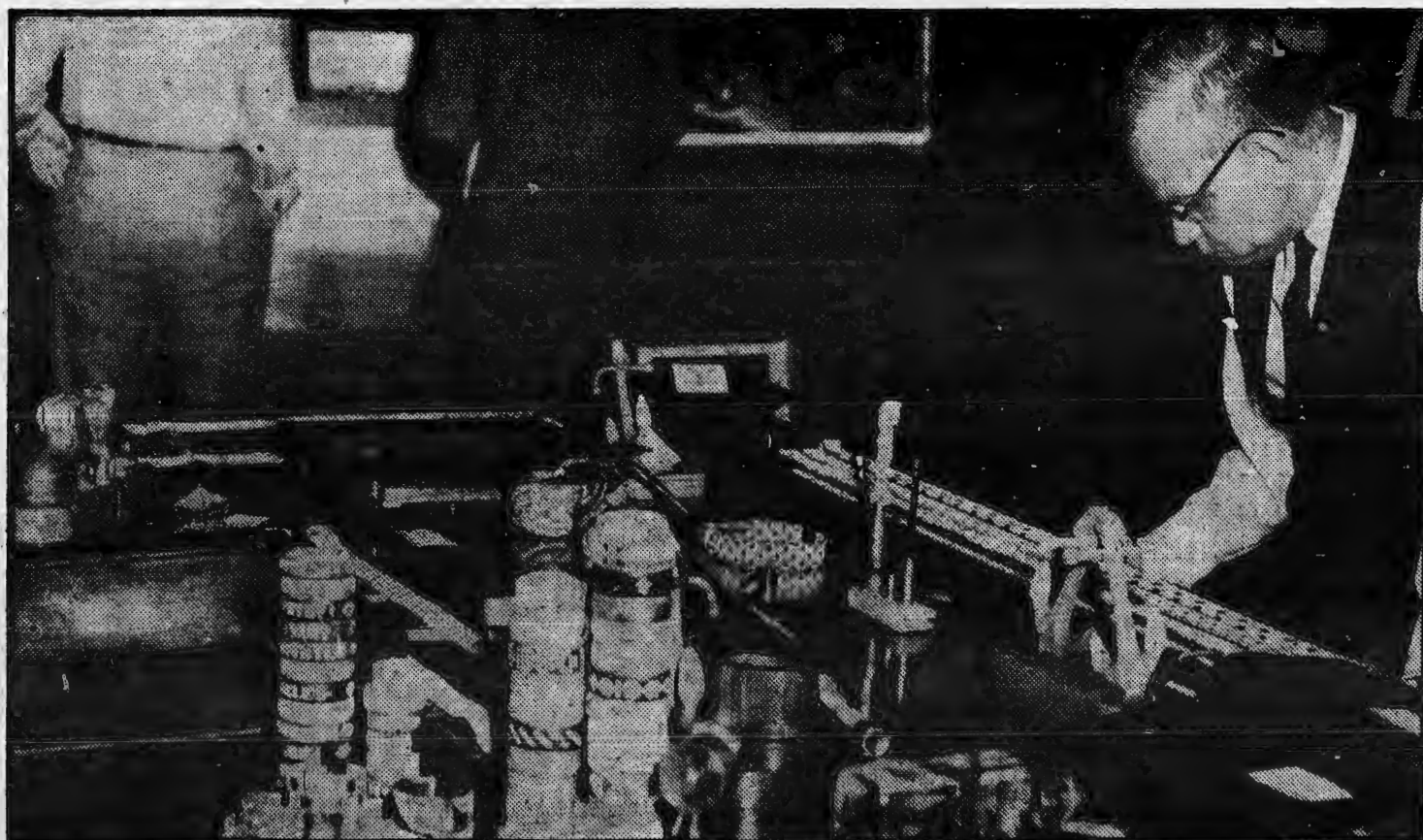
W. H. Coburn (right), minority staff director of the Senate Labor Committee, and R. Murdock, SIU Washington counsel, give study to entries in the oils division.



Mike Rozalski, AB, looks at some handmade bracelets, while Willard Blumen, OS, has a serious look as he studies one of the other entries in the art contest.



Seafarer Hans Skaalagaard's large oil painting of an old sailing ship catches the attention of Jack Toale, OS; Roderick Smith, bosun, and Francisco DiPietro, DM, while almost surrounded by other entries. While some of the oils line the wall, some of the entries in the handicrafts division can be seen on the table in the right foreground.



Here, a Seafarer carefully examines some knot belts, which won first prize, along with some of the other entries in the handicrafts division of the contest. The most entries were made within this division. Of the more than 115 entries in the contest, over 65 were in the handicrafts category. This was in contrast to last year, when the oils division was the largest in the contest.



John Friend, pumpman, and John Sorel, AB (right), examine a hand-carved pipe rack that was entered by M. Andreesson, who won second prize in handicrafts for another entry.

# MARITIME

A Great Lakes tonnage record for iron ore, coal and grain was established in April when vessels hauled more than 16½ million tons, the Lake Carriers' Association has reported. The previous mark, set in 1949, was topped by about 2,000 tons, said the association, which attributed the new record to the excellent weather conditions during the early part of the month.

A Brooklyn, NY, delegation, headed by Brooklyn Borough President John Cashmore and John W. Hooper, president of the Brooklyn Chamber of Commerce, has asked the House Appropriations Committee to allot funds to deepen the Gowanus Creek Channel, Brooklyn's major inland waterway and New York's tenth busiest waterway. The channel, a four-fifths-of-a-mile stretch between Gowanus Bay and the Gowanus Canal, is mainly 26 feet deep. Three years ago Army engineers estimated it would cost the Government \$278,000, and other groups, including pier owners, about \$141,000, to deepen the channel, and last July Congress approved a recommendation by the engineers to dredge the channel to 30 feet because of the larger ships using it. The House committee, however, never got around to appropriating the necessary funds.

The Ambrose Channel Lightship, which guards Ambrose Channel, the main approach to New York Harbor, and which is the Coast Guard's newest and most modern craft of its type, has been fitted with a new high-intensity light of British design. The light, which has a capacity output of five million candlepower but will operate with a brightness of only 250,000 candlepower, has been installed on the 128-foot craft's mast. It is specially mounted to remain on a horizontal plane regardless of the vessel's movements, and its flashes will follow a pattern slightly different from that displayed in the past.

Commerglal Barge Lines, Inc., of Detroit, with extensive water carrier rights to transport automotive vehicles and other commodities on inland waterways, has asked the Interstate Commerce Commission to enlarge its rights to transport imported motor vehicles north from New Orleans to Memphis, Joliet, Chicago, Evansville, Louisville and Cincinnati, and to carry rejected vehicles back to New Orleans.

The Florida Senate has asked Congress to make a treaty with Mexico so American shrimp boats, many of them from Florida, would not be seized on the high seas. Several Florida boats have been seized in recent months by Mexican authorities who said they were fishing in Mexican waters.

Nearly 400 more merchant ships, grossing three million tons, were afloat at the end of 1952 than a year earlier, the Federal Maritime Administration has announced. The compilation—which excluded all ships built for special non-cargo duties, those owned by military forces and those in service on the Great Lakes and inland waterways—showed the US again in first place with 3,440 vessels registered in American ports, although 83 had not been returned by the Soviet Union since the war and eight were on charter to Philippine ship-owners. The United Kingdom was in second place with Norway, Sweden, France and Panama following in that order. Japan, Italy and Liberia showed the largest increase in number of ships during the year, while three nations—Saudi Arabia, Czechoslovakia and Morocco—appeared on the roster for the first time.

A revised report on the ports of Oakland, Alameda, Richmond and other ports on San Pablo Bay, Carquinez Strait and Mare Island Strait in California has been issued by the Board of Engineers, for Rivers and Harbors of the Army Corps of Engineers and the Maritime Administration. The report includes information on the technical phases of operation and administration of the ports, port and terminal charges, volume and flow commerce, communication facilities and port facilities and services.

The steamship tender *Isolde* has been accepted for duty by the Commissioner of Irish Lights. The 12-knot, 1,812-ton craft, with air-conditioned accommodations for 40 persons, is the largest built in Dub in's Liffey Dockyard since 1937.

Extensive renovating work is scheduled to start shortly on the 11,600-ton Japanese freighter *Hikawa Maru* to make her into a combination passenger-freighter and thus make her the first Japanese vessel to return to the passenger trade since the war. She is the only survivor of the pre-war Japanese passenger fleet and was making the US-Japan run then. She will be outfitted to take 34 first class passengers and 200 third class. In her pre-war days, she had facilities for 76 cabin class, 69 in tourist class and 186 in third class. However, the company says that the present conversion will not cut down her freight capacity, and that the ship will stay on scheduled runs.

# SEAFARERS in ACTION

The job of a ship's delegate often involves a variety of duties. Ordinarily the delegate is supposed to represent the men in dealings with the ship's officers, but all sorts of problems have a habit of coming up on the ship, and the good delegate has a way of wading into them and taking care of things in style, to the satisfaction of the crew.

One such situation arose on the *Steel Surveyor* (Isthmian) where one of the brothers was left behind in a hospital in Calcutta, India. Ship's delegate Percy J. Libby took up a collection and got together enough money and cigarettes to keep the brother well supplied for the duration of his stay.

Libby is a Yankee from Maine who settled down in Louisiana. He's 58 years old and has been a member of the Union since December, 1946, joining in the port of New Orleans. He and his wife now make their home in Abita Springs, La.



Fox

Seafarers on the *Petrolite*, a Mathiasen tanker, posed a different kind of problem when they decided it would be a good idea to have a radio and record player to pass the time of day in the ship's recreation room. Ship's delegate Henry J. Foy took upon himself the job of purchasing the equipment for the crew.

Foy has been a member of the Union for 6½ years, joining in the port of New York in November, 1946. He's 49 years old and a native of North Carolina. He sails on deck.

Another delegate who got words of praise from the crew for handling his job in top-notch fashion was Robert Schlager of the *Holystar*. Schlager in the crew's opinion was doing well and was drafted to keep the job for another trip.

Schlager is a Brooklyn boy all the way, having been born here 26 years ago. He joined the Union in New York City in November, 1945, and sails in the deck department.



Schlager

# On the Job

## Using Oxygen Breathing Apparatus

All offshore ships are required to carry oxygen-breathing equipment. The chief use for the apparatus is to permit a man to go into a tank where there is not enough oxygen, either because it has been absorbed by rust, driven out by oil fumes or consumed by fire or smoke.

While the apparatus is excellent protection, it is far from foolproof. It can get out of proper working order with disastrous results. And one of the worst things that can happen is to run out of oxygen.

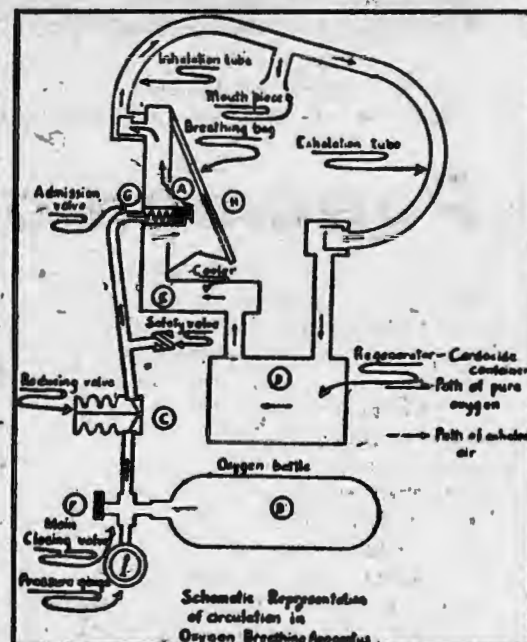
The main features of the apparatus include a breathing bag into which and from which the wearer breathes, a steel cylinder containing oxygen under pressure, a reducing valve which permits low pressure release of the oxygen into the breathing bag, and a regenerator containing chemicals which absorb carbon dioxide from the exhaled breath.

### No Air From Atmosphere

The oxygen-breathing apparatus is a closed system in that the wearer is not obtaining air from the atmosphere or discharging air to it. As such it differs considerably from the gas mask, which simply purifies air breathed through it. A gas mask cannot be used in any atmosphere where a flame safety light will not burn.

From the mouthpiece of the mask, air breathed out passes through the exhalation tube into the regenerator, where the carbon dioxide is removed. From the regenerator the air goes through a cooler to remove heat and back into the breathing bag where it is mixed with fresh oxygen and drawn back into the lungs. In other words, the wearer is breathing the same lungful of air each time, but with each breath the carbon-dioxide is removed and fresh oxygen added.

Since the oxygen is stored under very high pressure (about 2,000 pounds per square inch) a system of valves is needed to reduce pressure to usable dimensions. This is accomplished in the reducing valve. A second valve, the admission valve, automatically controls the admission of oxygen to the breathing bag.



Before using the apparatus, it must be tested to assure that it's in good working order. Place the apparatus in an upright position, leaning forward slightly. The pressure gauge valve is opened one full turn, and the main closing valve three full turns. A full cylinder will then register 135 atmospheres on the pressure gauge. When the main closing valve is shut again, the pressure gauge hand should remain constant. If there are leaks, the hand will move slowly toward zero. Leaks can usually be corrected by tightening up on nuts. The breathing bag and mouth piece assembly also have to be checked for leaks. The bag is inflated by blowing into the mouthpiece and blocking off the opening. If the bag collapses when squeezed it means there are leaks in the bag or at the connections.

Those models with a nose clip must be tested simply by trying the clip on and seeing if it is possible to breathe easily. The regenerator has to be filled with Carboxide which will rattle when the apparatus is shaken.

### Clear Out Nitrogen

Another important safety procedure is to clear the nitrogen out of the system. The nitrogen is not used by the body, nor is it absorbed in the regenerator. After a while, the nitrogen will build up to the point that the wearer is not getting enough oxygen and will collapse. Therefore it's necessary at 15-minute intervals to clear out the dead air by shutting off the exhalation tube with the hand. The breather then inhales from the apparatus and exhales through the saliva trap four times, by pressing on a button at the bottom of the trap.

Oxygen apparatus, when fully charged to 135 atmospheres, will support life for a period of approximately one-half hour. It will last longer where less strenuous work is being done. Therefore it's extremely important for the wearer to keep check on how long he has been working. For one thing, he should see how many atmospheres are used to get from open air to where he is working. If it takes 20 atmospheres to get into the compartment, he should allow at least 40 atmospheres to get out.

That's why it's so important to glance at the gauge frequently. Once the bottle is empty, the wearer will pass out in a few seconds with possible loss of life.

## Burly



## Peaceful Solution

By Bernard Seaman





Two crewmembers of a Panamanian ship eat dinner in their messroom. Tin pans and cups, and bare plank benches are standard on almost all of these ships. Many, however, are reported to be a lot dirtier than the one pictured here. The food is usually reported "scarce and poor."

## Panamanian Ships Get Worse

(Continued from page 9)  
 stowaways members of the crew, and paid them with two pairs of khaki work clothes and some cigarettes.  
 "The purser kept the books on our overtime, and even though we worked long into the night and on weekends, we were never allowed to collect more than \$30 overtime for a long voyage."

Another time, he says, the Panamanian ship he was on was sold in Italy. "We were just left there on the beach. They even sold the slopchest, which contained some of our personal gear and was under customs seal there. We never got paid for the gear."

Bertling also notes that the Pan-

amanian ships are still sailing with inexperienced officers. "Only one mate on here has a license. All the others," he says, "are relatives of the owner."

### Saw SIU At Work

Sibelle says that, "when I was in New York, I saw how the SIU works and what it has done for its members. I read the SEAFARERS LOG whenever I can find a copy,

and know your Union through the paper, also. I hope the day will come when the Panamanian ships will also be under contract to a union like yours, which will protect and benefit the men. I hope that some day I may be able to become a member of your wonderful organization and sail under the great conditions that the SIU has won for seamen."

## MD's Paper Says Docs Overcharge

WORCESTER, Mass.—The local medical society here has admitted that union members and others covered by insurance-type medical plans are taking a beating on fees. Unions whose contracts provide Blue Shield or other hospitalization and medical benefits have protested for some time that doctors are boosting their fees to take the insurance money plus additional payments.

The monthly publication of the Worcester District Medical Society declared that some doctors are now behaving money-hungry. Where they formerly accepted a basic fee from the patient, they now take the same fee and the insurance coverage. The result is that the value of the insurance is minimized or destroyed.

## More Moms, Work To Help Budget

WASHINGTON — More than doubling in 12 years, one out of every four working women in this country is a mother of a child under 18, a Woman's Bureau study disclosed. In 1940 it was only one in nine mothers with children under 18.

The 1951-52 study covered 28 towns and cities in which more than 14 percent of the urban woman labor force is located. In half the cities the number of working women in 1950 was from 50 to 75 percent greater than ten years previously.

## Is The Ol' Miss Leaving New Orleans?

NEW ORLEANS—Is the Mississippi River moving away from New Orleans? U. S. Engineers say it is, and at such an alarming rate that city and state officials are gravely concerned about it.

The flow of water down the Mississippi is being diverted into the Atchafalaya River above New Orleans. A table prepared by the U.S. Engineers shows the proportion of water flowing down the two streams has changed drastically since 1900 when 87 percent of the flow was through the main Mississippi channel and 13 percent through the Atchafalaya. By 1952, Mississippi flow had dropped to 70.7 percent and the volume of water passing through the Atchafalaya had increased to 29.3 percent.

The Atchafalaya, which empties into the Gulf at Morgan City, is connected with the Mississippi by a short stream known as the Old River.

### Want Control

Representatives of the Louisiana Board of Public Works and the City of New Orleans recently appealed to the Mississippi River Commission to begin work on control measures to prevent the change in the Mississippi's course. William G. Zetzmann, chairman of the public works board, predicted that on the basis of "irrefutable evidence" the Atchafalaya will complete its capture of the Mississippi by 1975 unless control measures are taken.

Mayor deLesseps S. Morrison of New Orleans said the shortage of water in the Mississippi already is creating a problem for New Orleans residents and industry which depends upon the Mississippi's supply of fresh water.

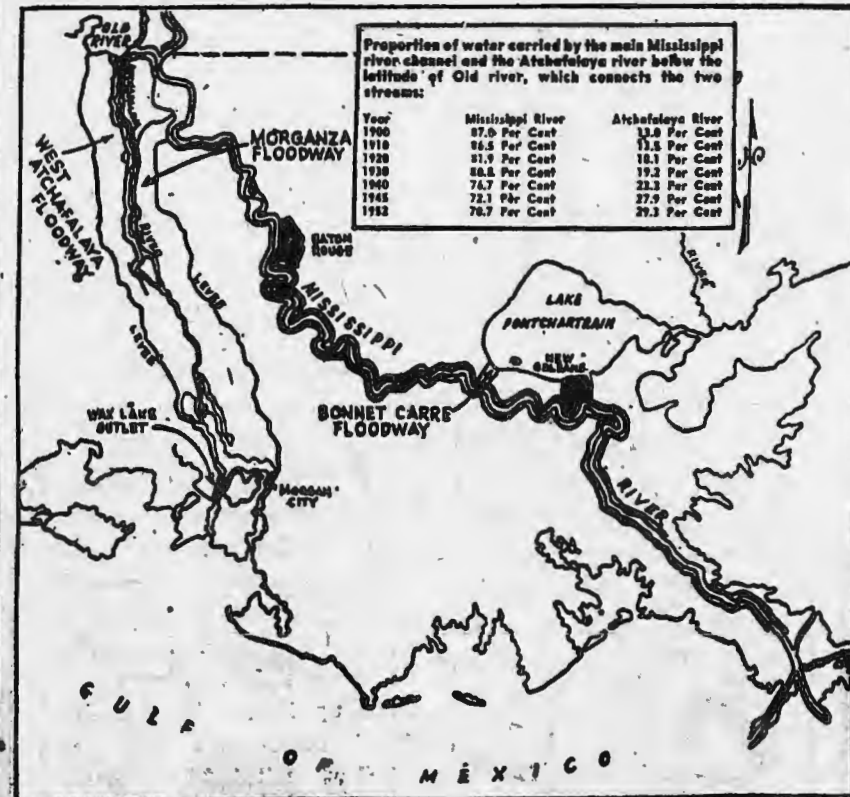
### 'Growing Concern'

"In recent years, our sewerage and water board has been concerned on several occasions by the intrusion of salt water into the

riods of low water," Mayor Morrison said. "This is a matter of growing concern."

Only a little time remains in which "to prevent the economic destruction of New Orleans," Zetzmann warned. Unless the diversion of Mississippi waters is stopped, he added, New Orleans' shipping and industry will be wiped out and the Crescent City will become "little more than a resort town."

The river commission said it is taking cognizance of the situation and advised that "as long as we are aware of this situation there is no cause for alarm."



This map shows the way much of the flow down the Mississippi is being diverted to the Atchafalaya River. This diversion has caused a decrease in the threat to New Orleans.

# SIU Pushes Fight To Save Savannah Hospital From Axe

(Continued from page 2)  
 an attractive and comfortable hospital for tubercular patients.

Closing of the Savannah would be a most serious blow to Seafarers, since it is the only hospital facility available between Norfolk, Virginia, and New Orleans, a distance of 1,000 miles by the most direct airline route. Seafarers suffering non-emergency injuries on ships anywhere in the South Atlantic area will have to travel hundreds of miles to either New Orleans or Norfolk to receive treatment.

The importance of the Savannah hospital is shown by the fact that it has been carrying more than a capacity load. Designed as a 117-bed hospital its daily load averages 123 patients. Even discounting the 40 percent who are veterans, the hospital services a large number of seamen.

### House Doubled Cuts

Originally Mrs. Hobby proposed cuts of \$1,700,000 in the hospital budget and the closing of Savannah, Fort Stanton and Cleveland hospitals. The House boosted the cuts to \$3,288,000 which means that two more hospitals would have to be abandoned.

The hospital cuts are only part

of a series of budget reductions in a variety of health and education services. Money for research and treatment of tuberculosis and venereal diseases has been sharply reduced, as well as funds for vocational training.

Since World War II there has been a steady reduction in hospital services for seamen. Ten hospitals have been closed in recent years, including those at San Juan and Mobile. Further hospital closings, it is feared, will come perilously near to wrecking the entire marine hospital program.

## 50-50 End Seen; Crew Backs Law

(Continued from page 5)  
 testing the shipment of US military cargo on foreign-flag vessels, said as follows:

"We the undersigned members of the US Wild Ranger hereby submit a protest on the way US military cargo is being shipped on foreign-flag ships.

"We and many other ships are sailing light because of cargo bought and paid for by American taxpayers' money is being shipped on foreign-flag vessels in competition with private enterprise.

"We feel that if this system is to continue there will be no American merchant marine as the vessels will be in idle status throwing American seamen out of work. "We also feel that the membership should take action with the Maritime Trades Department . . . and combat the issue at hand."

The SIU has held from the beginning that to permit foreign-flag vessels to carry more than 50 percent of Government cargoes would in effect be a direct subsidy for foreign-flag ships at the expense of the US maritime industry.

The Union feels that a 50-50 division on such cargoes was fair enough in view of the fact that foreign-flag ships carry far more than half of non-Government cargoes entering and leaving the US, despite the fact that the 1936 Merchant Marine Act set as its objective the carriage of 50 percent of all cargoes on US ships.

## DC Strike Stops Labor Newspapers

WASHINGTON—Most of the international union papers published in the nation's capital failed to come out the week of May 18-22 because of a strike of the AFL Columbia Typographical Union 101 against 37 commercial printing establishments.

The 475 members of the union were striking for a \$0.19 hourly increase to \$2.80 and a 10 percent boost in night bonus rates to 15 percent, the same scale as paid by the US Government Printing Office. Also included were added vacation benefits. The strike was the first in 32 years in the ITU local and only the fifth in its 138-year history, oldest unit in the union.

# Lovely Colleens, 3-Cent Beer; The Emerald Isle Has Them All

Are you the type who would like a place with beautiful women, friendly people, good roast beef sandwiches for 8 cents, a large glass of beer for 3 cents, or a full meal for 35 cents?

If that sounds good to you, then Dublin is just the city you're looking for. According to

Seafarer Ed Larkin, Dublin has all of that, and still more, Ed, who is studying at Coleg Harlech in North Wales under a Ruskin labor scholarship, took a

trip through Ireland on his spring vacation, and reports that "the place is wonderful."

"There's no rationing," says he, "and there's plenty of everything."

The prices are extremely low, and the quality of the goods on sale is good."

Ed started his trip through Ireland by visiting an Irish seaman he had known before. The Irish friend lived in Belfast, and after the visit, Ed decided to range down through Southern Ireland.



Larkin

"I had heard a lot of stories about the Irish hatred of the English," says Ed, "but I thought that was all long ago. To my surprise, I found that the Irish still feel the same, and make no bones about hiding it. They issue their own passports and ignore England as much as possible. All through the country, anti-British ballads are sung, and the people are always talking about the British."

### Strong Individualists

"The country has a population of four million, and there are four million different political parties there. Everybody has his own idea about how the government should be run, and about the only thing that they agree upon is the attitude toward the British."

"While I was in Dublin there was a big anti-British parade, and it was led by a New York judge who was visiting Ireland for the spring homecoming holidays."

The people themselves, according to Ed, "are wonderful." They're always ready to have a friendly drink with a traveler, and they are all extremely friendly. The bars close at 10 PM, but if you can prove that you're more than three miles from home, you can join in a sort of late party that usually takes place in the main room of the hotel.

"At these parties, everybody contributes a little something to the entertainment. Everybody tries to out-sing everybody else, and then comes a round of fabulous tall tales, where one man after another will get up and make up a real tall tale to tell the gathering."

Dublin, says Larkin, or someplace in that area, would be a good place for somebody to pick out who is retiring on a small, steady income. "The prices are great," says Larkin, "A good glass of beer costs 3 cents, while a good meal costs 35 cents. Large roast beef sandwiches cost 8 cents. The same sort of costs hold true for just about everything, including rents and clothes."

Larkin also mentions that there are many, many beautiful colleens throughout the country. Who cares about 8-cent roast beef sandwiches?

## Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

## Seafarers Helping British Isles Make Merry For Coronation

Seafarers who are lucky enough to be in England these days are having a gay time mingling with the merry crowds which are pouring into the island kingdom from all quarters of the globe to help celebrate

the coming coronation of Queen Elizabeth, reports Luis A. Ramirez, a member of the crew of the Coe Victory (Victory Carriers).

"We of the Coe Victory," Ramirez writes the LOG from Liverpool, consider ourselves mighty lucky, not only because we got to England in time to share in many of the pre-coronation festivities, but also because we've been here a full nine days now, and of course that's a lot longer time than the average tourist can afford at today's prices."



Ramirez

What impressed him in England the most, Ramirez says, is the way the air of coronation gaiety has dispelled the gloom which hung over the isles for so long after the close of the war.

### Change In Attitude

"Anyone who has been in England during the past couple of years and has seen the somber attitude of the people, living under rationing and suffering all sorts of inconveniences," Ramirez writes, "would be astounded at the change in attitude that has taken place during the last few months. Everywhere one looks, one sees sparkling faces and smiling eyes, and the British, who are usually so reserved, have even loosened enough so that they actually smile at people—such as we of the Coe

Victory—whom they've never even seen before."

Even the weather in England, Ramirez reports, is doing its share to make the pre-coronation season perfect in every respect.

"Every tree, every bit of garden or open space," the Seafarer writes, "is springing to new life in the most glowing of colors, and this is very unusual, since spring is often a pretty dismal time in England, and sometimes is not an awful lot different from the winter. But these days, everything you see looks good, almost like a gallery of beautiful paintings, and smells good, and everything you taste even tastes good, and for almost anything you say—even the smallest chance remark—you get back a welcome smile and a ready, happy answer."

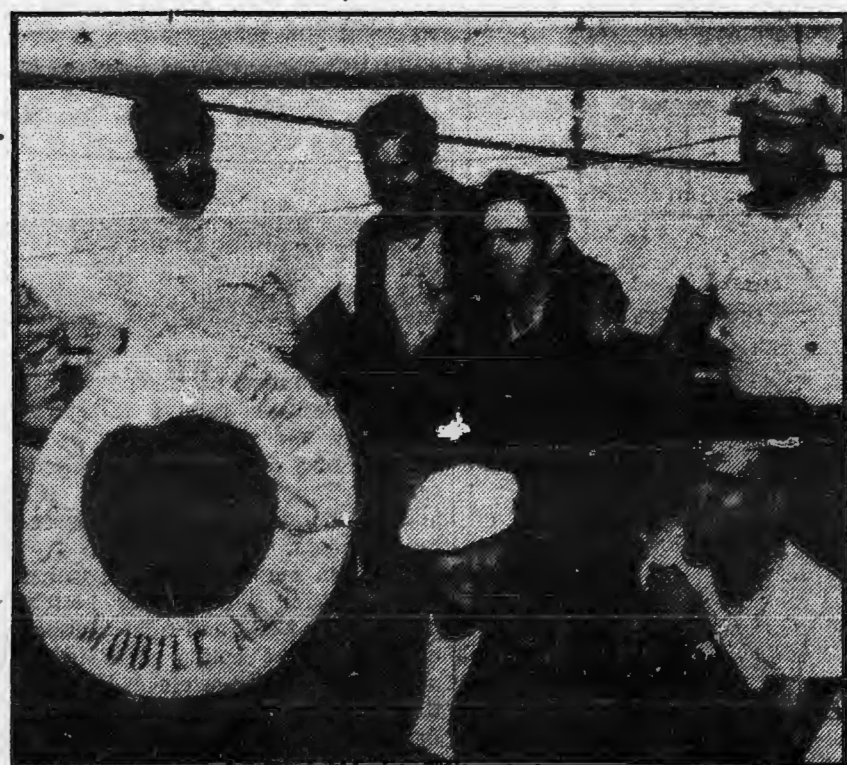
### In Villages, Too

Nor, reports Ramirez, is all this gaiety and air of festivity confined to London, Liverpool, Manchester and the other large English cities. Even in the smallest villages and hamlets, and throughout the beautiful rural areas of Britain, the air of gaiety prevails, and pre-coronation festivities are in full swing.

"It seems," Ramirez writes, "that for the first time since the last war ended, the English people are forgetting all the sorrows and deprivations of the past and are concentrating on being happy and having themselves a good time."

"It certainly looks," Ramirez concludes, "as if all England is facing a lucky year, and all of us here on the Coe Victory count ourselves as mighty lucky, too, that we're here now to share these gay times with the English people."

## J. B. Waterman Crewmembers



James Parker supplies this shot of some of his happy shipmates on the John B. Waterman. Left to right, standing, are: Sibley, bosun; Bartol, DM; Kelly, OS, and Hellig, DM. Kneeling, left to right are: McCurdy, OS, and Smith, elect.

## Did You Know . . .

That under SIU agreements the US Public Health Service has the last word on a Seafarer's fitness for duty? If a decision of a company physician regarding a man's fitness to work is challenged by the Union, the Seafarer shall be re-examined by a USPHS doctor, whose decision shall be binding.

That Indianapolis, Indiana, is considered the largest inland city in the world? The White River, on which the city is situated, is not navigable. According to the 1950 census, Indianapolis has a population of 427,000 and is the 23rd largest city in the US.

That people used to wear rings with amethyst stones to avoid getting drunk? The ancients believed this stone, of a violet-blue color, would keep the wearer sober. Drinking cups were even made of amethyst to prevent the users from getting drunk. The word, from the Greek, means "not to be drunk."

That the SIU now has 16 halls to serve Seafarers in every major port? A Union hall in every port assures each man proper representation, as well as the opportunity to use comfortable, pleasant facilities for relaxation while ashore.

That the denim cloth used today for overalls and work clothes was

first made in France several centuries ago? The cloth was originally manufactured in the city of de Nimes in southern France, and was already widely known by the year 1695.

That coons don't live any longer than anybody else? The phrase "a coon's age," which is supposed to mean a long time, would seem to indicate otherwise, but raccoons don't live any longer than foxes, opossums and many other animals of similar size.

That the SIU Welfare Services Department will assist any Seafarer who is hospitalized to collect his SIU vacation pay right at his bedside? All a man needs are discharges showing at least 90 days worked on SIU ships.

That the term "horsepower" was actually determined originally from experiments with horses? The experiments were carried on with strong draft horses by James Watt, more than a century ago. The unit of electrical power called a watt was named after him.

That more snow falls in Virginia than in the Arctic lowlands? Actually, the Arctic is dry, and there is very little snow there. It even gets colder in Montana, by as much as ten degrees, than it ever does at the North Pole.

## Louisiana's Men Win Thanks For Gifts To GIs In Korea

Not that they expected it, really, but crewmembers of the Seatrain Louisiana were made mighty happy recently when they were given a vote of commendation by the entire 1st Battalion, 38th Infantry Regiment, in Korea.

The thanks were given for the SIU men's rapid response to an appeal by the GIs for donations of writing paper and candles to be used in the combat area.

"We take this opportunity," said a letter received by the crewmembers from the battalion, "to extend our sincere thanks and appreciation for your package. The articles you have sent are in great demand at this time, and we know the men will all be very happy to receive them."

"We are greatly indebted to you

for helping to make life a little easier for us while we are over here," the letter concludes. "At this time we are unable to repay you for your kindness, but we send our warmest thanks and everlasting gratitude as a down payment."

The Louisiana men read of the GIs' plight in a newspaper article, promptly took up the matter, under good and welfare, at their next SIU shipboard meeting, and voted unanimously to appropriate money from the ship's fund to purchase the desired articles and send them to the fighting front.

### LOG-A-RHYTHM:

## Snug Harbor Of My Heart

By M. Dwyer

Oh where do you roam, my restless love,  
What ship took you out of my arms,  
Across what sea, on a distant lea,  
Does some new love succumb to your charms?

Oh who do you hold, my restless love,  
Telling lies that you're well known for,  
Promising deep, not meaning to keep,  
Then you're gone and she's left on the shore?

Well I remember, my restless love,  
Your bright eyes and ever-gay smile,  
Your love for life, carousing and strife,  
Till you tired in a little while.

Oh how will it end, my restless love,  
When your strength at last will be weak,  
You've roamed the earth for all you're worth,  
And a harbor of peace you will seek?

Will you come back then, my restless love,  
When skies of bliss are descending?  
My heart, unlike stone, will take you home,  
When your restless days will be ending.

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Color filters are an aid in translating various colors into the proper shades of gray. To put it another way, black and white film reproduces colors in various tones of gray, but they're not always the shade the eye expects them to be. This is job number one for filters—to correct the light so that colors will be recorded at the brightness level seen by the eye.

Sometimes we want colors to stand out even more strongly than they do to the eye, want them to be much brighter or much darker, want to push them to the point of distortion. This is job number two for filters. By adding this contrast, you dramatize.

Let's take a look at light and color. Color comes, for the most part, from light, and objects are dependent upon light for their color. If you doubt this, take something colorful into a dark room. It immediately loses all of its color. Another example is the rainbow. When light passes through raindrops it is broken down into all colors of the spectrum—red, orange, green, blue and violet. Or pass a beam of white light through a prism; the resulting visible spectrum has all the resulting colors of the rainbow.

### Absorb and Reflect Light.

We are able to distinguish color in objects illuminated by white light because such objects absorb some of the rays and reflect others. For instance, if an apple looks red, that is because it reflects red rays and absorbs all others. Scientists have simplified the spectrum for practical purposes by reducing it to three primary colors—red, green and blue-violet (spectral yellow being a mixture of red and green light).

Get hold of a white card and a red filter and try this experiment. If we look at the card through the filter, we see only red. The filter transmits only the red rays from the white light striking the card. Put a smudge of blue and one of green on the card and look through the red filter; the smudges appear to be dark gray or even black. Thus the red filter not only allows red rays to pass through it, but it absorbs (or refuses to pass) rays of other colors. All other filters act in the same manner—they transmit rays of their own color and absorb their complements.

Let's move to color sensitivity in film: Color-blind film is sensitive only to blue and to ultra-violet; orthochromatic film is sensitive to blue and to green. Panchromatic emulsions are sensitive to blue, green and to red—all the primary colors. It begins to look as though all film is over-sensitive to blue and what we need is a filter that allows other colors (green and red) to get to the film unhampered, and that at the same time absorbs some of the over-abundant blue. That filter is the yellow, which absorbs blue and passes red and green. A yellow filter, then, is termed a normal-correction filter, since it has the ability to control the blue sensitivity of the film.

Follow this simple general rule for use of filters: In general the color of the filter used is the same color as that part of the subject which is to appear lightest in the print. If red is to be printed in light tones, use a red filter; for green to be printed light, use a green filter. The amount of correction or distortion is up to you. A green filter will darken a blue sky slightly, a yellow filter will darken it more, a red filter will make a blue sky almost black. By the same token it is useless to use a filter on a sky that is gray or overcast; there just isn't any blue there to darken.

Since the filter holds back some of the light reaching the film, it stands to reason that the exposure must be increased when a filter is used. The more light that the filter holds back the greater the increase in exposure is necessary. The multiple used to denote the additional exposure is called the filter factor. For instance, if a medium yellow filter has a factor of two, this means that the exposure has to be doubled; if a red filter has a factor of four, the exposure has to be quadrupled, etc.

Filters are wonderful tools that can help you get just the precise tone in a print that you desire. Use them intelligently and as often as necessary; they can turn an ordinary scene into a masterpiece.

## Getting Together In Japan



Wiper Nick Theodorou (left) of Ampac Oregon, gets together with messman Bobby Foster (second from left) and OS W. O. Black (right), both off Beauregard, for evening in Yokohama. Fourth man is representative of USSICs who were with the ship.

## The Koreans, As Seen By A Seafarer



With Korea at the top of the news these days, it is interesting to note how the natives of this country appear to a visiting Seafarer. The above sketches of Korean longshoremen were made at Inchon by Lloyd Bertrand. Another of his sketches, entitled "Deck Hand," won Bertrand first prize in the sketching section in the Seafarers Art Contest.

## Wrinkled Sausage, Captain's Ire Make Storm Blow On The Holystar

SIU men are used to storms at sea, but the one that recently rocked the Holystar (Intercontinental) was the first they ever saw that was started by a wrinkled sausage, according to Bob Schlager, ship's delegate.

"This is one of the funniest incidents that has happened to us so far this trip," Bob reports to the LOG, "and it shows that at least, when the Master pulls something, it is original.

"One day last week," Bob writes, "we had some Polish sausage for supper. And as luck would have it, the captain was served a sausage that was slightly wrinkled. As is his way, he promptly cussed out the saloon mess and then went down and raised the roof with the cooks. The saloon mess is now serving the crew, and was also refused his five dollar draw the next day—all because of a wrinkled sausage."

At any rate, Bob reports, the "Case of the Wrinkled Sausage,"

as the Holystar men are now calling it, may have upset the temper of the captain, and perhaps his digestion also, but it had no adverse effects on the crew. On the contrary, everyone got a good laugh out of it, and some crewmembers were even inspired to record the incident in poems and cartoons which gave their fellow crewmembers many a chuckle.

"The mates are silent on this

score," Bob writes, "although the chief mate has been trying to find out who's responsible. Well, let him keep on trying."

Just so the incident will not be repeated, however, the crewmembers have one suggestion. Why not, they inquire, appropriate money from the ship's fund to purchase a hand pump so that in the future the captain's sausage will be properly inflated?

## Quiz Corner

- (1) What is the apron of a wharf?
- (2) What is the difference between a fawn and a faun?
- (3) If a man-and-a-half can build a house-and-a-half in a day-and-a-half, how long will it take six men to build four houses?
- (4) A form of eye trouble in which one sees double is: (a) myopia, (b) astigmatism, (c) diplopia.
- (5) If a construction company wants to build a suspension bridge across a river, how long will the suspension part be if the river is 30 feet deep in the center and a diagonal from the river edge to mid-river bottom is 50 feet?
- (6) The most cocoa in the world is produced in: (a) Gold Coast, Africa, (b) Pretoria, South Africa (c) Ceylon.
- (7) Le metro is another name for the subway in what city: (a) Rome, (b) Paris, (c) London?
- (8) If you walked a verst where would you probably do it?
- (9) How many stories high is the Empire State Building: (a) 102, (b) 100, (c) 201?
- (10) The term mossback's means: (a) draft dodgers from the Confederate Army, (b) dollar bills, (c) a species of tortoise?

(Quiz Answers On Page 25)

## Have Your Rating Listed In Book

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

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

# In India, SIU Men Give Japanese A Lesson In American Baseball

Japan, from all we've heard, is one foreign country where they really go in for American baseball in a big way, but the little men from the Orient, it seems, can still learn a lot about our national pastime, and one lesson was given them recently by crewmembers of the SIU-manned Steel Surveyor (Isthmian).

A couple of weeks ago, according to ship delegate Percy J. Libby and deck delegate Adam Hauke, the ship pulled into Calcutta, and while there crewmembers got to talking to the crew of a Japanese ship and learned they had a baseball team called the Maru Tigers. This aggregation, the Japanese loudly intimated, was completely hep to the American game and could top any team the SIU men could produce.



McNellage

The Steel Surveyor men had never had a baseball team. Yet the Japanese challenge could not go unanswered, and so the crew was rapidly canvassed, a team named the "Surveyor Stars" was assembled, and on a sunny afternoon, on a makeshift diamond in a city in India, the SIU men sailed forth to uphold the honor of their country with the following lineup:

Johnny McNellage, pitcher; H. Plunkett, catcher; Hauke, first; Sparks, second; G. Caruso, third; J. Barry, shortstop; L. Guido, left field; A. Cecil, center field; J. Channetti, right field, and H. Larson, manager.

Libby And the answer was not long in forthcoming. Very early in the game, the Stars forged into the lead, and then, with McNellage striking out 12 men, and his teammates backing him up in fine style, went on to take the contest by a score of 11-3.

Japanese Unconvinced The defeated Japanese, however, remained unconvinced. The

only reason the Americans had beaten them, they insisted, was because the game had been played with a regulation American baseball, while they were used to their own version, which is smaller and made of rubber.

Determined to leave no shadow of a doubt as to their superiority, the Steel Surveyor men agreed to a second game, to be played with the Japanese ball. This game, however, had to be called because of rain at the end of the second inning, with the score 1-1, and could not be continued later as the Steel Surveyor left port.

"But we feel sure we would have taken them again," write Libby and Hauke, "because for a bunch of guys who, had never played together before, and had never even had any practice before the game, the boys sure played heads up baseball. Sitting out there, watching them, you'd almost think you were back in Ebbets Field looking at the Dodgers."

At any rate, it was a happy crew that left Calcutta, bound for Colombo, in Ceylon, with only one cloud to mar the blueness of the

sky, and that was the knowledge that once the ship arrived back in New Orleans, each man would probably go his separate way.

"It's too bad, too," write Libby and Hauke, "because it's seldom you can get a baseball team together on these ships, and especially a topnotch one such as we had."

## 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.

# The SPORTS LINE

By Spike Marlin

There was scarcely more than a ripple in the baseball world recently when Dom DiMaggio, last active member of a famous baseball family, announced he was quitting the game. The youngest of the DiMaggio brothers pulled out of baseball when the Boston Red Sox relegated him to bench warmer from the start of the season.

Dom's retirement puts an end to the story of the three DiMaggios, Joe, Dominick and Vince. There have been many good and not-so-good brother teams in the majors, of whom the Waners of Pittsburgh stick out. But the DiMaggios were unique, not only in numbers but in skill.

### Better Centerfielder

Of the three of course, Joe was the best all-around. But it's very easy to argue that Dom was his superior as a fielder. The younger DiMaggio didn't pack the beef of his older brother. He wasn't anywhere near the long ball hitter of either Joe or Vince. But when it came to playing centerfield he didn't have to yield second place to anyone.

There have been few centerfielders at any stage of the game who could cover as much ground or field their position as deftly as Dominick did. Although he seemed small and thin, he had the long, loping stride of all the DiMaggios. His ability to get a jump on the

ball and his timing on hard-hit drives was near-perfection.

Certainly in later years, when Joe slowed down because of injuries Dom was easily his superior as a centerfielder. Only Terry Moore among recent outfielders, ranks as his equal. Dom always managed to look especially good against the Yankees. He took enough hits away from Brother Joe to lower his batting average a couple of notches.

### Successful Whiffer

Vince, the least-known, and least-celebrated of the DiMaggios had everything. He was an exceptional fielder with a very good arm, and probably hit a longer ball than Joe. Unfortunately he had one little flaw—he missed the ball more often than he hit it. So while Joe walked off with many of baseball's top honors, Vince entered the record book wrong end to. He ran one-two in the all-time strike-out derby for both leagues, with 138 whiffs at Boston in 1938 and 126 at Pittsburgh in 1943. Nobody else even came close.

The irony of the whole DiMaggio story is that Dom and Joe could have been playing on the same team, but the Yankees passed Dom by. The sight of those two in the outfield alongside each other would have been something. But judging how the Yankees did without Dom, maybe it's just as well for baseball that he wound up in Boston.

# Lack of Democracy Hurting Africa, Says Seafarer

Because there is no really democratic treatment of the native population, the British protectorate of Southwest Africa, although potentially one of the richest areas in the world, remains a desolate and primitive land, according to Seafarer Harry Kronmel.

Kronmel visited the area while a member of the crew of the Robin Trent (Seas Shipping) which pulled into Walvis Bay. He is currently aboard the Alcoa Pioneer (Alcoa) enroute to Casablanca, Naples, Tripoli and Rekja, in Yugoslavia.

The average native, for instance, Kronmel points out, now receives about eight shillings (about \$1.12) for an eight-hour day, which means he must work more than a

week to buy a pair of shoes or other articles of clothing.

"Working in the crew pantry, I came in contact with the stevedores every day, especially during meal hours," Kronmel reports. "Most of them were dressed in the worst kind of rags, and almost all of them continuously begged for old T-shirts, shorts, stockings or any other articles of clothing we crewmembers might have to give away."

Although most of the coastal area of Southwest Africa is desert, Kronmel points out, the interior is rich in deposits of manganese and iron ore, and in diamonds.

Despite this potential wealth, however, the country remains backward, primarily, Kronmel believes, because for generations various European administrations have kept the natives in a state which has produced only distrust and violence instead of productivity.

The administration of the country, Kronmel points out, stoutly maintains that for more than three decades the natives have been enjoying the benefits of democracy and are currently better off than at any time in their history.

"But as an American Seafarer, used to living in a democratic country and particularly of enjoying the benefits of a democratic Union," Kronmel writes the LOG, "it is hard to comprehend this version of African 'democracy.'"

The two main native tribes of Southwest Africa, Kronmel points out, are the Hottentots and the Hereros, and the Hottentots, particularly, have had a history marked almost entirely by nomadic wandering, violence and bloodshed.

Today, Britain still retains the

mandate over Southwest Africa, but the future, Kronmel says, is still as uncertain as it was when the Germans first occupied the country. At present, there are some 50,000 Europeans in the country, and some 300,000 natives, and the history of the country is still marked by native outbursts

and violence extending as far north as Kenya.

A change in the attitude of the administration and greater equality for the natives, Kronmel believes, are the only solutions to the problem. These, he says, will take time, but will pay dividends in the future.

# GALLEY CLEANINGS

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

John A. Muehleck, who sails as steward or cook and baker, says that there's two big advantages to fruit cake. One, says he, is that it's usually a big favorite of the crew, and the other is that the cake keeps for over three months. That's a big advantage aboard ship.

Muehleck has been sailing for the past eight years, with the last six years under the SIU banner. All of that time has been in the stewards department, and has been spent on tankers, freighter and passenger-cruise ships. He says that he prefers the passenger-cruise ships, of course, but that he also likes sailing aboard freighters when there is a good-sized galley to work in.

His recipe for fruit cake is for an average crew of about 40 men, but, says he, it is also a good idea to make a bigger batch and then keep it for the future. There's no need to worry about it going stale, because the crew always manages to eat it long before there's any danger of that.

First, he says, take three and three-quarter pounds of powdered sugar, four ounces of flour, four

ounces of milk powder, one ounce of salt, two ounces of butter flavor, one and a half pounds of shortening and 10 ounces of butter. Mix all of this together slowly and completely.

Then, add in two ounces of vanilla and egg coloring to suit. Mix in two and a half pounds of eggs slowly. Then add one and a quarter pounds of cold water, and mix thoroughly. Then add four pounds of flour and four ounces of powdered sugar. Beat for about 20 minutes, until very light.

In a separate bowl, mix two pounds of raisins, one and a quarter pounds of currants, nine ounces of citron, nine ounces of ground figs, four ounces of ground walnuts and four ounces of flour. Mix this well, until completely covered by the flour.

Then, add the two mixtures together and mix well.

The cake may be made in the regular bread pans that are found aboard ships. The pans must be greased and paper lined. Use five pounds of batter to a loaf.

Make a wash of a half of cup of water, one egg yoke and two tablespoons of powdered sugar, and after putting the batter into the pans, brush lightly with this wash.

Bake in a slow oven of about 325 degrees.

## Seafarer Sam Says

ALLERGIC TO LONG TRIPS?



IF YOU TAKE A JOB ON A SHIP GOING FOR A LONG HAUL ON THE SHUTTLE RUN, STAY WITH HER UNTIL SHE COMES BACK TO THE STATES. QUITTING SHIP IN A FOREIGN PORT DEPRIVES YOUR BROTHER SEAFARERS OF A CONTRACTED JOB FOR THE DURATION OF THE TRIP.

### Southwind Going To Continent

**To the Editor:**  
After a few trips to the United Kingdom, the good ship Southwind is again headed back home, and I can truthfully say that most of the crew are quite happy about this.

We have a couple of brothers aboard who were not too happy when we left, because they have wedding bells in mind, but I guess now they will have to wait for a while because I don't believe we will be going back there on the next trip.

#### Good Feeding Ship

L. E. Harris has his galley force throwing out such fine hash that the boys take a look at, his 44-inches-and-still-growing waistline and wonder whether or not we will see his name in the LOG very soon in the "Recent Arrivals" column.



LaPointe

E. D. Sims, our chief cook, became ill while we were in Liverpool and spent a few days in the hospital, but he seems to be fully recovered, and is again making as much noise as usual. One always hear a lot of talk about the "Lime Juice Run" but most of the boys seem to enjoy themselves while they are there, especially those married over there.

#### Professional Men Aboard

The deck department aboard our good ship has, as usual, its share of characters. We have a mathematician, a rancher, an insurance salesman and a few who don't want their professions mentioned. Although the black gang, as usual, has the fewest would-be characters, two of them come to mind as I write this letter. I won't mention any names, but their initials are Charlie Moss and James MacDonald, who gave it a go in a couple of ports that I know of. Charlie didn't need much persuasion, but James had to have his arms twisted a little. For the brothers who know Jimmie, this will be understandable.

Also aboard is K. O. Mackin, who is doing a fine job as a BR. A few trips back, K. O. tried to whip all the robots in the Robot Bar in Antwerp, but did not make out too well because he was out of shape. He has behaved quite well this trip, with a few exceptions—these exceptions being gin and orange.

#### Bosun Is Quiet

Brother Crimes, our bosun, has not had too much to say lately, because he can't get the floor. It seems that everytime he starts a story, in walks Brother Oetgem, and the bosun has to leave (on OT, of course). He can't stay in the messhall long enough to tell his tale.

I believe this ship is going to the Continent next trip, so I guess we won't be around the United Kingdom for the coronation. There should be plenty of activity there for a couple of weeks which we will miss, but I'm sure we will have a good time on the Continent.

Joseph N. LaPointe

### Brazilian Boy Wants SIU Pin

**To the Editor:**  
I have been receiving the LOG for almost seven months, and have been enjoying each issue and each article.

I would appreciate it if you could send me an SIU button, or let me know how much it would cost me. I would like to wear it on my high school jacket. Maybe someday I will have a chance to sail under an SIU contract in an American ship.

God bless the members of the SIU.

Alfredo Wassmann Oliveira  
Rio Grande, Brazil

# LETTERS

### Captain's Death Loss To Member

**To the Editor:**  
Captain Charles H. Knowles, for the past 15 years application agent at the office of the trustees of the Sailors' Snug Harbor, died this April 7th at the age of 82. He was a native of Delaware and is survived by his wife, Mrs. C. H. Knowles of 600 West 115th Street, New York, NY, and a son and daughter.

Though he never before was ill a day in his life, he failed fast. He passed quietly while sleeping and his illness brought him no pain.

#### Friend of Seamen

The captain was a sailor and gentleman of the old school of sailing ships. A friend of all sailors, no trouble was too great if he could help you. He was kindness personified when he helped me to enter Snug Harbor. I mourned and came to salute as I watched him over the side on the sea of eternity.

He did not see the trees leafed out,  
He did not feel the rain.  
He did not hear shipmates he left

Moan on, in aisles of pain.  
Old sailors did not weep for him

Wheeled overside, so slow,  
But the gentle heavens wept full well

On the sorrowing Earth below.

James "Pop" Martin

### Robin Locksley Thanks Members

**To the Editor:**  
During this trip aboard the Robin Locksley, the purser, who usually runs the movie projector, hurt his arm and was unable to do so. As a result the films were run off by "Doc" Watson, to whom the crew takes off their hats. This fellow is a shipmate and a wonderful cameraman.

All hands would like to express their thanks also to crewmember Manuel Cotty, who caught two 175-pound bass, which were eaten by the crew, and to the cooks, who did such a wonderful job of preparing them.

Chief electrician Thomas Hear also earned the gratitude of the crew not only for the musical entertainment he provided but also because he repaired the crew's radios throughout the trip.

Crew of Robin Locksley

### Money Racket Is Run In Korea

**To the Editor:**  
It seems to me that the seaman is being used as a dupe by most of the ships' agents overseas; I just stumbled on a vicious money exchange racket over here in Korea, run by the C. F. Sharp agency. Korean money is rated at 61 won to the dollar.

There is a black market where US currency and GI script can be exchanged, and your money tripled. There is a seaman's club that issues chit books at the rate of \$5.00 a book

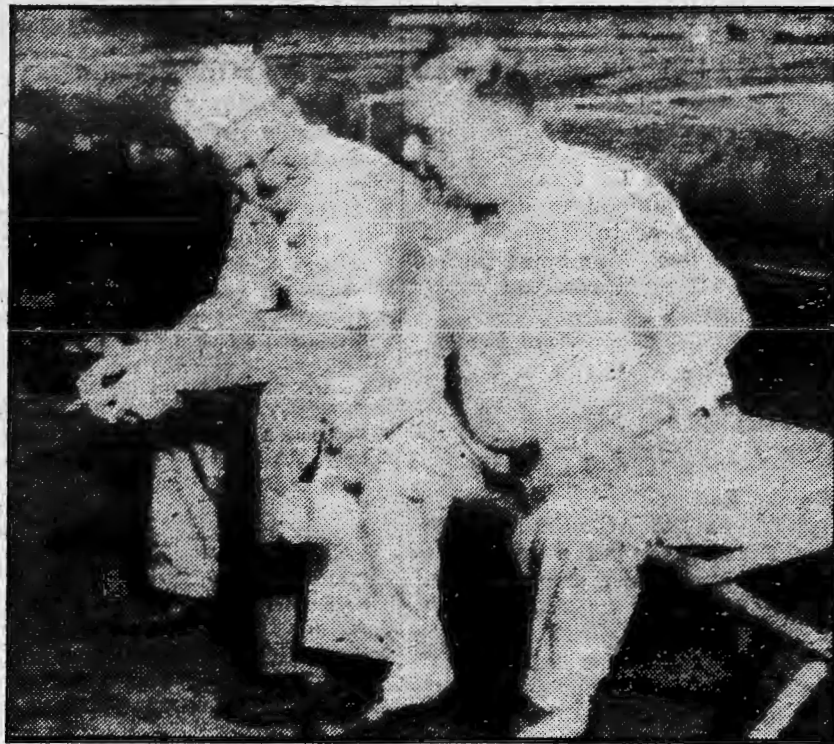
won will not be accepted in exchange for these books.

When the fellows out here put in for a draw, the Sharp agent brought down to the ship won which he no doubt got on the black market and for which he charged the crew at the regular rate of exchange. When he was asked why he didn't bring down chit books he said they were not allowed to handle them, which is

the case on other ships in the harbor



Benner



Chief cook Willey Hinton, wiper Joe Fitzpatrick, and stomach.

here have them. When you use won, a can of beer costs you a dollar; at the black market exchange you are really paying \$2 to \$3 a can. At the seaman's club you pay \$.33 a can or three for a dollar.

I hope you bring this to the attention of the membership, so they will no longer be taken in by this agent.

Harry Benner

(Ed. note: Your Union is now working to clarify this situation with the operators. As soon as it is worked out, an announcement will be made in the LOG.)

### Swell Skipper Boards 'Burden'

**To the Editor:**  
We the crewmembers of the William A. M. Burden wish to extend our appreciation and good wishes to Captain Blake, whom we consider tops.

For five months this ship was in a helluva state of affairs. The former master refused to realize that this vessel is manned by good SIU men. The chief engineer, one

W. D. Morton, III, was openly hostile to anything said or done in SIU style. He insisted that the Seafarers' tanker-men were a "bunch of bums" and that the "SIU would never organize Atlantic." We hope to hear that Mr. Morton will never again sail an SIU ship.

Relieved of Duty  
After numerous complaints from officers as well as the crew, the company sent Captain Blake over to straighten matters out. He began by sending the captain and the chief engineer home.

Since then, the trip has been a pleasure. The ship has been cleaned and painted. All old OT which was disputed has been granted. All previous beefs have been squared away. Our only regret is that we did not have Captain Blake from the beginning of the trip.

Sailing Again Seen  
For those brothers who are waiting on a good ship with a good master, latch on to the Burden when she comes out of the Baltimore yard in a short while.

Again we thank you, Captain Blake, for helping us to make the William A. M. Burden a good SIU ship.

W. F. Isbell  
Ship's delegate



Isbell

### Champion Eater Gains 42 Pounds

**To the Editor:**  
Here is a picture of one of the biggest eaters in the SIU that I have ever seen. He came aboard the Lafayette three months ago in New Orleans, weighing 165 pounds when wet; his weight is now 213½ pounds with nothing on.

#### Room For One More

I have read and heard a lot about big steak eaters, who could put away twenty, which I do not believe. However, I know this Champ Chow Hound can do almost that good, as the picture shows him trying to talk chief cook Willey Hinton out of just one more. As you can see, all his hair is missing. This was caused by his keeping his head in the ice box, looking for night lunch just after a big dinner. He is really the champ of the messhall.

Clyde (Hardrock) Garner

### Cooking On Coe Is First Class

**To the Editor:**  
We aboard the Coe Victory think this is a fairly good ship, with good boys in all departments. You will realize that it is not so bad in the engine department when I tell you that only one job was called to the Union hall last trip, and the other two departments were about the same.

#### Food Is Tops

To put in a word for the steward department, the best prepared food is served at all times and good service is the order of the day. In addition, all the members of the department get along fine. I have never heard an argument between members of this department.

Our messman, who is known as Andy Racine, is about the best messman who ever served an unlicensed crew. He is in a good mood under all circumstances and tries his best to make sure you get what you ask for promptly. The chief steward, P. Jakobcsak, is quite a nice guy too. Everyone in the steward department is nice, but it is easier to notice this in the chief steward because he is always around doing extra work for you, not for the company, even work he doesn't have to do, like taking clean linen to the rooms and giving a call for chow.

Believe me, all of us boys on the Coe certainly appreciate the consideration and service we are getting from this department because some of us have been on ships where we didn't get this service and we know what it means.

Luis A. Ramirez

### Far East Run Is Hard On Members

**To the Editor:**  
At long last the San Mateo Victory, running Far Eastern, is on its way home from a two-and-a-half-month trip to Korea. We loaded ammunition at Theodore, Ala., outside of Mobile—a nicely located place that it cost five bucks to get to by cab, and then entailed a walk of over a mile from the gate to the ship.

#### No Leave, No Mail

We proceeded to Pedro for bunkers and four hours' shore leave. Then, Sasebo, Japan—no shore leave; then Inchon, Korea, no shore leave and no mail. The only way to get a letter mailed here is to give it to one of the GIs, and then hope he remembers to mail it. While we were discharging, the monotony was occasionally relieved by a blackout and, it is rumored, air raids. From Inchon we went back to Sasebo, no shore leave, then Pedro, where we finally got ashore for six hours.

I must say we had a few performers, but what can you expect after all that seetime. I know the trip would not have been too bad if we had gotten our mail and could have been sure our letters were being sent. I guess we will have to wait until the War Department decides the merchant marine members are citizens, too.

#### His Job Available

There will be a bosun's job open when this packet finally docks somewhere, as there is too much seetime on this run to suit me. Going bosun wouldn't be a bad job if it wasn't for some of these fock'sle prima donnas you get saddled with. We have one whose favorite brush is a half-inch sash tool. You'd think he is Rembrandt, painting a masterpiece instead of an AB painting a ship. If he is told to open a patent link in a chain he tries to cut it in half with a chisel, breaking the chisel. Send him aloft and it starts raining paint buckets. Then tell him to grease the jumbo fall on overtime and he says he gets all the dirty jobs and wouldn't do it. And this delicate, 250-pound lard tail is on the 4-4:30 watch, which seldom does anything but sweep up, which he doesn't do too well, either. Try to get him to paint his fock'sle deck and he says it's too much for one man, so how can you win?

I'm going back to the farm. See you next winter.

Allan Thorne

### USPHS Nurse To Receive The LOG

**To the Editor:**  
Will you please send the LOG to Miss Beulah Cantrelle, a registered nurse who has nursed many, many seamen in various USPHS hospitals, and who is at present stationed at the US Marine Hospital in New Orleans, La. I am sure she would enjoy reading it as much as I do.

My husband, William R. Dixon is now aboard the Michael, and at present I am on inactive duty with the USPHS, doing private duty at the local Uniontown Hospital. I am an avid LOG reader, as are my daughter Jessica and my son Dickie.

Sophia Franczyk Dixon  
(Mrs. William R. Dixon)

(Ed. note: Miss Cantrelle's name has been added to the LOG's mailing list; she will receive a copy regularly every two weeks.)



Thorne

## Out Of Hospital, He Fares Badly

To the Editor:

After a stay in the hospital in La Guaira, Venezuela, the agent there had me flown to Trinidad on Saturday night to rejoin my ship, the Alcoa Pointer. When I arrived, a taxi was waiting to take me to the Maraniera Club (The Old Flying Angel); when I got there, I was given a room and sold some soap. I went to bed to try and get some rest, but someone started blowing away on a saxophone; when that finally stopped, and I had



Crews

dropped off to sleep, I heard a noise outside my door, and this turned out to be a drunk trying to get into the wrong room. After leading him to his own room, I went back to sleep, and everything went OK till breakfast.

At Sunday breakfast, I had cereal, egg and bacon. I was thinking of asking for another egg, when the cook told another fellow who had asked for another egg, that after that morning he could not have any more, so I decided to keep my mouth shut.

### Angry at Treatment

I was pretty sore, and decided to tell the company agent that this was a hell of a way to treat a fellow who had just been operated on. Monday morning, when I went to the company office to see the agent, I was asked by one of the office staff if I was the man who had missed ship in La Guaira. I gave him my papers, and he was filling out an embarkations form for me when Mr. Handover, the agent, came in, and after asking who I was, went into his office. The atmosphere seemed strained, so I went into Mr. Handover's office to ask him what he intended to do, as the Alcoa Pointer was not due till Thursday. After some talk, he said, "Gee, whiz, man! Have you been in the hospital? We thought you had missed your ship in La Guaira, from the cable we received from there!" The cable read: SEAMAN JOHN CREWS ARRIVING TRINIDAD 4:30 PM. TO REJOIN ALCOA POINTER. SIGNED ALCOA.

### Should Have Flown Home

The atmosphere changed right away. He told me that sick men were never sent to the Maraniera Club, and said that I could be flown home or put on the Alcoa Polaris the next day, whichever I desired. I told him that the doctor had given me permission to fly home the past Wednesday in La Guaira, but that the agent there insisted that I go to Trinidad. Mr. Handover agreed that they should have flown me home from there. It would have been different, he said, if I had been able to go back to work when the ship arrived in Trinidad, but since I needed a doctor's attention and could not work for three more weeks, it was foolish to keep me in Trinidad.

### Efficient Teamwork

Mr. Handover got things rolling right away and had me booked on a flight to the States in the morning. I would like to take this opportunity to thank him and his staff for the efficiency with which they handled things.

### Bears Club No Grudge

I do not wish to discredit or defame the Maraniera Club in any way. For the type of seaman they handle (men who have missed their ships through their own fault) they are doing a fine and efficient job to the best of their ability. Father Hawks, the head man, is a fine fellow and is not to be condemned for circumstances beyond his control. The Maraniera

Club is just not a place for a sick or injured man, to the best of my knowledge. I will soon be flying home, thanks to Mr. Handover and his staff.

I should like to say that the Alcoa agent in La Guaira should be sent to Trinidad to learn how to treat sick or injured SIU seamen. We don't like being pushed around, but what can you expect in Venezuela?

John Crews

## Atlantic Ship A Clean Ship Now

To the Editor:

Here on the Atlantic Navigator we've finally found a method of getting results on one particular beef. For three weeks complaints were made at meetings and to the delegates about the filthy condition of the after housing. It was impossible to go out on the fantail for the usual after-choy bull session in the evening without getting covered with soot and filth, which had been collecting for more than a month.

Then, one evening, someone had a bright idea. He wrote, with his finger, in the soot, such phrases as: "An SIU Ship Is A Clean Ship." "Atlantic, Too, Will Be SIU" and just plain facts about the filthy condition of the vessel. He then retired, washed his hands and awaited results; they weren't long in coming after an AMEU stalwart was seen reading these remarks on the filthy bulkheads.

### Bosun Cleans

The next day, as soon as the bosun had the men busy chipping on the well deck, he went aft and broke out his little hose and all by himself washed off each remark.

Herbert Libby

## Wants Info On Shipping Again

To the Editor:

In the April 17th issue of the LOG there was an article submitted by the crew of the Afoundria, about men retiring their books for more than two years. The article stated that a man wishing to return to sea must first ask permission of the membership throughout the Atlantic and Gulf District.

### In Air Force

I enlisted in the US Air Force in December, 1950, and will not be discharged until December, 1954.

Upon my discharge I have every intention of going back to sea. (I enlisted because my draft board pushed the issue.) What I want to know is whether I will have any trouble taking my book out of retirement upon my discharge.

Frank Bressi

(Ed. note: You will undoubtedly have no difficulty in taking your book out of retirement. You will receive a letter from headquarters advising you on the procedure to be followed.)

## Seatrain NY Run In SIU Fashion

To the Editor:

I am working as an OS aboard the Seatrain New Jersey and find conditions are excellent, in true SIU tradition.

I know that you and your staff are doing a good job on the home front; I look forward to the arrival of the SEAFARERS LOG with great anticipation and read it with great satisfaction.

Before the evening shadows fall on the light of this day and my lesson ends, I send all good wishes from my teacher (Sir Charles), the crew and myself to all SIU members.

Ernesto G. Serra

# LETTERS

## Money-Exchange Rates Listed

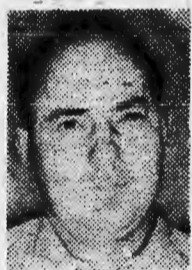
The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of May 28, 1953 and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 50 francs to the dollar.  
Denmark: 14.45 cents per krona.  
France: 350 francs to the dollar.  
Germany: 4.2 Marks to the dollar.  
Holland: 3.80 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krona.  
Portugal: 20.75 escudos to the dollar.  
Sweden: 19.33 cents per krona.  
India: 21 cents per rupee.  
Pakistan: 30.2 cents per rupee.  
Argentina: 14.2 pesos to the dollar.  
Brazil: 5.4 cents per cruzado.  
Uruguay: 52.63 cents per peso.  
Venezuela: 29.85 cents per bolivar.

## Waterman C-2s Are The Worst

To the Editor:

Going aboard a Waterman C-2 for the first time in January has great disadvantages. These ships were not designed with the crew's comfort in mind. Since the crew's quarters are back aft, at the end of the inside passageway you have to duck under a runner guard to avoid hitting your head. You have to take care also not to brush your good clothes against the slushed topping falls. After this you have to contend with the loading of the ship. At this point, you must pass the No. 4 or No. 5 hatch, and must walk over or around dunnage hatch boards, beams and sometimes deck stores, while trying to duck the cargo loads as they are being moved.



Malazinsky

Past this, you find yourself going through the watertight doors, down a pair of steps on the starboard side. Is this the only exit in case of an emergency? There is a ladder leading from the shaft alley, but too narrow to accommodate more than one person at a time, which leads to the top of the steps. If there is a fire, or the ship collides with another on the starboard side, you might as well say your prayers and goodbye.

### Crew's Quarters Bad

Down in this hole is where we sleep—where, on other ships, the lines, paint, ship's gear are stored, as well as the carpenter's shop. On a Waterman C-2, if you are in the deck department, you will find that if you open the portholes at sea, you have to bail water out all night. Therefore, the portholes must be kept closed at all times and you must put up with the smell of soiled clothes; for on the Gateway City, the work gear lockers are not outside.

Due to the forced heat as it comes out of the blowers, you get up with a dry throat and a headache; if you shut off the heat, it gets like an icebox. There is no room for a suitcase, let alone a radiator.

Sanitary conditions are just as bad, as there is no room for more than two men to wash at the same time when everyone is called in the morning. The engine department quarters are even worse, since men on different watches share the same quarters.

### Bouncing Ship

A rolling ship is nothing to a seaman, but when sleeping back aft on a Waterman C-2, it stops feeling like a rolling ship and seems as though you are a flea on a bouncing ball; each time the

scow comes out of the water you think you are in a small earthquake.

Before leaving the States, the ship usually has a load of deck cargo, and a cat walk is put up. This is all right until the ship hits a big storm and the catwalk is on the weather side. The only thing to do then is go down to the engine room, through the shaft alley and up or down the ladder. You can imagine what that is like, with heavy weather gear on.

I only hope it is possible for our good officials to force the Waterman SS Company to justify these dangerous conditions, so that our SIU men will at least have a comfortable place to relax when they have finished their day's work.

Joseph Malazinsky

## AMEU Shocks Hardened Seaman

To the Editor:

Most seamen are hard to shock, but I must admit that I have been shocked several times during the past few months by the stupidity of the AMEU's claims. They have repeatedly accused the SIU of making false statements and repeatedly have been proven crazy. But it seems to me that the real root of the question does not lie in the pettiness of the AMEU's bickering.

The AMEU is, by its very nature, a big lie, because it is not a union, because its purpose is not to help any seamen, but rather to serve as a company tool to keep any bona fide maritime union out of the Atlantic Refining Company fleet, and to see how little they can give the men and still keep them from organizing.

### SIU Fights For Members

It takes weeks and sometimes months for the SIU to negotiate a contract, for the simple reason that the SIU demands what its membership wants. The AMEU negotiates a contract in a matter of hours, because they will accept anything the company gives them, regardless of whether or not it is what the seamen want.

Not only do you have no job security with a non-union outfit like Atlantic, as the SIU has already proved, you don't have any kind of security, because even if you do keep your job (and you won't unless the company wants to keep you, regardless of how much time you have with them), Atlantic will reduce wages and break down conditions the minute it feels that it is in no danger of being organized.

Remember, Atlantic is in business to make money and only to make money—they don't care anything about you or any other seaman. If they did they would not take bread out of the mouths of American seamen by operating Panamanian flag vessels.

Timothy Fales

## Thanks Men Who Helped Husband

To the Editor:

I would like to thank the members of the SIU for their many kindnesses to my husband, William Atchason, who passed away April 3, 1953. He often spoke of friendliness and kindness of the men.



Atchason

I greatly appreciate the donations of blood which he so badly needed; thank you, too, for the weekly hospital benefit and for the death benefit.

Harriette Atchason

## Ship Is Rocking—Captain, Too

To the Editor:

We anchored in Yokohama about 8:00 AM and about 7:30 PM we got our long-awaited draw. (Due to insufficient funds, some of the men got the other half of their draw the following evening).

We went ashore that night for a gala evening on the town. That same night a breeze picked up and by 3:00 PM the next afternoon a real gale was blowing and the launch man refused to take me out to the ship for my 4-2 gangway watch. I neglected to get a statement from them so now I, too, belong to the lumbermen's club aboard this vessel. On Saturday we were supposed to shift to the dock. There were about ten men on the dock trying to get a launch. The deck department got logged again. We came into the dock on Sunday. The deck call for the men is disputed, which is nothing new. Of twelve lines of OT I have eight disputed.

Monday morning we lined up at the master's mansion for another draw. He would focus his bloodshot eyes on a man and say, "Oh, yes, one of my boys. I give you \$50.00" or else, "Oh, you! \$25—take it or leave it." So just before 5:00 PM we finally got our draw.

### Foggy Day, Foggy Master

We finally sailed from beautiful Yokohama completely contented, having looked over the Japanese groceries and the old man's four cases of grog, and went below. There was too much fog to navigate so we went to anchorage. The next morning we went to sea and sailed right into the teeth of a gale which turned into a storm. It couldn't have been too bad, though, as the old man was boxed out in his sack with his private stores.

The following day I went to see the captain to ask him about cigarettes, since it was 10 days since we had been issued a carton of cigarettes. I buttoned up my raincoat as I went, since it was raining and taking heavy spray. The master peered at me through his sun glasses and said, "What day is today?" I told him, it was Thursday and he said he would open the sloopchest at noon, Friday. The following day we found out that there were no Camels—but plenty of Kools, Fatimas. Because some men declared cigarettes, some received none at this allotment.

### Logs Are Mounting

While in Yokohama I found out that Joe Carroll, the deck maintenance who had been hospitalized in Korea, was logged for almost \$400. Why? The mate said because he did not turn to after he was told to sack in. The local monkey-house was full of seamen, but his bunk is still vacant, as is the fireman's, who was hospitalized. The old man says he can't get a replacement when there are plenty of men in the SUP hall there. (Incidentally, there is now about \$2,000 in logs in the deck department.)

It is rumored that we are going to be out here for four more months. Please offer a prayer for the men who may be sick on here, especially the delegates.

Bob Schlagler  
Ship's delegate

## Margaret Brown Starts Voyage

To the Editor:

The crew of the Margaret Brown, although the trip is just starting, think this will be a good trip; there is a good bunch of officers aboard.

James B. King, a bookmember, is coming back with us as a passenger. He just ended a 21-day visit to the hospital, after being injured on the Neva West.

Harriette Atchason

Deathless Legend Of The Sea:

# The Mermaid Myth



Lovely movie star Ann Blythe, at left, makes a fetching mermaid as she appears in costume for a motion picture. The streamlined but more modest Hollywood model, as can be seen, is quite different from the early version, shown in the old woodcut above, of a heftier and less inhibited lass.

Of all the myths and legends that surround the sea, the one that has always held the greatest fascination for seamen and landlubbers alike is undoubtedly the legend of the mermaid.

Just how the mermaid legend originated is impossible to say. It seems to have existed ever since men forsook the safety of the shore, and its roots are buried in antiquity. But among the earliest written references to the subject are those found in Greek mythology, in the fables of Nereus, the old Greek sea god who had the power of prophecy and the ability to change his shape at will.

Nereus and his wife, Doris, according to the fables, had 50 daughters called the Nereids. These 50 sisters—of whom the most famous were Thetis, Galatea and Amphitrite, who married Neptune—were nymphs of great beauty who lived in Nereus' palace in the depths of the Mediterranean, in a coral grotto richly furnished and decorated in gold and silver.

**Disported In Waves**

At times, in Greek literature, the Nereids appeared fully clothed. At other times they appeared nude. Invariably, however, they were shown disporting themselves on the waves along with other sea creatures, riding on the backs of dolphins or seated in chariots drawn by Tritons, the trumpeters of the sea.

But however the Nereids appeared, they always had one trait in common. Like their father, Nereus, who was generally depicted as a kindly old man, they had great friendship for humans, and were always ready to help mariners in distress.

In this respect the Nereids were much different from other legendary ladies of the sea, such as the Sirens and the Lorelei.

The Sirens, for instance, were Greek sea nymphs, sometimes pictured as birds with the heads of women, who lived on an island off the Greek coast and sang so sweetly that all seamen who heard them drew near and were shipwrecked on the rocks. In the story of Odysseus, he saved himself and his crew only by stopping up the ears of his men and then tying himself to the mast.

**Lorelei Lured Sailors**

The Lorelei, made famous in a poem by Heinrich Heine, was a German fairy who lived on a high cliff on the right bank of the Rhine, midway between Coblenz and Bingen, where the river forms a dangerous narrows. Like the Sirens, she lured sailors to their death with her sweet singing.

The Nereids, on the other hand, often acted as pilots in guiding seamen through dangerous straits. When, for instance, a treacherous pilot had run Vasco da Gama's ship aground, it was three Nereids—Nerine, Doto and Nyse—who lifted the vessel up and turned it around.

From Greece, the fables of the Nereids, altered as they were passed along by word of mouth, and from generation to generation, spread throughout the world, until the legendary ladies were known to Hindus, Mongolians, Vikings, and even the Indians of North, Central and South America.

The versions, of course, varied in detail according to

**He Started It All**



Above is Nereus, the old Greek sea god, who sired 50 beautiful daughters called the Nereids. These were the ancestors of the mermaids.



the country and the culture of the people. Among the Chinese and Japanese, for instance, the thousand-armed goddess, Kwan Yon, was often represented as a mermaid. But all the legends were basically similar, and in time there evolved the standardized version of a mermaid as a creature with the body of a woman, from the waist up, and the tail of a fish.

These mermaids, as had been their ancestors, the Nereids, were very friendly toward humans, and in fact the folklore of the various countries is filled with stories of mermaids marrying mortal men, and of their male counterparts—mermen—marrying mortal women. There are also accounts of merchildren, or marmachler, as they are sometimes called.

Generally the mermaid was represented as a beautiful half-woman with exceptionally fine hair which she combed with a golden comb and studied in a golden mirror, and this concept was retained by American seamen who incorporated it in a chantey which went, in part, as follows:

*On Friday morning we set sail,  
And our ship was not far from land,  
When there we saw a pretty maid,  
With a comb and glass in her hand,  
Brave boys,  
With a comb and glass in her hand,*

The legend of the mermaid, as it spread through the world, naturally became a bone of contention between those who regarded it as fact and those who regarded it as fable, and seamen bold enough to assert they had actually seen one of the fabulous creatures were often branded as liars or idiots or both.

**Reported By Hudson**

Despite this ridicule, however, reports of mermaids kept cropping up, and Henry Hudson, for instance, once reported that on the morning of June 15, 1608, two of his men—Thomas Hilles and Robert Rayner—saw a mermaid close to their ship's side.

"From the navill upward," Hudson wrote in his journal, "her backe and breastes were like a woman's as they say that saw her; her body as big as one of us; her skin very white; and long haire hanging down behinde, of color

black; in her going down they saw her tayle, which was like the tayle of a porposse, and speckled like a macrell . . ."

A few years later, in 1614, the famous Captain John Smith also saw a mermaid—or thought he saw one—swimming around near his ship off the West Indies. Her eyes, Captain Smith reported, were too round, her finely shaped nose too short and her well-formed ears too long, but nevertheless she was an attractive woman and he was fast becoming smitten with her when she suddenly turned over, revealing the tail of a fish.

As time went on, and as science advanced and man emerged from the realm of superstition, the legend of the mermaid became more and more discredited. Yet the persistence with which such legends cling to life, even here in America where it was never widely accepted even by seamen, is shown by the fact that as late as 1881 the American public was stirred by a report that a mermaid had been captured in Aspinwall Bay and brought to New Orleans.

"This wonder of the deep," the report said, "is in a fine state of preservation. The head and body of a woman are very plainly and distinctly marked. The features of the face, eyes, nose, teeth, arms, breasts and hair are those of a human being. The hair on its head is of a pale, silky blonde, several inches in length. The arms terminate in claws resembling an eagle's talons, instead of fingers with nails. From the waist up, the resemblance to a woman is perfect, and from the waist down the body is exactly the same as the ordinary mullet of our waters, with its scales, fins and tail perfect. Many old fishermen and amateur anglers who have seen it pronounce it unlike any fish they have ever seen. Scientists and savants alike are 'all at sea' respecting it, and say that if the mermaid be indeed a fabulous creature, they cannot classify this strange comer from the blue waters."

No fully accepted explanation of the mermaid's sudden appearance in Aspinwall Bay was ever given, but the most logical explanation seems to be that it was another hoax perpetrated by that master showman, P. T. Barnum, who was still alive and active at that time.

# ... DIGEST of SHIPS' MEETINGS ...

**NEVA WEST (Bloomfield), April 4**—Chairman, E. P. Lenard; Secretary, B. R. Lynn. Repair list for the last trip was checked. Items not taken care of will be put on the next repair list. Letter concerning the chief engineer, turned over to the port captain. Union agent and patrolman in Galveston. Michael J. Pugaczewski was elected ship's delegate. Steward and chief cook were asked to inventory stores, so that we can see if this company is storing ships in accordance with the Union contract. Delegates will see the captain about having to climb around deck cargo in order to dump garbage back aft. Captain will be asked about building a catwalk over deck cargo so oilers and messmen can get back there.

**ALCOA PATRIOT (Alcoa), April 23**—Chairman, Robert Schwartz; Secretary, D. W. Trawick. One man missed ship in New Orleans. Report will be turned over to the Union on arrival. Discussion was held on cold supper in Port Saturday and Sunday in Mobile. Men will donate extra change to the ship's fund at the payoff. Discussion was held on the night lunch and keeping the messhall clean. Vote of thanks went to the steward for a job well done.

**SOUTHWIND (South Atlantic), April 5**—Chairman, E. D. Sims; Secretary, L. E. Harris. Motion was made to request inner-spring mattresses for the crew. Repair list will be made up at the last port of call and mailed to the SIU hall and to the company. Discussion was held on general routine business and general care of the washing machine.

**EVELYN (Bull), April 18**—Chairman, Frank Keelan; Secretary, E. C. Dacey. Ship's dues will be taken to the veterinary, and this will be paid for out of the ship's fund. Missing man's clothes will be sent to the Union hall in New York; this will be paid for out of the ship's fund. This man missed ship in Port Sulphur. Repair list will be turned in before arrival in Baltimore. Vote of thanks went to the steward department. Ship's delegate will see about getting a new library while in port. Cups should be returned to the pantry.

**STEEL WORKER (Isthmian), March 14**—Chairman, Jim Shipley; Secretary, S. Sam Cas. Mess quarters should be kept clean at all times; deck watch should clean on night watches. All should cooperate. Door locks should be fixed. Ship's fund will be used for the library. Hot water is rusty. Reefer, tanks and piping need repairs. Slopchest is very poorly supplied.

**BENTS FORT (Cities Service), April 21**—Chairman, Dennis H. Gibson; Secretary, H. F. Smith. New hair clippers and razor were bought from the ship's fund. Patrolman will be contacted about a new washing machine. Delegates will see the steward about the milk quota being brought aboard. Engine quarters should be painted. Beefs of messman will be brought to the delegate's attention. All departments' repair lists will be turned over to the ship's delegate. Cold drinks should be put out in hot weather. Ship's delegate should see about getting buttermilk. There should be enough cots for all during hot weather.



**TAINARON (Actium), May 3**—Chairman, Robert Varon; Secretary, Frank Buhl. John Brennan was elected ship's delegate. Agreement was reached on cleaning the laundry and messhall.

**CHIWAHA (Cities Service), April 30**—Chairman, K. P. Goldman; Secretary, U. S. Weems. Chief mate and engineer were seen about messhall chairs and menu board, but nothing was done yet. Patrolman will be told about junior third assistant doing daywork on watch. Chief engineer should be contacted about the messhall's blower system. Repair list will be turned over to the patrolman.

**MANKATO VICTORY (Victory), April 25**—Chairman, W. L. Busch; Secretary, J. D. Seratt. James Watt was elected ship's delegate. All repairs not made from the last trip's list will be brought to the mate's attention so they can be taken care of. Ship's delegate will ask the captain about sougeeing and painting the crew messhall and about putting out the next draw before 4:00 PM. Captain has been told about the coffee shortage. Pantryman, it was decided, will put in more overtime for making ice than the captain has been allowing.

**COEUR D'ALENE VICTORY (Victory), May 2**—Chairman, D. C. Gay; Secretary, Noble Mills. Headquarters will be notified about the man who missed ship in New York. Patrolman will be told about the poor quality of meats, vegetables and fruits. In the future, frozen vegetables should be placed aboard, as well as more buttermilk, fresh milk and a better grade of coffee. Stevedores should clean the recreation room after they have finished. Company should supply tools, according to a suggestion from the second electrician.

**ARCHERS HOPE (Cities Service), April 26**—Chairman, T. A. Patrinquin; Secretary, F. Parsons. One man missed ship in Houston, Tex. Engine department is one man short. Discussion was held on keeping the messhall clean. Motion was passed to buy a phonograph for the crew from the ship's fund. Repair list should be made out.

**STEEL AGE (Isthmian), April 8**—Chairman, Joe Selby; Secretary, Moore. There is two days' subsistence due for

no hot water in Djakarta. Repairs will be made during the trip where possible; repair lists should be turned over to delegates. Discussion was held on getting more prime ribs of beef. Launch should be identified by company house flag.

**April 27**—Chairman, E. Tesko; Secretary, M. Plummer. Ship's delegate saw the captain about getting US money in draws as per agreement, and was told the ship had no cash aboard. This matter will be brought up at the payoff. All steward department supplies should be checked before the ship reaches the West Coast and faulty stores will be rejected and replaced before the ship sails foreign. Many beefs against the steward department were made. Crew voted to have a cold supper once a week.

**YORKMAR (Calmar), April 26**—Chairman, Carl E. Gibbs; Secretary, Curt Borman. Curt Borman was elected ship's delegate by acclamation. A vote of thanks went to the cook. Motion was passed to contact the agent in Long Beach, Cal., about installation of new rotating fans where needed. Chief cook will not move into designated quarters (deck engineer's workshop). Exhaust fan in the galley should have grease removed. Foc'sle doors and messhall chairs should be scraped and varnished. Benches should be built for the foc'sles if there is enough lumber. Crewmembers were cautioned to be on hand one hour before posted sailing time, because if one member is late, delayed sailing overtime for the rest of the crew will be cancelled.



**SALEM MARITIME (Cities Service), April 26**—Chairman, James H. Parker; Secretary, A. Rummel. MacDonald was elected ship's delegate. Repair list will be given to all department heads. Screens are needed for ports.

**CALMAR (Calmar), April 12**—Chairman, William Ekins; Secretary, Harold Scofield. Coffee cups should be returned to the messhall. Laundry should be left clean. Repair list should be made up by each department. Washing machine will be repaired and deck will be painted.

**TROJAN SEAMAN (Troy), April 12**—Chairman, Allen Burke; Secretary, P. E. Fentress. Carl Carlsen was elected ship's delegate by acclamation; he will take the repair list to the captain, and see what can be done at sea. Vote of thanks went to the steward department for a job well done so far on the voyage.

**ROBIN TUXFORD (Seas Shipping), March 23**—Chairman, H. F. Jaynes; Secretary, William Nests. Repair list and overtime sheets were turned in. Misconduct of two members will be turned over to the patrolman, as a result of the special meeting held by the department involved. Patrolman will also be contacted on another member.

**AZALEA CITY (Waterman), April 12**—Chairman, W. Padgett; Secretary, David B. Sacher. Boarding patrolman will be asked to look into the food situation, and see why the ship cannot get fresh vegetables and drink mixes for the hot weather and frozen vegetables, if fresh are not available. Patrolman should be asked to take action if the port steward does not comply. Clothes should not be left in the washing machine longer than half an hour, so the machine will not be tied up longer than necessary. There is a balance of \$34.00 in the ship's fund.

**April 26**—Chairman, Paul Whitlow; Secretary, Warren Messenger. Paul Whitlow was elected ship's delegate. Two men missed ship in Tampa. Nothing has been done on the food beef, which will be taken up with the patrolman.

**BARBARA FRIETCHIE (Liberty), April 11**—Chairman, Louis Bach; Secretary, J. Melyna Lundy. Captain suggested a \$50 draw, but since the ship will be in port for two days before the payoff, a motion was passed to have the ship's delegate ask him for a \$100 draw. A new washing machine will be ordered at Los Angeles; it may not be ready, though, till the ship reaches the East Coast. It was decided to keep the old washing machine.

**May 3**—Chairman, R. Bowman; Secretary, E. Julian. Repair list has been turned in to heads of departments. One man joined the ship in Los Angeles, replacing the man left sick in the Philippines. Patrolman will be asked about the promised new washing machine. Saloon messman feels the entire world is against him and wishes the patrolman to know his troubles; the membership referred this to the steward and the patrolman. Steward department was commended for a wonderful job done, especially while short-handed. Meals are well served and the cleanliness of the messroom is exceptional.

**SEATRAN NEW JERSEY (Seatrane), April 4**—Chairman, V. Szymanski; Secretary, S. U. Johnson. There is a \$33.60 balance in the ship's fund. A few recreational items were purchased by the ship's delegate. Ship's delegate asked that any brother who has to get off sick, or who is getting married be given a small donation of at least \$5.00 from the ship's fund. Sir Charles was elected ship's delegate. Donations to the ship's fund should go to department delegates. Ship's delegate asked that some Easter cards be purchased for some sick brothers and for friends of labor shoreside. Men should be quieter in the messhall at night.

**JULESBURG (Terminal Tankers), April 19**—Chairman, Herace A. Denton; Secretary, Lester McHugh. There is a beef in all departments regarding delayed sailing in Norco. La. Matter of mate turning

## Get New Books Through Agents

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

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

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

bosun to assist chief pumpman in the pumproom bilges will be referred to the patrolman. Patrolman will also be asked to settle the dispute on transportation due oiler from Galveston to Dear Park. \$5.00 was paid previously; the captain offered the oiler \$3.25. One member's left open while the gang was washing down the ship. The mate was very sarcastic to the man when he complained. Patrolman will be told of this incident.

**SUZANNE (Bull), May 5**—Chairman M. H. Cruz; Secretary, L. Vigo. Repairs were discussed and put on the list.

**INES (Bull), May 2**—Chairman, not listed; Secretary, R. Jopski. So far five SIU ships have been notified that fresh milk is available in Puerto Rico. Suggestion was made to put out more night lunch. A vote of thanks went to the night cook and baker for the extra baking. Messman should be given a hand in keeping the messhall clean in the evening. Voluntary contributions will be collected at the payoff for the tuberculosis hospital in New Mexico.

**AFONDRIA (Waterman), April 21**—Chairman, Ken Beckerich; Secretary, Bob Sheppard. Washing machine and vegetable box have been repaired. Vote of thanks went to the baker for his pastries and cake at coffee time. Messman and pantryman were thanked. If possible, frozen vegetables will be procured from port steward. Discussion was held on painting the foc'sles and getting inner-spring mattresses. Showers and heads are being left dirty; cigar butts are left on deck.

**ANGELINA (Bull), April 19**—Chairman, Vincent Cupriano; Secretary, S. Escobar. Pantryman was asked to make salad after lunch instead of breakfast. Delegates will make up a repair list and hand it over to the ship's delegate who will give copies to department heads. Ship's delegate will see the chief engineer about the plumbing, which needs some replacements.

**WACOSTA (Waterman), April 5**—Chairman, Floyd E. Starkey; Secretary, E. Bie-miller. Andy Gowder was elected ship's delegate by acclamation; he will take charge of the ship's fund. Everyone was cautioned about fouling up. Steward agreed with the suggestion that two percolators be left in the messroom at night, and put them out next morning. Messroom should be cleaned up by the watch every morning before turning to. Dirty dishes should be put in the sink.

**April 26**—Chairman, Floyd Starkey; Secretary, Andy Gowder. Men were asked to help keep the laundry clean.



**FELTORE (Ore), Ralph E. Stahl; Secretary, John Kulpor.** Cleaning of recreation room and laundry has been unsatisfactory; from now on this work will be shared by each department. Steward department was complimented for the way they have prepared the food, considering what they have to work with. Men leaving should clean foc'sles.

**SOUTHERN STATES (Southern), May 13**—Chairman, Charles Moore; Secretary, L. B. Bryant, Jr. Elections were held for delegates: Ship's delegate, Joe Moro; deck delegate, Charles E. Moore; engine delegate, L. B. Bryant, Jr.; Steward delegate, Frank Netto. Mate will be asked for some lumber to make gratings for a new mattress, as well as two or three other bunks. Cups should be washed and replaced after use. Each man contributed \$1.00 to start a ship's fund and promised to give \$5.00 each draw. Johnny West was elected ship's treasurer.

**STEEL RECORDER (Isthmian), January 25**—Chairman, M. Newton; Secretary, D. W. Clark. Discussion was held on painting foc'sles. There is not enough coffee for the engine department. Chief engineer is within his rights to keep clothes out of the Adley; they are a safety hazard. Doors and messhall should be kept locked in port, as shoreside people come aboard. There are not enough wind scoops; company would not supply any on the West Coast. Chief engineer will not remove the metal locker in the laundry without talking to the company; this will be added to the repair list.

**April 25**—Chairman, R. A. Barrett; Secretary, D. W. Clark. Patrolman will be told of the captain's violation of certain sections of the agreement. Repair list was turned over to the ship's delegate by department delegates. Crew feels the

steward is not too competent. Recommendation was made that ship's delegate contact the Union to obtain the toughest possible patrolman to straighten out the steward and instruct him in full concerning steward's duties and obligations. Union will be notified if the captain turns down the steward's food requisition. Bad eggs, weeviled crackers and stale cookies are to be thrown overboard. Except for a few decks, no painting has been done. Poor sanitary work will be brought up at the payoff.

**GREECE VICTORY (South Atlantic), January 22**—Chairman, William Janisch; Secretary, Amos Baum. Hank Donbrowski was elected ship's delegate. He will see the chief engineer about fixing the old washing machine. Engine department was asked not to sit at table talking after meals, since there is a seating shortage.

**March 14**—Chairman, Hank Donbrowski; Secretary, Amos Baum. There is considerable disputed overtime. There was a complaint about the crew pantry being left dirty every morning since the ship left Chicago. Everyone agreed to cooperate in keeping it clean.

**April 25**—Chairman, not listed; Secretary, Amos Baum. Letter was received from Brother Daniel Boyce stating that his injured hand was better and that he was on his way back to the States; he also reported that Brother Jackiel was in the hospital. Second electrician was left in Japan. Suggestion was made that ham be put out for night lunch. Everyone was asked to leave rooms clean at the payoff and not to scrape grease off their shoes inside the ship. Linen should be turned in. Complaint was made that the deck department got preference in the distribution of cots.



**BLUESTAR (Triton), April 11**—Chairman, Anthony Ferrara; Secretary, Lew Meyers. Men were told to stop running topside and quit backstabbing, but go to department delegates with beefs. Steward stated that baker will work 2:00 AM to 10:00 AM as per agreement. He said the baker was buying working gear and running other departments and running to the captain with beefs. Also, he put special pastry in the saloon while the crew had cookies. He was warned to change his ways and start living up to the contract. Old washing machine should be used for working gear and new one for clean gear.

**STEEL CHEMIST (Isthmian), March 19**—Chairman, M. Keffer; Secretary, A. W. Sadenwater. Ship's delegate contacted the captain, who said there is no provision by the company to make cash advances in US money. J. Fitzgerald left the ship in Siam for medical treatment. Saloon pantryman missed the ship; captain expects him back in Singapore. There is general grumbling about the meals not being up to standard and being served cold. Steam table is to be kept hot and food covered. Menus should be more varied, and be suitable to the weather. There should be at least one cold meal a week.

**BRADFORD ISLAND (Cities Service), April 19**—Chairman, H. Utratti; Secretary, R. O. Jones. Mattresses requested will be waiting on the dock. New wind chutes and screens are available from the bosun. Each department should use its own heads. Steward will be contacted about new cots for the crew and for fumigation of the ship.

**QUEENSTON HEIGHTS (Seatrane), March 22**—Chairman, William L. Mason; Secretary, Headley F. White. Membership was asked to leave the messroom clean at night. Overtime for late sailing from Venezuela will be referred to the boarding patrolman at the port of payoff. No one is to smoke on deck. Steward department fans need repairing. Vote of thanks went to the steward department for the excellent chow they are putting out.

**April 4**—Chairman, W. L. Mason; Secretary, Headley F. White. There are no beefs and everything is running very fine. There is plenty to eat at all times. The only thing wrong is that it is very hot out here. P. Frango was elected ship's delegate. There is no canvas for awning for the aft deck. Patrolman will be told of this. Deck and engine department engines need painting and repainting. Slopchest should have a better variety of goods. Deck department suggested that the messhall chairs be painted a darker color. Different brands of cigarettes should be carried.

**COEUR D'ALENE VICTORY (Victory), April 12**—Chairman, Charles Simmons; Secretary, H. S. Ricci. Delegates should make out repair lists. Foc'sle keys should be made. Lights should be installed on bulkhead aft. Deck department beef will be referred to the patrolman. Articles in the lockers are subject to damage when the ship is rolling. Cook's room will be inspected, as insulation does not hold the condensation from changes of temperature. Recreation room will be painted. Mattresses should be changed so they fit bunks. Steward department got a vote of thanks.

**STEEL RANGER (Isthmian), April 12**—Chairman, V. Carnegie; Secretary, C. V. Carlson. Crew's foc'sles will be painted before the next voyage. Cots have been removed from the decks. All rooms will be cleaned and beds stripped before new crew comes aboard. Vote of thanks went to the steward department with special mention to the steward for providing cold beer while the ship was in the Persian Gulf and to the baker for his snacks at coffee time throughout the voyage.

**STEEL CHEMIST (Isthmian), May 3**—Chairman, MacMcKee; Secretary, Adelph W. Sadenwater. Members were compli-

mented on their general conduct during the voyage. Repair list was read. Suggestion was made that more frozen food be obtained, instead of buying fresh stores in foreign ports. More potatoes should be purchased, instead of using canned potatoes. Patrolman will be asked to check the slopchest. Captain will be contacted on clarification of US draws in foreign ports.

**MAR (Bull), April 29**—Chairman, M. Jones; Secretary, E. Hogge. There is \$66.77 in the ship's fund. Ship's delegate will see the patrolman about awnings. Crew gave the steward department a vote of thanks.

**BEATRICE (Bull), April 19**—Chairman, Charles Orell; Secretary, Leroy Johnson. One man left ship because of the death of his mother.

**May 10**—Chairman, Freddy Loris; Secretary, Oridio Rivera. Captain will be asked about installing a radio for the crew. Boarding patrolman will straighten out the matter of issuing passes.

**FRANCES (Bull), May 12**—Chairman, J. L. O'Rourke; Secretary, Larry O'Connell. Curtains were put up in the messroom; there has been no cooperation on repairs. Crew wants to find out about getting milk in San Juan, Puerto Rico.

**LOGANS PORT (Cities Service), May 7**—Chairman, R. B. Jones; Secretary, E. P. Voltz. One man missed ship in Paulsboro, N.J. Edward P. Voltz was unanimously elected ship's delegate. Vote of thanks went to the steward department for a job well done. There is \$10.82 in the ship's fund.

**AFONDRIA (Waterman), May 17**—Chairman, D. Y. Menn; Secretary, Bob Sheppard. Drinking water is now good. Minor beefs have been straightened out. Ice in the machine has a very bad taste. Chief engineer will be asked about this. Vote of thanks went to the steward department for good food well prepared and good service to the crew.

**STEEL SCIENTIST (Isthmian), April 9**—Chairman, Morton Trehrn; Secretary, Markel. Ship's delegate will ask the patrolman about getting a salleyman for the steward department. Brother Hunt asked for a \$2.00 donation from each man to buy a radio at the payoff. Brother Stern was elected ship's treasurer; there is a \$55 balance in the fund.

**SUZANNE (Bull), April 1**—Chairman, M. Cruz; Secretary, A. Lavioie. Special meeting was called on checking the food in the ice boxes, and take up matter with the patrolman if any food is bad.

**GATEWAY CITY (Waterman), April 12**—Chairman, Rex Coots; Secretary, G. Thobs. Motion was passed to prefer charges against the next man who washes his teeth in the water fountain. All repairs should be made before the next sign-on. Discussion was held on repairs. **April 26**—Chairman, Don Hall; Secretary, G. Thobs. Ship's delegate reported that the ship was not safely secured because, he was told, there was too much overtime involved. He saw the captain about getting cigarettes, but the captain told him he could not open that day because we were running coastwise. Patrolman will be contacted about the securing beef. Repairs should be made before the ship leaves home port; only the thermostat in the galley was renewed on the last repair list.

**REPUBLIC (Trafalgar), April 9**—Chairman, K. W. Kelly; Secretary, G. Jesumich. Delegate should see the chief engineer about the washing water, which seems to be contaminated; tanks should be switched. Sparks is not very cooperative with the crew. Slopchest supplies are not sufficient to cross the Mississippi River with. This will be taken up with the patrolman. He did not order the launch to take men ashore to see the doctor and dentist, for one thing, and men needing medical attention went to sea without it. Medical supplies also are insufficient. There are no first aid kits in the galley or the engine room. Repair list will be turned in. Patrolman will be told about the lack of salt tablets and containers. Fans in crew's quarters need to be replaced.



**STEEL RANGER (Isthmian), May 9**—Chairman, Elmer C. Barnhill; Secretary, Texan. Library was stocked. Inner-spring mattress question will be taken up next trip. Motion was passed to start a ship's fund with a \$1 contribution from each man. V. Monte was elected ship's delegate. Sufficient mattresses and cots were ordered for the trip. One new bunk with mattress to fit is needed. Recreation room and portside passage should be cleaned alternately by each department. Men should wear clean clothes in the messhall.

**PAOLI (Cities Service), May 17**—Chairman, M. A. Power; Secretary, A. Roberts. Harry Gaunlett was elected ship's delegate; M. Montgomery was elected treasurer. Repair list will be made out before the ship goes to the shipyard; pantry should be left cleaner.

**May 3**—Chairman, M. A. Power; Secretary, A. W. Fariseau. New screens for the messhall were procured. Messman should put out trays after meals are served. Record machine will be fixed and new records and books bought.

**BALTORE (Ore), March 1**—Chairman, J. Crowder; Secretary, George Prots. Robert Beale was elected ship's delegate. Coffee cups should be returned to the pantry. Card players should keep their voices down and clean up the recreation room at the end of the game. Beef on the ventilators not being turned on during the entire voyage. A lot of repairs

(Continued on page 25)







# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

One of the proudest patients over at the USPHS Hospital on Staten Island is Thomas Maher, who recently became the very proud father of a set of twins. Tom had to get off the Steel Traveler over in India and go into the hospital there. Then he was transferred back to the States and sent to the Staten Island hospital. Right now, he says that he's feeling a lot better, and is looking forward to seeing his twins for the first time, since he's been in the hospital since before they were born.

Those Seafarers who get injured or sick while they are in foreign ports and have to get off their ships, should make sure to contact the SIU Welfare Services Department at 675 Fourth Avenue, Brooklyn, NY, as soon as they possibly can. If you're going into a hospital in a foreign country, or getting off sick, make sure to contact us, and give us all the details, including your name, your address at the place you're at, the name of the ship and company, and all details about your illness. Then, we can get right to work on this, and make sure that you collect your maintenance and cure money and aren't stuck over there without any money.



Maher

If you contact us, and give us all the details, we can also begin working on the arrangements for your transportation and all the other details, so everything will go smoothly, but the thing to remember is to contact us just as soon as you find that you have to get off the ship. Don't wait, because any delay will just cause a delay in collecting your money.

The best thing to do, is to write us an airmail letter just as soon as you find you'll be getting off the ship, or, better still, send a cable right away. Remember that communications take some time on a deal of this sort, so let us know all the details right away.

At the same time, once you have been transported back to the States, make sure to contact or visit the Welfare Services Department just as soon as you get back. Then, we will be able to make sure that you get the proper care, and will be able to go right to work on making sure that you get everything that you have coming to you under the SIU contract.

George Vickery is over in Staten Island hospital, and says he's feeling lots better. His last ship was the Robin Trent, and he says he'd like to hear from some of his old friends. Thomas McCaffrey is also over in the hospital there with a bad back. He had to get off the Stonewall Jackson in Honolulu, and was flown back to the States. He figures he'll be in the hospital



Vickery

Alfred Mueller is doing fine in the hospital. He went in back in December of 1951, and has had quite a bit of surgery done. He got blood from some of his SIU brothers, and says that sure helped him to pull through. Harold Tuttle, who had to get off the Coe Victory and go into a hospital down South, has been transferred to Staten Island. He says that he's feeling a lot better, but figures he'll be in the hospital for a while yet. And John Fanoli, who just got out of the hospital, is resting up on the beach and tells us it will still be a time before he's able to ship out again.

## That Welcome Hospital Visit



An unidentified Seafarer stands by (right) as SIU Welfare Services representative Al Thompson writes out receipt for weekly hospital benefits that he has delivered to the patient.

# TB Patients Sure Of Cure \$\$

Long-term chronic disease victims, such as tubercular seamen, are now receiving a square deal on their maintenance and cure claims as a result of Welfare Services action in acquainting them with their rights and the provisions of the contract on maintenance and cure. As a result, many seamen now recuperating from TB and other chronic ailments are receiving the full protection of the \$8 a day maintenance and cure that they had been losing out on in some cases.



Tubercular seamen, like these shown at the Manhattan Beach USPHS hospital, are assured of full maintenance and cure benefits under the Union's policy of protecting their rights to maintenance.

What had been happening in the past in many instances was that Seafarers in this position had been approached while in the hospitals on settlement of pending maintenance claims. A number of Seafarers would make a lump sum settlement on maintenance, accepting a certain number of weeks that was agreed on between them and the company.

### Money Usually Gone

The result was that by the time the Seafarer was discharged from the hospital, he no longer had any maintenance money coming to him. The lump sum that had been settled for many months back was usually gone. But the Seafarer, particularly the TB victim, found he had a long period of convalescence ahead of him, before he could return to work.

The result was that many men were forced by economic necessity to go to work on shoreside

jobs well before they were fit for duty. In such instances the men usually suffered a relapse and wound up back in the hospital worse off than they were before. In the light of this problem,

Welfare Services has been making a point of advising tubercular seamen and others not to make lump sum settlements on maintenance cases. Instead the Union strongly urges that the men wait until they are discharged from the hospital and collect their maintenance on a weekly basis.

Under such circumstances the Seafarer can wait until he is fully recovered and fit for sea duty again with the assurance that the maintenance and cure money will be coming in regularly. It is not unusual in TB cases for recuperation to take many months after discharge from the hospital.

In one instance involving a tubercular seaman, the man in question had made a maintenance settlement that was a defective one, in that the settlement had not given the man his full rights. Subsequently he came to Welfare Services for help, and in this instance the Union was able to put the man back on maintenance and cure until such time as he is fit for duty again.

It's emphasized that no chronic disease patient is compelled in any way to make a lump sum settlement on maintenance if he doesn't want to. In any case, Seafarers in this position should get in touch with Welfare Services before making settlements. Because of the difficulties involved, Seafarers making settlements on their own are liable to lose out on maintenance payments that they would be receiving otherwise.

## Stubborn Landlady Just Putty In Union Hands

As many a Seafarer knows landladies can be a pretty rugged and oft-times obstinate breed. The man who tangles with one often does so at his own risk. But SIU Welfare Services, accustomed as it is

to dealing with tough problems, can handle the landladies with the best of 'em, as witness the following story:

It appears that a veteran Seafarer, who prefers to remain unidentified in this case, came off second-best in a tussle with his landlady in Brooklyn. The Seafarer had been sailing regularly out of New York and had an arrangement whereby he left most of his gear with the landlady while he was at sea, occupying the room during his brief stays ashore in the city.

### Longer Trip Than Usual

All went well for a couple of years, but then one day the Seafarer in question unexpectedly took a berth on a tanker for a rather long offshore trip. In the time that he was away, his rent got a few weeks overdue. When the ship got back to its berth in New Jersey one night, and he had a few hours leave, he grabbed himself a cab and hot-footed it over to Brooklyn to pay his rent and pick up his clothing and possessions. He no longer intended to stay there as he was not planning to ship out of New York consistently in the future.

However, when he got to the place in question, he met with a distinctly hostile reception. The landlady and her husband showed their collective displeasure at his oversight. They not only refused to accept any explanations but declared that they wouldn't give up his gear, and furthermore he'd better beat it pronto.

### Chilly Night, Too

Since he was due back on the tanker and didn't have time to pursue his claim, he sped back to his ship, where he composed an angry letter to Welfare Services about the ungrateful landlady and her unchivalrous husband. Further he said, it was a very chilly spring

night, and since the landlady had his overcoat, he nearly caught pneumonia.

Obviously, here was a case where an injustice had been done. Welfare Services got after the matter right away. The landlady was reminded that her actions were not acceptable in the eyes of the law and the SIU was very unhappy about the whole affair. The landlady, without pause, immediately agreed to accept her money and surrender the gear.

The gear was then hauled over to the New York hall and put in safe deposit in the headquarters baggage room. The final act will take place when the Seafarer gets in from his present intercoastal run and picks up his gear, safe and sound.

## FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

**James C. Blake, 52:** On April 21, 1951 Brother Blake, a member of the deck department since 1948, died in the USPHS Hospital, Richmond, NY. He joined the SIU in Galveston; cremation took place at the New York and New Jersey Crematory, Jersey City, NJ.

**Colden Augusta Aubert, 38:** A bronchial ailment proved fatal to Brother Aubert on May 1, 1953. A member of the deck department, he is survived by his wife, Mrs. C. A. Aubert, Route 1, Box 506, Riverside Drive, Mobile Ala.

**James Ellis Garrett, 40:** An internal disorder caused Brother Garrett's death on January 18,

1953 in Savannah, Ga. He had sailed as a wiper in the engine department and an OS in the deck department. He is survived by Mrs. Bessie Cody Garrett, 201 East Street, Homaston, Ga.

**George M. Arnold, 62:** A steward in the SIU for the past 10 years, Brother Arnold died at the USPHS Hospital on Staten Island, NY, last September 17th. Burial took place at the Lutheran Cemetery, Middle Village, Long Island, NY.

**Raymond W. Holton, 31:** On November 14, 1952, Brother Holton died of a heart ailment at the VA Hospital in Richmond, Va. He joined the SIU in Norfolk, and had been sailing as a cook and baker in the stewards department since 1946. Burial took place at Blandford Cemetery, Petersburg, Va.

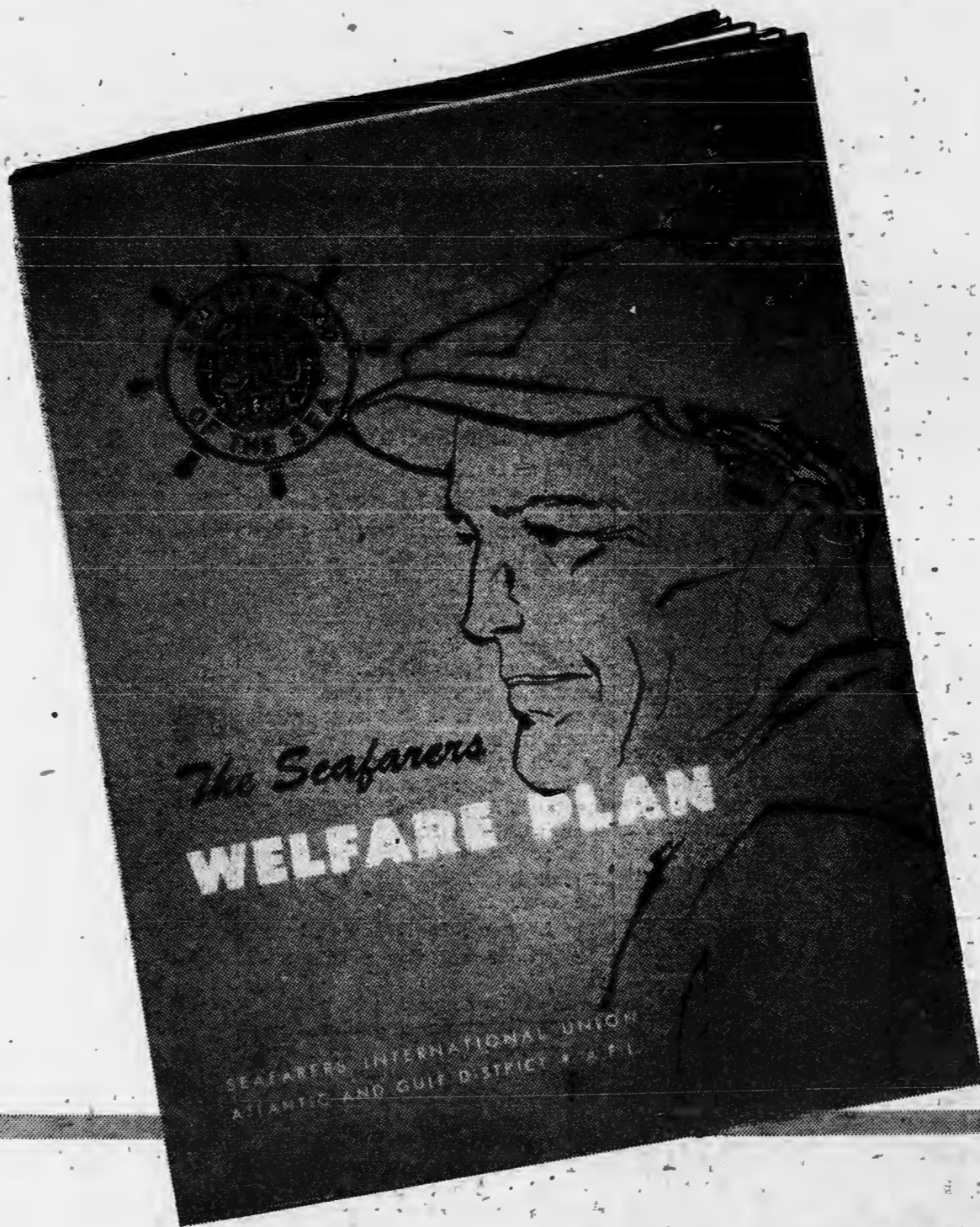
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# SEAFARERS LOG

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• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

## YOUR GUIDE TO THE SEAFARERS WELFARE PLAN



The complete story of the Seafarers Welfare Plan will be available to Seafarers in all SIU ports in a few days. In a new booklet published by the Union the multitude of benefits won for the men of the SIU are explained clearly, and the easy method of collecting outlined. The booklet, which fits easily into your back pocket, covers the hospital, disability, maternity, death and scholarship benefits available to every SIU member without any cost to the individual. Watch for the booklet in your port.

