

BALTIMORE

SAVANNAH

NEW ORLEANS

NORFOLK

GALVESTON

VACATION PAY 1st WEEK TOPS

\$100,000

LAKE CHARLES

WILMINGTON

FRISCO

PHILADELPHIA

MOBILE

TAMPA

SEATTLE

NEW YORK

First Entries Arrive, Art Contest Rolling

First entries have already arrived in the LOG office as Seafarers start submitting bids for prizes in the Union's first art contest. Prizes will be distributed in four categories—oils, watercolors, drawings and miscellaneous—with the deadline for entries set at May 10, 1952.

Aside from conventional painting, drawing and sculpture, entries involving any type of decorative or handicraft work will be welcome. They could include such items as ships' models, wood carvings, decorative work in copper, leather or other materials, clay modeling, weaving and similar hobbies which Seafarers might pursue. As long as the work is original and creative, and shows skill and workmanship it will be eligible under the miscellaneous heading.

Urging participation in the con-

test, SIU Secretary-Treasurer Paul Hall declared: "We know we have a lot of talented fellows sailing our ships. Now's the time for them to strut their stuff. We can show that Seafarers have a lot more on the ball than some people give them credit for."

Contestants can submit as many entries as they want in any one, or all, of the four categories involved. Entries should be mailed in to Art Contest, c/o SEAFARERS LOG, 675 4th Avenue, Brooklyn. Use registered mail wherever possible to make sure that your entry doesn't go astray. It's also important to identify your entry on the work itself by putting your name on the back or bottom whatever the case may be. All entries will be well taken care of and returned to the owners.

Judges of the contest will include the art editor of the LOG plus other professionals in the field. All entries will be exhibited in headquarters for a week following the conclusion of the contest.

SIU Votes \$ In Tidewater Union Strike

Stretching out the hand of friendship to a former "capti-ve" independent union, Seafarers at a headquarters branch meeting February 13 voted \$600 cash aid to the striking Tidewater Oil Employees Association in their battle against the giant oil concern.

Once happily married to management during the several years of its existence at the Tidewater Associated oil refinery and tank farm at Bayonne, N. J., some 2,000 workers finally bristled at company antics seven weeks ago and voted to quit their jobs.

The breaking point in the cosy arrangement came when company negotiators refused to budge in the talks which had dragged on since last September 9 when the previous contract expired. The refinery employees had been on the job since then without a working agreement.

Action by the SIU in voting to lend an assist to the strikers came after an appeal to SIU Secretary-Treasurer Paul Hall by officials of the independent union, which he presented for approval to the membership.

By Sea and Air

The strike at the Garden State refinery has been highlighted by picketing and strikebreaking by sea and air.

Located right off the Jersey shore across from Brooklyn, the refinery and tank farm provides the production and storage facilities for petroleum products distributed throughout the eastern seaboard area.

At a time when 200 supervisory employees were manning the plant, a helicopter had been used to drop food for them inside company grounds, weather permitting.

When, early in the strike, hazy skies barred the airborne feeding mission, pickets took advantage of the occasion by manning a boat to intercept a lighter which had been pressed into service to bring in food for the company people on the inside.

(Continued on page 15)



Gladly quitting their ship after requesting payoff rather than cross a legitimate dockers' picketline, SIU crewmembers of the cruise ship Puerto Rico leave the ship with their gear in San Juan.

PR's Crew A Hit In Longshore Win

Aided by the determination of Seafarers not to cross their lines, Puerto Rican AFL longshoremen have returned to work with a sizeable pay increase, thereby enabling paralyzed operation of the SIU-contracted Bull Lines to resume through the port.

The 25-day longshore beef slowed harbor activity to a walk as the workers, affiliated with the ILA on the mainland, struck for the second time in less than two months in an effort to improve

their conditions. The walkout was endorsed by the SIU as a legitimate economic strike for wages.

Negotiations dragged for almost a month until the final settlement which sent the men back on the job with an 18-cent-an-hour pay boost for the current year. A retroactive pay accord was also reached, in addition to liberalized shift differentials.

Docking in San Juan with the strike already on, Seafarers on the "hard-luck" cruise ship Puerto Rico quickly made their feelings known in the situation by immediately voting at a shipboard meeting to set things in motion for a pay-off the next day. The aggressively union-minded crewmembers on the Bull Lines cruise liner chose leaving the ship rather than push through a legitimate ILA picket barrier.

Touch and Go

The Puerto Rico has been dogged by a streak of bad breaks which canceled four out of five scheduled sailings last fall since she was dry-docked for repairs October 8.

Following the inking of the new agreement, the vessel finally unloaded cargo laying in her holds since she arrived in port early in February and sailed for Trujillo City, Dominican Republic, a regularly scheduled stop on her cruise run. She is expected back in New York Monday.



Maritime labor officials who helped obtain dockers' accord in Puerto Rico included: (from L.R.), Packy Connally, ILA v-p; Walter Mason, AFL rep; Eddie Mooney, SIU rep; (rear), Sal Colls, SIU rep and Maritime Trades president; E. G. Morino, ILA District Council president, and G. Ortiz, San Juan ILA president.

NMU Has More Woe, Cuts Crew Services

Having belatedly caught up on the inequities of its contract, the National Maritime Union is now turning its attention to other long-standing sore-spots which it has heretofore neglected. Included among them are the problem of the steward, union hall facilities and others.

At the same time, NMU President Curran, in the last issue of that union's newspaper, announced that the NMU is going to curtail its services to the membership still further, by cutting down on the

number of patrolmen and their visits to ships in transit.

At the same time the newspaper revealed that stewards have been neglected by the Union in negotiations and "there is a conviction that justice needs to be done."

While stewards are members of the NMU, under their contract the companies are given wide latitude in selection of the steward. This keeps the steward under the thumb of the company to a great degree, with consequent neglect of that department and detrimental effects on feeding. The NMU is now turning its attention to deficiencies in its contract for stewards and cooks, in an attempt to give these men long-overdue adjustments.

Halls Need Overhaul

Curran also admits in his column that the NMU's halls throughout the country are badly in need of overhauling and "that some new buildings might be erected." He blames the inability to proceed on these improvements on the grounds that union members refused to vote a \$1 a month dues increase in a recent referendum. A simple majority of those voting was needed, but the NMU members turned it down.

While bemoaning the fact that the membership has refused to go

Lose Your Papers Again? CG May Refuse Duplicate

Seafarers who lose their validated papers too often may find themselves in hot water with the Coast Guard under its latest policy. The Coast Guard is clamping down on such men in the belief that some of the lost documents may be falling into the hands of unauthorized persons.

Can Deny Duplicates

A Seafarer can save himself a considerable amount of trouble by taking good care of his papers. Should he lose them once or twice, the Coast Guard will issue duplicates without too much trouble. But if a man loses his papers several times, the Coast Guard will become suspicious and undertake

a thorough investigation as to his reliability.

The law permits the Coast Guard to deny a duplicate set of papers to a seaman, even though they have issued them in the first place.

The Union can do very little under these circumstances for the men involved. Seafarers are warned to hang on to those validated documents, and protect their livelihood, for duplicates might not be obtainable.

SIU School Busy As 5th Class Forms

The Seafarers deck training school continues to function as a source of trained AB's for US ships with four classes graduated. Class No. 5 gets underway at headquarters Monday, February 25.

The fourth class, largest group thus far to qualify, took lifeboat examinations early last week and sat for their written and practical AB exam on Wednesday, February 20.

Candidates for the ticket sent up by the SIU have thus far shown

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SEAFARERS LOG

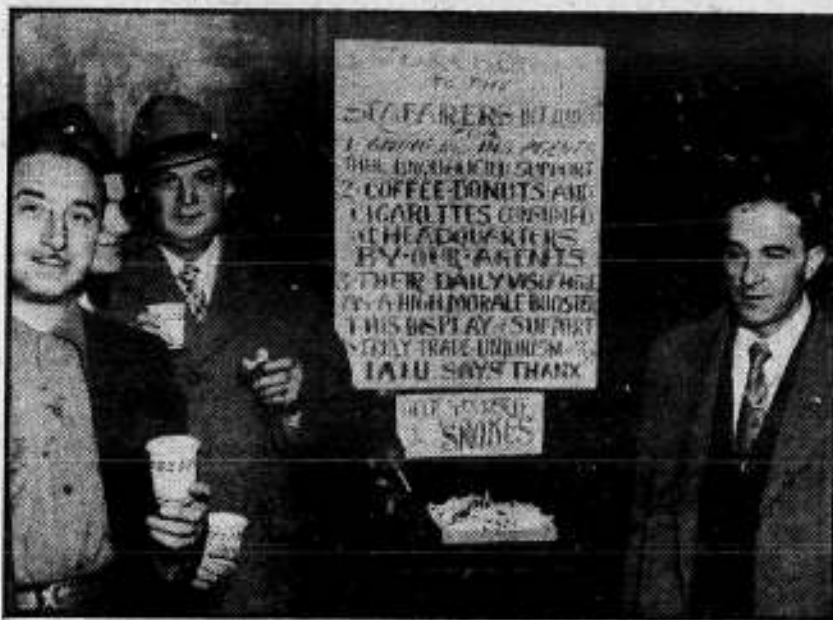
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1st Week Payments: 100G's

Vacation Cash Being Paid In All SIU-A&G Branches



Framing a hand-lettered poster put up by one of their own, a group of striking AFL Insurance Agents at Newark, N. J. strike headquarters sample the coffee, donuts and cigarettes provided by the Seafarers for those on relief from a picketline stint. The Insurance Union lauded the SIU's "unqualified support . . . truly trade unionism in action."



Carefully eyeing the processing of a vacation application, Seafarers stand by with their forms and substantiating discharges at the headquarters Vacation Plan office. Two staffers check the forms before they're rechecked and total eligibility time is computed to determine the payment due.

Insurance Agents End Strike, Win Pay Boost

Approximately 9,000 striking Prudential insurance agents throughout the country voted to accept terms ending their 11-week-old strike. Agents in New York approved the agreement on Tuesday evening, February 19, by a vote of 861 to 670 and the rest of the Insurance Agents International Union's affiliates followed suit in later voting.

The SIU has given considerable support to the strikers since the early days of the walkout, which began on December 1. The membership originally voted a \$500

(Continued on page 15)

Vacation Payments Listed

Beginning this issue, the names and amounts of monies paid out to Seafarers under the SIU Vacation Plan will appear in the LOG on Pages 21, 22, 23, in addition to the biweekly report of the Welfare Benefits which, since the inception of the Welfare Plan, has also been a regular LOG feature.

The account of funds disbursed under the new Vacation Plan, which began paying out benefits February 11, 1952, is published in accordance with the policy of the Union to show the disposition of all payments made into the Welfare and Vacation Plan funds.

Burly, On the Job, and Labor Round-up will be back in the next issue of the LOG.

Rounding out the first week of a revolutionary operation, the SIU Vacation Plan paid out over \$100 thousand to Seafarers eligible for an estimated \$2.5 million in annual vacation benefits.

Though the initial rush of applicants has subsided momentarily, the Vacation Plan staff at headquarters has geared itself to processing 20-30 payments an hour, roughly one every two minutes. Tripling the staff to handle the stream of appli-

cants and parry a barrage of questions from information-seekers has enabled headquarters not only to turn over a vacation check to an applicant within an hour

but to receive and process applications from the outports two weeks earlier than anticipated.

Revolutionizing previous vacation set-ups in the maritime industry, the SIU plan enables anyone sailing an SIU ship to obtain an annual paid vacation no matter how many companies worked for during the year. Payment by the ship-owners into a central fund administered jointly by the Union and the operators permits payment for actual time worked, at sea or in port. Payments are handled only through the Union.

The SIU Vacation Plan, negotiated last May with contracted steamship companies, has already provided a pattern for the indus-

try as more and more marine workers' unions come to recognize its fairness to all parties. Since the original signing of the precedent-shattering plan, many maritime unions have followed the Seafarers' lead by seeking similar plans for their memberships.

Previously, seamen found the (Continued on page 15)

Port O' Call Bar Opens; Hq Now In Full Operation

Seamen, traditionally scorned at most places of amusement except for their dollars from a payoff, now really have a place of their own in the port of New York. Opened for business on February 13, the Port 'O Call Bar in the SIU headquarters building offers the type of spot long sought by Seafarers.

The opening of the bar marked the beginning of operations on a full scale of all facilities at headquarters. Port 'O Call, like the Sea Chest, in business since earlier this month, flanks the main entrance to the building on Fourth Avenue. Though construction and decoration had been completed last year, when the union physically moved from 51 Beaver Street in downtown Manhattan, the actual opening had to wait upon the approval of a liquor license by the State Liquor Authority.

Figurehead Feature

Graced by a nautical atmosphere which instantly stamps it a happy hunting ground for those who follow the sea for a livelihood, the Port 'O Call also features the figurehead of a Norse-woman, a specially carved composite of a dozen such ornamental pieces below the bowsprit on wooden sailing ships familiar to oldtimers.

The figurehead, as yet unnamed except as "The Lady," is at the foot of the 40-foot long bow-shaped bar which is actually double that because it runs up both sides of (Continued on page 15)



All shipshape in its spanking new nautical motif, the Port 'O Call Bar in the SIU headquarters building is host to Seafarers returning from all corners of the globe. The well-stocked shelves of the bar, tended by union barmen, offer drink at reasonable prices plus food service from the adjacent cafeteria. The stern Norse lady figurehead offers a sharp contrast to the pleasant goings-on.

Union Asks Boost For Day Workers

Wage increases for deck and engine department day workers plus a boost in maintenance and cure benefits were proposed by the SIU Negotiating Committee to the shipowners at a headquarters conference February 20th.

The discussion with representatives of the majority of SIU-contracted companies centered around a \$15 monthly pay hike for wipers and a \$30 boost for all other deck and engine daymen. The Union also urged that maintenance and cure benefits rise to \$8 per day from the present ceiling of \$6.

Owners to Meet

Following the presentation of the Union position on increasing basic wages for the non-watchstanders, the operators-scheduled conferences on the demands and were expected to have a decision within a few days.

Attending for the Union were Secretary Treasurer Paul Hall, Assistant Secretary-Treasurer Lloyd Gardner, New Orleans Agent Lindsey Williams and SIU Vice-President Morris Weisberger.

City Of Savannah Honors Southland's Heroic Crew

SIU NEWSLETTER from WASHINGTON



After presentation of plaque and medals, Southland's crewmembers pose on City Hall lawn with vessel's skipper, Captain William Lawton. Plaque being held is the original given by South Atlantic Steamship Company, owners of the Southland.

Recognition for the crew of the Southland, who rescued passengers and crew off the ill-fated Flying Enterprise has been accorded by the City of Savannah. Special welcoming ceremonies were held at City Hall on February 6 when the Southland returned to its home port on the last leg of its journey to Rotterdam.

The Southland was the first ship to reach the Enterprise when she lay listing in a North Atlantic gale. In an episode which has now become a legend, the Southland rescued the first batch of Enterprise passengers and crew under extremely hazardous conditions.

Mayor Olin F. Fulmer of Savannah presided at the ceremonies at which E. S. Trosdal of the South Atlantic Steamship Company presented a plaque to Captain William P. Lawton and the crew. Crewmembers received miniature copies of the plaque which read, "In recognition of heroic services rendered by the officers and crew of the SS Southland, commanded by Captain William P. Lawton, Jr., in rescuing passengers and crewmembers of the Flying Enterprise, December 29, 1951."

Skill And Courage

Mr. Trosdal declared that despite modern radar and radio equipment which help immeasurably in any rescue it took skilled and courageous seamen to rescue the men of the Enterprise.

According to a report received by the LOG from crewmembers James Hanners and Leo F. Weeks, as well as the captain's log, the Southland received an SOS from the Enterprise on December 28. She turned north into the trough of the seas and battled to within sight of the Enterprise by night-

fall, losing her deck cargo and suffering deck damage in the process. The Southland stood by during the night and guided in other rescue ships, the Sherborn, Noordam and Warhawk, as well as the navy transport, General Greeley, the next day.

Two Hour Delay

At dawn the Southland was ready to rescue but Captain Carlsen of the Enterprise delayed for two hours before asking for rescue boats. The Southland launched its number one boat which reached the Enterprise and put a line aboard. One woman passenger jumped and was picked up and brought back to the Southland.

On the second trip, Carlsen got the other passengers to go over the side by sending each one over together with a crewmember. Six passengers and eight crewmembers were picked up including one unconscious woman passenger who weighed over 200 pounds. It took the lifeboat crew a half hour to haul her aboard.

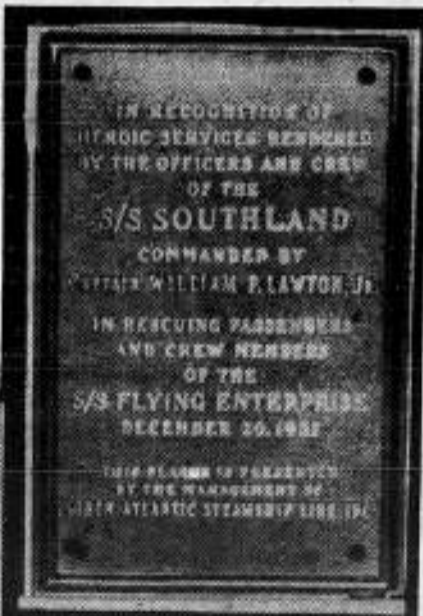
Meanwhile, the British ship Sherborn, the Waterman ship Warhawk and a Norwegian and German ship in the vicinity made rescue attempts but all lost lifeboats. The General Greeley also arrived on the scene and launched a lifeboat whose motor conked out after picking up four survivors. The Greeley boat then drifted

down on the Southland's and disabled the Southland boat's rudder. Both boats and crew were taken aboard the Southland which then proceeded to Rotterdam.

Criticize Judgment

The Southland's crewmembers were critical of Carlsen's failure to attempt a return to port when his hull cracked two days before; also his delay in calling for launching of lifeboats the morning of the rescue. Members of the boat crew claimed that the Enterprise's port side life boat had its motor running and could have been launched, saving passengers and crew the necessity of going into the water.

Members of the lifeboat crew were: 2nd Mate Henry Brazil, 3rd Mate Marion D. Swisher, 2nd Asst. Engineer Denver C. Dulmage, and ABs Barney Swearingen, Louis H. Blizzard, Herman T. Nungezer and Willie D. Crawford.



Savannah Mayor Olin F. Fulmer presides at City Hall welcoming ceremony for officers and crew of the Southland (seated, front row). A bronze plaque (inset), was presented to the ship, honoring the men for heroism in Enterprise rescue work.

Several Members of Congress have introduced bills having for their purpose the recognition of service in the merchant marine as a basis for exemption from induction in the armed services. Although the Selective Service Act of 1948 provides for the exemption from military service during peacetime of those men who completed certain periods of active military duty during the recent emergency, and war, the Selective Service System is taking the position that "the service performed by members of the merchant marine, including service as cadet-midshipmen at one of the US merchant marine academies, being a civilian service and not a military service, does not qualify them for these exemptions."

The "big three" of the US maritime fleet, and the United States, all earmarked for use in transatlantic trade, may be reduced to the big "one" in the near future. That is to say, there is some chance that American Export Lines may refuse to purchase the Independence and Constitution if the price is not right.

The old maritime commission set a construction subsidy figure for these two ships at 45 percent, meaning that Export would have to pay about \$12,000,000 for each ship. However, because of criticism levelled by the General Accounting Office, the Government has been reviewing this matter for well over a year, and rumor has it that the 45 percent subsidy figure may be cut way down.

Back in 1934 Congress passed a resolution (Public law 17) specifying that all commodities purchased by foreign nations in this country with US loans should be shipped 100 percent in American-flag ships. However, at the same time Congress left discretionary authority in the government maritime agency and the loaning agency to waive this 100 percent requirement and allowed some of the goods to be shipped by foreign-flag tonnage.

A recent check up by this reporter indicates that the government maritime agency, along with the Export-Import Bank and other lending agencies, have taken a very liberal view of this Act in so far as the foreign ships are concerned. What the agencies have done is to take the term "substantial portion" (as appearing in some of the shipping laws), and interpreted this to mean about 50 percent. Next they have applied this principle to the Public Law 17 so that today, and for some time past, foreign-flag vessels have been allowed to carry up to 50 percent of the commodities purchased in this country with US loans.

The reason given by the government agencies for applying such a principle is that trade is a "two-way street" and that if American-flag ships were to carry all of this US government financed movement, this country would be inviting retaliatory measures by foreign nations that would prove equally harmful to the American merchant marine.

The US merchant marine may acquire a flag of its own soon if the present plans for amendment to the US Code are approved by the House Judiciary Committee. Representative James Murphy, Democrat of New York, in sponsoring the bill, has recognized that the American merchant marine played a great part in two wars and is prepared to do the same if another war should develop.

Many foreign nations have distinctive flags for their merchant fleets. The Stars and Stripes would continue to be flown at the stern with the proposed flag displayed either at the bow or forward masthead of the vessel.

The Japanese merchant marine, a principal competitor of the US fleet in pre-war days, has a promising future ahead of it. American shipowners already are complaining of the revival of this once powerful competition. However, the Japs were hard pressed during the war as to shipping and are still confronted with ship replacement difficulties and it will be some time yet before they become a real menace to the US fleet again.

Only those seamen employed on American subsidized vessels, estimated in the neighborhood of around 10,000 men, will be directly affected by the outcome of a battle taking place between Government agencies as to just which agency will have jurisdiction over the determination of minimum wages and working conditions on privately-owned vessels. Although authority to conduct such a study now rests in the Federal Maritime Board, some elements are urging Congress to transfer this jurisdiction to the Department of Labor.

The Department of Commerce argues that there is no reason to disrupt the functions of the Maritime Board with regard to establishment of minimum wage scales, which are but one element involved in the problem of determining operational subsidies. A bill (S. 1142) now pending in the Senate Committee on Expenditures in the Executive Departments and currently being considered by the Committee would transfer the minimum wage study to the Labor Department.

The 1936 Merchant Marine Act provides that in determining operating subsidies, the government shipping agency must make a review of wages and subsistence for seamen operating on such vessels.

Although the international illicit traffic in narcotics presents a serious internal problem in the US, sole responsibility should not be placed on steamship lines, banks and insurance companies. Such would be the net result if Congress passes a bill (H.R. 6543) recently introduced by Representative Sabath, Democrat, Illinois. Under this measure, the future stake of shipping companies would be jeopardized because the operators would be fined \$50,000 upon a first conviction of bringing in narcotics illegally; \$100,000 upon a second conviction; and upon a third conviction, all of the ships of the particular line would be prohibited from entering American ports.

Certainly government agencies should continue their own responsibility in the matter of enforcing the prohibition of international traffic, and not turn this responsibility over entirely to steamship lines.

Your S.I.U. Washington Reporter



Steve Cardullo, Philadelphia port agent, (center rear, white shirt) presides at meeting of that city's Maritime Trades Council. He was recently reelected chairman of the city's AFL waterfront group. SIU patrolman Ray Oates sits with back to camera.

Phila MTC Reelects SIU Agent As Head

Recognition of the all-around support of the Seafarers in the campaigns of Philadelphia AFL maritime labor for better conditions has again returned Steve Cardullo, SIU port agent, as chairman of the AFL Maritime Trades Council of that city.

Gathered at the Seafarers hall on Market Street, the city's representative body of AFL marine workers met and reelected, in addition to Cardullo, Recording Secretary Clifford Carter, ILA organizer, and Financial Secretary Henry Varlack, business agent, ILA Local 1291.

Meanwhile, the Philadelphia Waterfront Council, ILA, sent a formal letter of thanks to Cardullo in appreciation of the "help and assistance you have given us in the past."

Lockout Aid

The testimonial, signed by Council Secretary Frank H. McGann, stated: "We are particularly grateful for the efforts you have made in the recent lockout by the operators and the strike that Local 1537 had against the Philadelphia Piers, Inc. at Pier 98 S., in bringing these beefs to a successful conclusion."

Acknowledgement was also given for the role played by Seafarers in efforts to maintain the busy

waterfront in the City of Brotherly Love as one of the chief ports throughout the US.

Halt Issuing Of Papers To Non-Resident Aliens

Alien seamen who are not legally residents in the United States, or who have not filed intention to become citizens can no longer get seamen's papers under new regulations recently issued by the Coast Guard. The regulations apply both to new applicants, and to aliens who have lost their papers and are applying for duplicates.

Those aliens who are applying for papers or duplicates must first go to the Immigration Bureau and secure the green card form, No. 1-151 which states that they are legal residents of the United States. The Coast Guard stressed that the old form, a blue or white paper with the identifying letters INS AR-1035 is no longer valid. This

form was issued back during the war years.

If an alien has his papers signifying his intention to become a citizen he does not have to get the residence form. Under no conditions however, will the Coast Guard renew seamen's papers without the proof required. Any aliens sailing on US ships now who have not established legal residence must hold on to their present papers for if they lose them, the Coast Guard will not renew the documents.

Bridges 'Supports' Ins Strike; Gives Welfare Fund To Company

Eight weeks after the AFL Insurance Agents Union began their strike against the Prudential Life Insurance Company, Harry Bridges' International Longshoremen's Union signed a welfare plan agreement which is being administered by the then strike-bound company.

According to Bridges' own newspaper, the agreement was reached on January 26, 1952, with three waterfront companies in the Hawaiian Islands. Prudential agents have been on strike against the company since December 1, 1951, and are now voting on a settlement.

Negotiations for the new agreement had begun well in advance of the insurance agents strike, but had continued through the months of December and January. All the while, the Prudential company, which was selected by the ILWU and the employers to run the plan, had been making strong efforts to break the strike of the agents through a massive advertising campaign.

Other Co's Available

An SIU headquarters official pointed out that there was no reason for the ILWU to sign with Prudential, as welfare and pension plans can be secured from dozens of insurance companies on an almost identical cost basis. Any delay that might have resulted in switching to another company

would not have hurt ILWU members, he added, because the employers had previously agreed to make it effective as of July 1, 1951. "The ILWU's action in giving its welfare business to Prudential,"

the SIU official said, "was nothing more or less than simple scabbing on the insurance strikers who were in the midst of their fight to crack the open shop insurance field."

CG Widens Validation Rule; Waivers To End

Further tightening of security clearance regulations has been announced by the Coast Guard. Under an order which went into effect on February 15, seamen on coastwise, inter-coastal and Great Lakes ships

will have to obtain the same security clearance validation on their papers as seamen on foreign runs.

In addition to plugging this loophole in the regulations, the Coast Guard is clamping down on the issuance of temporary waivers. Waivers have been issued in the past in cases where a seaman had filed application for his papers but did not have them on hand. A man sailing out of the West Coast, for example, might have had his papers sent to a West Coast port. In order to sign on out of New York or any East Coast port he would secure a waiver from the Coast Guard.

Waivers On Way Out

In the near future, however, the Coast Guard will discontinue issuance of waivers so that the seaman will simply have to get hold of his papers if he wants to sail. In effect, the new regulations mean that a seaman will not be permitted to sail on US vessels, coastal, Lakes, or foreign, without valida-

tion, and that waivers now being granted are on the way out.

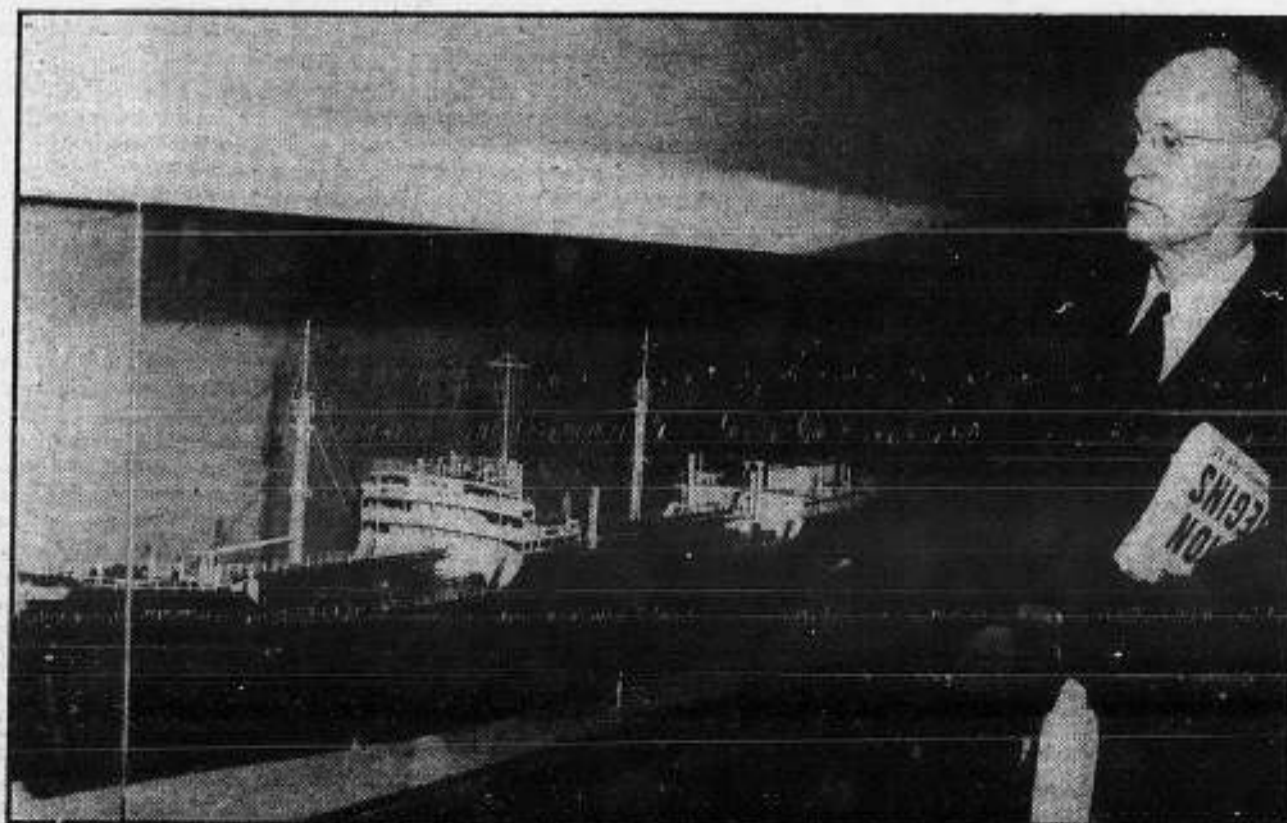
Severe penalties are provided for violation of the order. Should a seaman be sent out on a job without the required papers and signed on, not only is the man subject to punishment but the owner of the ship and the Union as well.

Get That Port Time Discharge

Seafarers on the payroll of a ship while in port should make sure to get discharges from the skipper for port time as well as for the time spent at sea.

Failure to get such discharges will mean that the Seafarer won't be able to get credit for the port time toward his vacation money. This could mean that a man would lose out on some of the vacation dough. Such being the case, every Seafarer owes it to himself to get a discharge for port time worked.

The Admiral Views an SIU Ship



Vice-Admiral E. L. Cochrane, head of the US Maritime Administration, stops to inspect display model of the Bents Fort, Cities Service tanker, during a tour of SIU headquarters last week.

FIRST ANNUAL

seafarers art contest

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2. DRAWINGS
3. WATER COLORS
4. MISCELLANEOUS

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CONTEST CLOSES
MAY 10
1952

Govt Probes Big Tanker Deal

Washington.—A complex business deal involving eight government surplus tankers, which manipulated an initial \$101,000 investment into a \$3,250,000 profit inside of three years, has been termed nothing more than an honest example of American free enterprise in operation.

The intricate transaction, currently highlighting hearings before a Senate investigation unit, utilized 15 separate domestic corporations and, though dealing through tax-free Panamanian subsidiaries, was never promoted by a desire to escape payment of corporate income taxes, one of the prime manipulators stated. It was just "luck," he asserted, and the thought of tax avoidance never entered his mind, according to Joseph E. Casey, former Massachusetts Congressman.

The complicated workings of the tanker deal also assumed a new facet recently when it was revealed one of the individuals involved was Newbold Morris, a Republican, named by President Truman to head a national probe of corruption in government. Those seeking to discredit the government corruption inquiry gained

Heavy Storm Splits Two Tankships

Another severe Atlantic storm, one of a series that have plagued shipping this winter, split two tankers off the Coast of Cape Cod and caused damage to several other ships. Two seamen, members of the National Maritime Union, were known to have drowned and seven others are believed lost at this writing.

The tankers, the Fort Mercer and the Pendleton, both T2's, were broken in two by a severe winter blizzard which crippled New England and whipped up tremendous seas in the area. Several small fishing vessels have been lost or damaged and a third ship, the freighter Helen Stevenson, is in distress north of Bermuda with cracks across the deck.

High winds in New York and elsewhere along the coast caused minor mishaps. The Cities Service tanker, Council Grove, was blown from its anchorage and went aground. It had to be freed by two tugs. Similar accidents affected two freighters in the port of Philadelphia.

Off Massachusetts

The Fort Mercer, a 16,500 ton vessel was broken in half 32 miles east of Chatham, Mass., en route from New Orleans to Portland, Maine. At last word, at least some of the crew was still aboard, although a Coast Guard plane reported that the lifeboats apparently had been launched.

The 10,000 ton Pendleton did not even have time to send an SOS when the seas split her just five miles offshore. Thirty-two crew members were rescued off her stern section which drifted into the surf off the beaches of the Cape. The bow section was reportedly drifting eight miles offshore with Coast Guard cutters reporting no sign of life. One of the men known to be lost weighed 300 pounds. He missed the Coast Guard lifeboat when he jumped for it and was too heavy to pull aboard.

The Pendleton had left Baton Rouge last Tuesday with a cargo of fuel oil for Boston. She had been scheduled to arrive Sunday night but was delayed by the storm.

new ammunition from disclosures at the current hearings.

Legal, but Fishy

Though apparently within the law, the transaction remained highly questionable in the eyes of Senate members of a Permanent Investigation Committee, since it admittedly involved an attorney up on charges of perjury for earlier testimony, who has been cited as the original inventor behind the whole scheme.

Five tankers purchased from the government under the ship sales act were first chartered under a 15-year agreement to a Panamanian concern controlled within the machinery of the corporate set-up now under question, then instantly rechartered for five years to a Standard Oil of New Jersey Panamanian unit at a fee two and a half times as large, though it was asserted the disparate fees were both "going rates" in the industry because of the difference in charter periods. The succeeding profit enabled repayment of a near \$10 million loan made to finance ship purchases. The remaining three tankers were since resold for a \$450,000 profit. One of them is the Sea Tiger, an SIU-manned ship.

A requirement that control of the corporations involved had to be in the hands of US citizens in order to receive preferential treat-

ment in the purchase of the surplus petroleum carriers was legally met by an actual stock investment of no more than \$6 by Americans.

Another aside in the transaction was the puzzle presented to Senate probers by the action of the former US Maritime Commission in approving a sale of three tankers to the group which hauled in the profits a full 24 hours before the corporation actually existed.

The entire promotion, complex as it is, has stymied the Senate inquiry, which is expected to continue into next month.

Customs Alert For Smuggled Atomic Bombs

Specially-trained squads of customs agents are now on duty in all major seaports to prevent smuggling of atom weapons into the country. The Customs Bureau has revealed that these squads were set up because of increasing concern over the possibility of smuggling such weapons into the country.

A spokesman said that the bureau is more worried about this than smuggling of gems, narcotics and gold.

To facilitate their inspections agents have been given such highly secret information as the size, appearance and parts of an atom bomb. Other unconventional weapons of war are also involved in the customs scrutiny.

The Coast Guard estimates that in a given month 30 to 40 vessels from the Soviet Union and its satellite countries enter New York harbor. Traffic into other harbors, while lighter, is still considerable enough to cause concern.

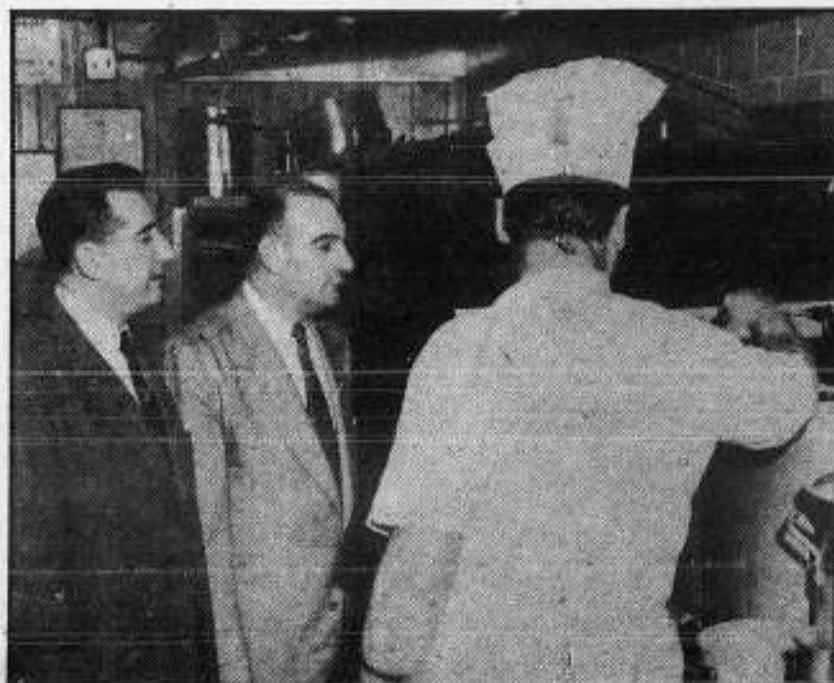
While no information has ever been given out as to the size and shape of atom bombs produced in this country, it is generally understood that engineers have been aiming at progressive reductions in size and weight since the first atom bomb was dropped on Hiroshima in 1945.

Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

The union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

The Soup Smells Good



New Jersey Congressmen Peter Rodino (left), and Hugh Addonizio get an appetizing whiff of the day's specials as cook stirs the broth in SIU cafeteria's shiny galley. The two legislators looked in during a tour of facilities at SIU headquarters.

Top of the News

THREE STRIKES AND OUT—After three airplane crashes in Elizabeth, NJ, city limits since December 16 with a toll of 118 lives, Newark airport has been closed down indefinitely. In addition to deaths of passengers, the crashes have taken lives of residents of the city in their homes just outside the airport. In all cases the planes crashed while taking off or landing at the airport which is a little over a mile from the city of Elizabeth. The tragedies and the closing of the airport raise the problem of what to do about locating airports within or near city limits. Many other major US airports are too close to thickly-populated areas for the comfort of the inhabitants.

THE SAME OLD FAMILIAR PATTERN—Four men who were formerly top officials of the Czechoslovak Communist government will be tried on charges of plotting to assassinate the country's president, Klement Gottwald. The men involved include Rudolph Slansky, formerly Moscow's key man in Prague, and Dr. Vladimir Clementis, former foreign minister. It's part of the same pattern of constant purges of Communist officials in all satellite nations and in the Soviet Union itself. Ironic part of the situation is that Slansky was one of those responsible for Clementis' downfall and now he too has to dance to the piper.

THERE'S NOTHING LIKE AN OIL WELL—King Ibn Saud of Saudi Arabia, who is sitting on more oil reserves than any other human being anywhere, got a little token of esteem from the Arabian American Oil Company. The gift consisted of 20 specially-built Cadillacs at a cost of \$12,500 per buggy. They are designed to transport the aging monarch's 100 ex-wives (and his four present ones) in luxurious comfort. The limousines are six-door, air-cooled jobs seating six wives in the rear seats plus a chauffeur and attendant. All windows are made of one-way glass, so as to protect the wives from the prying eyes of outsiders. In addition the cars have specially-insulated tops, fire extinguishers and heaters. Ibn Saud, who is supposed to be 72 years old, is allowed four wives, but has escaped from this little detail by divorcing 100 others, whom he still supports. And that takes a lot of oil wells.

THE FIRST ELIZABETH WAS DIFFERENT—With the traditional display of pomp and pageantry, the British buried their late king, George VI, and proclaimed the accession of Queen Elizabeth II to the throne. The new queen has the job of presiding at all the complicated and mysterious ceremonial which holds the British Commonwealth together. Otherwise she has no political power. In other ways too, she is quite different than the tough and lusty Elizabeth I who came to the throne in 1568 in an atmosphere of assassination and intrigue. She established England as a leading sea power for centuries thereafter by her vigorous support of such sea pirates as Sir Francis Drake and others. The present Elizabeth is quite refined by comparison.

THE MONEY IS GOOD ANYWAY—There's a business man in Milwaukee who has the city in debt to him to the tune of over half a million dollars since 1946, but hasn't sent in a bill yet. When the news came out, Leo Schneider, president of the Schneider Fuel & Supply Co., was reported to have left town for a few days to escape the publicity. The bill is for building materials and sewer castings which Schneider's firm had sold the city. His wife explained that it was a one-man business and Schneider hadn't had the chance to submit invoices. Meanwhile the money due has earned \$7,500 interest.

THEY NEED A UNION, TOO—The British government is reported to be considerably worried because American universities and industrial firms are offering well-paying jobs to British scientific workers. Chemists, engineers, electronics experts and nuclear physicists are having tempting offers dangled before them, one chemist being offered \$40,000 a year by an American drug concern. Since the average run of the mill British scientific worker on British government projects receives about \$56 a week it's easy to see that American offers would attract a good response. The government is concerned because these men are badly needed in Britain for research there.

DEFENSE CONTRACTS PLACED ABROAD—Industry in Western Europe is going to get another dollar transfusion as the United States will place half-a-billion dollars worth of defense contracts with Western European manufacturers between now and June 30. Major items to be manufactured include ammunition, electronics and aircraft supplies. The purpose of the program is to get European rearmament going with US money. The theory behind it is that producing the same goods at home would be much more expensive and would not have any stimulating effect on European production.

GOOD-BYE TO KHAKI . . . FOREVER?—Beginning in March the Army has announced it will start releasing the first of 220,000 soldiers who are members of the reserve and of the National Guard. Releases will begin ahead of time because the Army has more men in it right now than called for under its requirements and budget allowances. All told, the Army called up 320,000 men from the Guard and the reserves since the start of the Korean War. About 100,000 of this total have already been released upon completing a tour of active duty up to 17 months.

DUST BOWL MIGRATIONS IN BRAZIL—Northeastern Brazil is suffering from prolonged drought and dust bowl conditions which are similar to those that affected Oklahoma, Kansas and Nebraska in this country in the 1930's. More than 300,000 Brazilians have pulled up stakes and gone south to the vicinity of Sao Paulo and Rio in the hope of finding jobs. In the Sao Paulo region alone, more than 1,100 such refugees are arriving every day. Practically none of the Brazilian "Oakies" have any money, food or shelter. Conditions in the wheat-growing areas have become so bad that the government has banned the baking of white bread.

A Lotta Smiles -100G's Worth

A small gray six-inch-high check-writing machine virtually dwarfed the giant 22-foot colored shipping board in importance at headquarters the past two weeks. The compact little machine, operated by an equally trim young lady on the Vacation Plan staff, ground out checks by the hundreds as payments averaged one every two minutes from the time forms were filled out to the moment the completed vacation check was in the hands of the happy applicants clogging the stairways and offices nearby.

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Market Street in Philly and a look of confounded amazement on the faces of Seafarers kidding, pushing for a next in line. "You mean I'm finished...?" murmured one, fingering a check for \$71.15, representing 183 days of work, half a year to the day. "Hell, I figured I'd be here for hours before I'd see this thing." Mugging it for those standing around, he kissed the oblong bit of paper. The Brotherhood of the Sea in the City of Brotherly Love celebrated that night on into the wee hours...

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"No, you can't collect for time on those ships!" the Vacation office clerk moaned. "What are you doin' here anyway," he asked the brash young seaman who had shouldered his way ahead of the line a dozen times before finally waiting his turn with the others in the smoke-filled office. He had produced discharges from an obscure line not contracted to the SIU. "Umpteen companies to choose from and this guy finds one we never even heard of," the clerk remarked under his breath. It was nearly closing time for the day—a hectic one. The Vacation staff had worked overtime several nights, past closing on Saturday and still they kept coming. "It's like an invasion," someone commented. "But most of us haven't seen a vacation check in years," said a balding, thin Southerner, while expounding on the merits of his grandchild to a former shipmate he'd met after a run to Italy.

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"I don't know what I'll do with this dough," a paunchy baker

quipped, not the first time this little joke had come from the stewards department, but everyone laughed. It was a happy day for many, holding a vacation check for the first time since they went to sea, the most age-wrinkled of them looking spry, even eager to go back to sea again, though a casual observer might say it was time for him to sign off for the last time.

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The scene was repeated elsewhere, in the outports, New Orleans for one. No. 523 on Bienville Street a beehive of activity as the men filled in forms, showed their discharges and officials there kept an eye on the men, smiling in anticipation of spending their "first" real vacation dough.

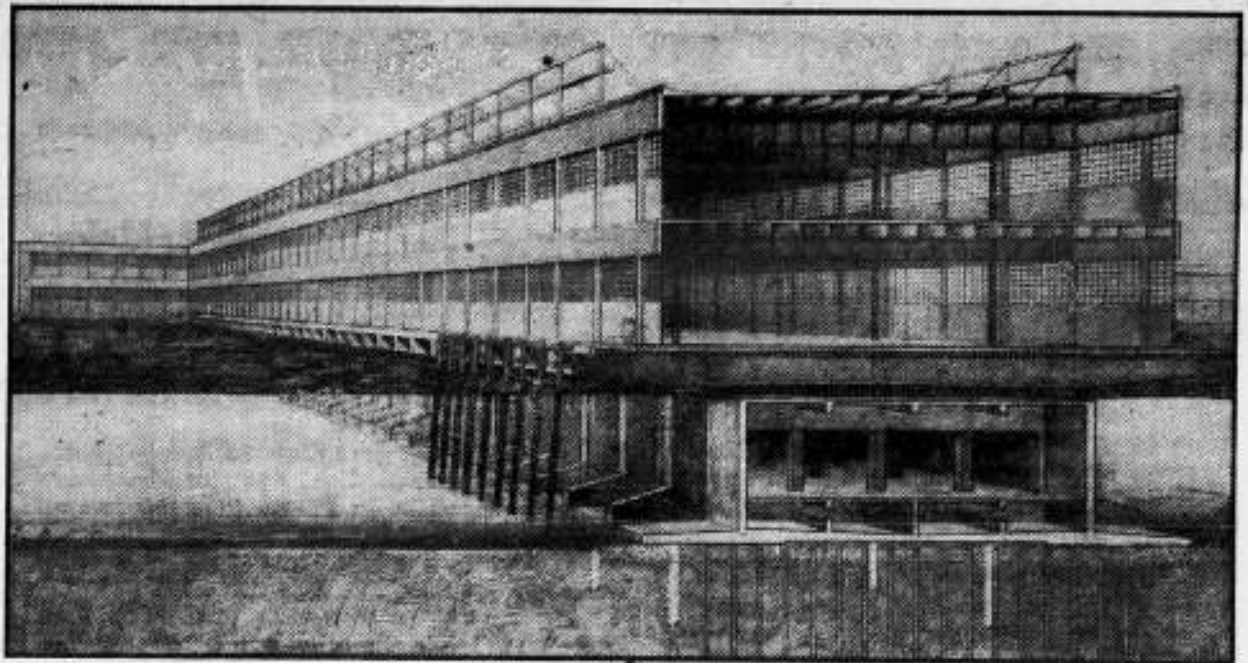
Baltimore: A strict one for protocol, knowing his office must account for every application by number, Bull Sheppard fuming when a youngster, 18 maybe and back from his first trip, ceremoniously fills out the form, then finding he left his discharge home, getting up and racing off like a potential miler while the Baltimore Bull fumed and hoped the kid'll be back with the form so he can account for the number.

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Bank guards drawing up to the building, a highwayman's prize in the thin cloth bags they brought up to the third deck conference room where checks were being cashed. One of New York's "finest," a city cop, sitting back comfortably in a plush chair, but always watchful as the jingle of coin and crackling of new paper currency announced another completed transaction.

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A sudden outbreak of colorful ties, eye-catching sport shirts blazing with color, a new hat for some as they splurged on a few clothing items during their stay on the beach at the Sea Chest down below, sampling the union-made wares at their "own" store, a union-operated "slop chest" in their "own" building... Feet on the rail at the Port 'O Call Bar, the boys enjoy a quick "nip" after they picked up their checks and talked about the "the old days..."



Drawing of pier shows how concrete box will be positioned under two-story pier shed. Second box will be behind it and third will support bulkhead shown in rear.

Novel Construction Methods Used In New Waterfront Program For NY

New York's long-overdue port modernization program, strongly supported by the SIU and all maritime interests, is still bogged down in the talking stage. But one indication of what the future might bring if a port-wide program was undertaken by the city is con-

tained in the radically new design for the North River's Pier 57, now under construction.

The conventional New York pier is a wooden one supported by timbers driven down into the harbor bottom. The new pier will be concrete and steel throughout, and will be supported by three floating concrete boxes based on the pontoon principle.

The boxes themselves are being built in Haverstraw, NY, roughly 25 miles up the Hudson from northern limits. When finished they will be floated down river by tugs and submerged at the site to serve as supports for the pier proper.

Familiar Hazard

The old pier fell victim to a familiar waterfront hazard—fire—in September, 1947, and was completely destroyed. The concrete and steel structure replacing it will be fireproof throughout. Its design provides for twice the floor area on four separate levels as against two levels of the conventional pier.

While the new pier 57 is being constructed as a replacement for an old pier, rather than as part of a modernization program, it could become the prototype of what Seafarers would find in New York harbor when and if the city finally

gets moving on its problems. The Brooklyn waterfront, where a great many SIU-contracted operators are located, is in rundown shape. SIU contracted companies, such as Bull and Isthmian, who have long term leases on their docks from private interests, have sunk a great deal of money into pier and terminal improvements.

Space Problem

Construction of the concrete boxes was made possible by a combination of ingenuity and good fortune. The contractor was faced with the problem of finding a site to erect three boxes, each of them 350 feet long, 82 feet wide and 34 feet deep.

The location which was selected is an abandoned clay quarry which has been described by the pier's designer, Captain Emil Praeger, as the "biggest natural drydock in the world." The big advantage of the pit, aside from its huge size (it is 2,800 feet long, almost half a mile, and 800 feet wide) is the fact that it is just 100 feet away from the Hudson River, and is below the river's level.

In order to use the pit, water which had accumulated in it had to be pumped out into the Hudson. When the boxes are completed water will be sluiced in, or pumped in from the river in order to float

them. Then a passage will be cut through the intervening 100 feet of land and the boxes will be towed down river to the site.

Once on the site, the boxes will be filled with water and sunk below the mean water level of the river. Two of the boxes will be placed end on end to support the length of the pier (725 feet overall) while the third will be placed crosswise to support the bulkhead.

The four levels of the pier will consist of a basement, the two floors of the shed and the roof. The basement, framed by the concrete boxes, will be accessible by freight elevator.

The roof can be used for automobiles and other cargo not affected by being outdoors.

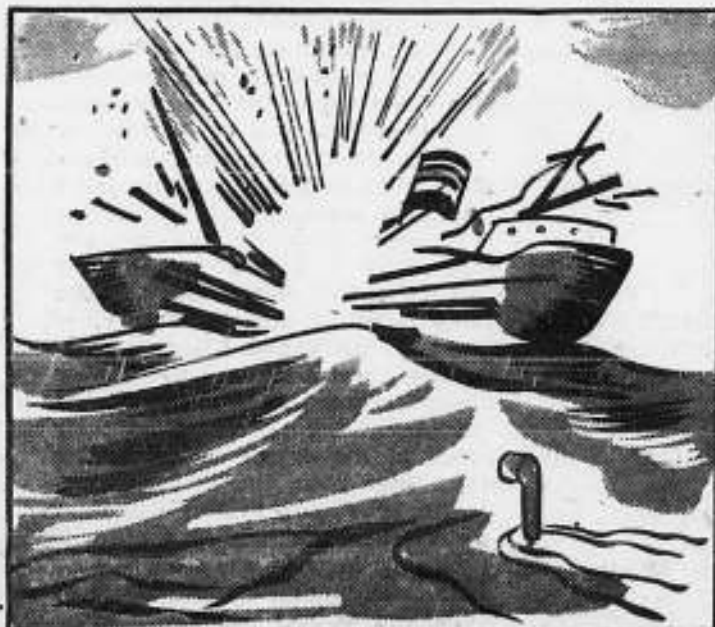
Other features of the pier include a truck ramp direct to the second floor of the shed, a taxi ramp to the basement, escalators, and elevators for freight and passengers. The pier will be completed some time in 1953.

While there are no plans afoot to construct additional piers of this kind, the "natural drydock" in Haverstraw is always available. All that would have to be done to use it after the present boxes are completed would be to fill in the cut in the dike and pump the water out again.

Cartoon History Of The SIU

First to Die

No. 5



Clouds of war hung heavy in 1915. Europe was aflame and US seamen were dying as sub warfare was unleashed on a huge scale. Despite years of persecution, seamen's unions sounded the call to the membership to serve the nation. Seamen were first to serve America in combat—first to die.



For the first time all shipping was done through union hiring halls. In the war emergency, the union held off on wage demands and "kept them sailing." World War I casualty lists show 20 seamen's deaths for each uniformed man. Yet wages were low and protection less than in the armed forces.



When the US Shipping Board was established, it set up government hiring halls patterned after ship-owner associations' fink halls. They operated largely as recruiting centers. With the bars way down on requirements, an AB ticket being good for all ratings, men came from all over, to ship out.

PORT REPORTS

New Orleans:

Vacation Set-up a Sure Hit Fair 'n Square Deal

Business affairs of the port are in good shape, with beefs few and far between. Shipping is still good, and we've nine payoffs scheduled, plus the crewing up of the Joyce Kilmer (Mississippi). The Kilmer has been here since July due to the strike at Todd's shipyard, but is due to crew up shortly now that the strike is over.

Paying off were Alcoa's Runner, Polarus and James Caldwell; Del Mundo, Del Norte (Mississippi); Frank C. Emerson (South Atlantic); and John H. Marion (US Waterways), since sold and signed-on as the SS Compass, for Compass SS Company. Others signing on were the Frank C. Emerson and Richard Davis (South Atlantic); Del Mar, Monte and Norte, and Alcoa Partner, Runner and Polarus.

In-Transits Good

Our in-transits, 19 all told, included: Steel Recorder, Steel Surveyor, Steel Inventor, Steel Maker Isthmian; Alcoa Clipper, Corsair; Del Mar, Monte; Seatrains Louisiana, New Jersey and Georgia; Maiden Creek, Stonewall Jackson, City of Alma (Waterman); Sea Comet (Seatraders); Nathaniel Silsbee (South Atlantic); Evelyn, Edith (Bull), and Julesburg (Terminal Tankers).

Biggest topic of conversation around here is the paying of vacation money, and one of those filling and expressing great pleasure with the set-up is Gaetano Silvestri, a relative newcomer to the SIU. Gaetano is very pleased with the Vacation Plan, which gives all members the money due regardless of rating or length of Union membership. He's been sailing now since 1940, and came over to the Seafarers and better conditions in 1947 from the NMU. He regularly sails waiter on passenger trips. Known as "Blackie, the Singing Waiter" to his shipmates, he originally hails from the Bronx, NY, but settled in our fair city. He plans to be married in June to a little gal named Emily, but doesn't expect that to keep him away from the sea. He's on the Del Norte, due to sail for South America soon.



Silvestri

Lindsey J. Williams
New Orleans Agent



Wilmington:

SIU Blood Donors Put Sick Seafarer on Feet

Business in this port is running just like a kid's seesaw—up high one time, way down low the next.

In contrast to a bleak picture last period, our shipping was great the past two weeks. But now that's over. The beach has been swept clean, and the prospects for the next period do not look too good in the way of payoffs.

Four Waterman wagons provided the payoff activity here, among them the Young America, Topa Topa, Fairisle and Jeff Davis. The first two of these mentioned signed on again.

In-transits even picked up a bit. Ships that dropped in for a while were: Alamar, Yorkmar, Seamar and Massmar (Calmar); Republic (Trafalgar), came in twice; Bienville, Fairport (Waterman); Walker D. Hines (Alcoa); North Platte

Victory (Mississippi) and Bluestar (Traders).

All the necessary repairs turned in by the crews were taken care of nicely, so there was no beef on that score. We did have a little get-together with a chief engineer concerning his treatment of one of the wipers and straightened him out for the future.

The Jeff Davis came in looking pretty bad in the steward department. Her galleys, messhalls, ice-boxes and pantries were all filthy. We gave the steward a dressing down for that and our talk wound up with putting a new steward aboard to straighten the whole department out.

Brother Thomas G. Lyons, expected to be shipping within two weeks, is recovering nicely since the blood donations by his Union shipmates. He highly praised his brother Union members for the way they rallied when the chips were down.

Seriously ill in the hospital, Lyons was on the critical list until a gang of Seafarers answered a call for blood donors and volunteered more than enough to take care of his needs. It was a real demonstration of the brotherhood we so often take for granted.

Sam Cohen
Wilmington Port Agent



Galveston:

Shipping Holds Its Own Down in Lone Star State

Shipping activity is holding its own down in the Lone Star State, although we're not setting any records.

We had seven payoffs and the same seven signed right on again. These were: Thomas Heywood (Waterman); Rudolph Kauffman (Alcoa); Catherine (Dry Trans); Richard Pearson, Margaret Brown (Bloomfield); William Tilghman (Mississippi) and Sunion (Kea).

There were 14 in-transits: Catahoula (National Nav); Maiden Creek, City of Alma (Waterman); Seatrains New Jersey, Louisiana, Texas, Georgia; Wanda (Epiphany); Stony Creek (Mar Trade); Del Mundo (Mississippi); Compass (Compass); Steel Surveyor (Isthmian); Bradford Island (Cities Service) and Spencer.

One of our brothers from this city, Richard H. Williams, Sr., 67, an AB, has made his final departure. Stricken with a heart attack aboard the William A. Richardson (Waterman), he died at a hospital in France. Our condolences to his widow and family.

Keith Alsop
Galveston Port Agent

New York:

Performers Only Make Work Tough for Others

Shipping and business has dropped off somewhat in the past two weeks due to the fact that a number of ships due for payoff here were diverted to other ports. In addition, the longshoremen's strike in Puerto Rico has had all of the Bull Line ships held up, along with some of the intercoastal ships that stop there.

We paid off a total of 23 ships and signed-on 8 in the past period. The strike ended today, so the freight trade to the islands should begin jumping again around here.

The list of payoffs included the following: Suzanne, Frances, Kathryn, Evelyn (Bull); Louisiana, Savannah (Seatrains); Fort Hoskins, Abiqua, Cantigny, French Creek, Council Grove, Lone Jack (Cities Service); Western Farmer (Western Nav); Steel Artisan (Isthmian); Atlantic Water (Mar-Trade); Lilica (Dolphin); Claiborne, Fairhope, Wild Ranger, Azalea City (Waterman); James McHenry (Bloomfield), and John Hanson (White Range).

Our sign-ons were: Steel King, Steel Executive, Steel Flyer (Isthmian); Chickasaw, Azalea City, Claiborne, Fairhope (Waterman), and Robin Trent (Robin).

No Major Beefs

There were no major overtime beefs involved in any of these payoffs, everything having been settled at that time. Most of the ships were in very clean shape, with the delegates and crews doing a fine job. There was one exception to this, the Steel Artisan, which came in with a few men who had been drunk and performing on board ship, with the result a number of legitimate loggings.

All of these men should remember that we will be sitting down to negotiate a new contract in July, and the companies will have records of all of these activities to throw in front of us. This type of action makes it doubly hard to obtain the standards and conditions we are entitled to. Every member of this Union should take it upon himself to see that nothing or no one jeopardizes the conditions enjoyed by the membership of this Union.

We have started paying out the vacation pay, which is coming in really handy for the boys on the beach who need some dough to tide them over during the slack period of shipping. A lot of them are also using a part of it to catch up on their dues since, they explain, if they pay it with the vacation money they never miss it.

Our new bar is now open, so

when the boys hit port and desire refreshments they can find it in their own bar, and probably meet a lot of old friends there at the same time.

Claude Simmons
Asst. Sec'y-Treas.



Mobile:

Annual Vacation a Break For Seaman-Family Man

Shipping for the coming period looks fair with eight ships due in for payoff and replacements.

Our payoff activity the past two weeks included the following: Christine (Tini); Alcoa Clipper; City of Alma, Monarch of the Seas, Afoundria (Waterman), and Alcoa Corsair. Signing on again were the Christine, City of Alma, Afoundria and Angus McDonald (Mississippi).

Six in-transits also came around to call. They were: Steel Maker (Isthmian), Cecil Bean (Dry Trans), Bradford Island (Cities Service), Michael Moran (Mississippi), Alcoa Runner and Amarillo Victory. No beef worth noting on any of these wagons.



Cayton

Like everywhere else at SIU halls, all the men here are very happy these days because after such a long time they are now actually able to collect dough for a vacation. One such is Louis Cayton, a member of the SIU since 1944, who goes to sea pretty regularly because he's a married man with a family who needs those dollars to buy groceries. Lou, who sails in the steward department, found it virtually impossible, he noted, to ever get a vacation because, like many other men in his same position, he liked to spend a little time at home with his family and therefore could never meet the strict requirements under previous vacation set-ups.

"It's one of the many conditions that an SIU man can appreciate," he stated. "I'm very proud of being a member of this organization," he added, "and although this has been said many times, I would like to offer my thanks to the negotiating committee and the headquarters officials for a job well done."

I'm sure the brothers will be saddened, as we were here, to learn that brother Fred Sumerlin died at the local USPHS on February 12.

Cal Tanner
Mobile Port Agent

Baltimore:

AFL Sets Groundwork For Coming Election

Shipping has slumped somewhat for the past two weeks, as several of the 20 ships paying off here have been put into drydock for repairs. The coming period, however, shapes up to be normal with business running from fair to good, and with no cause for the men on the beach to become alarmed.

Fourteen ships have signed on in this port and six stopped around in transit.

Payments under the Vacation Plan have been greeted very enthusiastically. Several of the brothers at our meeting called attention to our gains during good and welfare, as 53 vacation checks were turned over to eligible members.

Front Quiet

Things on the labor front are fairly quiet. The Baltimore Federation of Labor and the Labor League for Political Education, meanwhile, are laying the groundwork for the endorsement of candidates in the coming election. We understand there is going to be some real down-to-earth organizing to register labor's vote and to make a good showing for labor-endorsed candidates. We truly hope so as this is the only method in which organized labor can make its voice heard amid the clamoring of the politicians.

The Masters, Mates and Pilots are holding a Bull Roast (nothing personal, I understand) this Sunday. We offer our best wishes for its success to Captain Kirk.

Earl Sheppard
Baltimore Port Agent



Savannah:

Good Weather, Shipping Is Regular Fare Here

Rated men willing to come down south will find good weather and good shipping still the standard bill of fare in this port.

We paid off and signed on the High Point Victory, Southland and Anniston Victory, all for South Atlantic, during the past period. Our in-transits numbered four: Carolyn (Bull); Seatrain Savannah (Seatrains); Steel Surveyor (Isthmian) and the Portland Trader, an SUP ship.

There was a beef on the High Point Victory regarding repairs to the stove and other minor repairs. We had let the ship ride the last two trips on the promise that the stove would be fixed up before she sailed from the states.

However, at the pay-off this time the stove still hadn't been repaired so the crew took it on its own not to sign-on until it was. This got fast action from the company, which got busy and had parts brought in by plane. When the repairs were completed a day later, the crew signed on the dotted line and the ship sailed on time for France.

Southland Story

There was a very heart-warming story concerning the crew and officers of the Southland, for their part in the rescue of passengers and crew from the Flying Enterprise, the now-sunken freighter which had the headlines most of last month. This was a big day for the boys in Savannah. (See story on Page 4—Ed.)

The annual elections were held at the recent central labor body meeting and we're happy to report that yours truly was elected third vice president for 1952.

E. B. Tilley
Savannah Port Agent

A & G SHIPPING RECORD

Shipping from January 30 to February 13

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	26	19	8	53	21	18	11	50
New York	173	147	98	418	133	94	65	292
Philadelphia	71	43	49	163	59	52	42	154
Baltimore	180	116	90	386	91	70	53	214
Norfolk	126	122	83	331	98	85	74	261
Savannah	16	17	24	57	26	20	23	69
Tampa	11	10	13	34	18	20	17	55
Mobile	66	56	63	185	40	31	30	101
New Orleans	108	66	69	243	117	93	114	324
Galveston	40	41	36	117	88	67	63	218
West Coast	61	36	40	137	77	49	42	167
TOTALS	878	673	573	2,124	768	602	534	1,904

PORT REPORTS

Lake Charles:

SIU-Backed Clerk Beef Squared Away Quickly

For the past two weeks things have been going along nicely in the lovely heart of the Cajun country. There's plenty of jobs, but everyone's ducking yours truly for putting them to work too fast.

Contributing to the rush were the Lone Jack, Fort Hoskins, Winter Hill, Government Camp, Salem Maritime, Chiwawa, Cantigny, Bents Fort and French Creek, all of the Cities Service fleet; Stone-wall Jackson (Waterman); Trinity (Carras); Federal (Trafalgar), which came in twice, and Royal Oak (Cities Service), which we visited when she came into Port Arthur, Texas, from an offshore trip, although she went on to Norfolk for payoff.

We shipped a number of men to each of the above-listed ships and it cleaned out this port for a day or so, but now they are drifting back here. Most of them are non-rated though, so there's still a need for ratings.

The performers on the ships are learning that although this is a small port, it does not pay to act up and violate Union rules here. The crews are really showing no mercy to them, which is the way it should be if we are to hold and better our conditions.



Nutting

Clerks Win

On the labor front, the AFL Retail Clerks' strike against J. C. Penney was 100% effective. It resulted in the fired employee being reinstated and now the manager of the local store will think twice before he acts. The Machinists are engaged in organizing garage mechanics in this area and are meeting with the full cooperation of all AFL unions. Of course, the SIU is right in the middle of the work. For its part, the Building Trades Council is at present negotiating a new contract for its members and so far has gained a lot of improvements.

On the political side, we are in the final days of the campaign and labor's friends seem to be gaining ground each day; however, no one is getting over-confident.

That wizened old-timer pictured somewhere in here is brother George Nutting, 72, a Seafarer since 1938 and still going strong. George started sailing in 1897 on the schooners out of Boston, Mass., under several different countries' flags. He joined the Seamen's Union back in '97 and has been a Union man ever since.

Wants Short Ones

He's been torpedoed, shipwrecked several times on the old sailing vessels and he's now here to catch a coastwise run because he figures he wants to make short ones from now on. He's one man who knows how far we have advanced since the days of crimps and salt horse because we didn't sit around waiting for it like some other so-called maritime unions.

But back to business again. We were in Port Arthur to payoff the tanker Federal and it's always a real pleasure to visit one like her. The delegates had everything set up for us, there were no disputes and only one man got off as the boys are making good on the shuttle.

One of our local boys who sails Cities Service has decided to go

into the fur-raising business. He has the brilliant idea of crossing the plain alleycat with the skunk and the swamp rabbit and hopes to be able to produce a superior grade of mink. After we told him mink was now in disfavor he decided to call it chinchilla. In the meantime, his relatives are trying to secure room and board for him at the state institution in Jackson, where the man with the net and the white coat can look after him.

Guess we'll close before someone makes the same arrangement for us.

Leroy Clarke
Lake Charles Agent
⚓ ⚓ ⚓

Boston:

Shipping Not Like Snail Pace—It's Much Slower

Things are moving along here at a speed a little less hectic than a snail's pace. The shipping picture is generally quiet and there doesn't seem to be much activity in the offing for the immediate future.

Most of our business, as usual, came from Cities Service ships paying off in the port. The Chiwawa, Bents Fort, Logans Fort, Bradford Island and Stony Creek accounted for the activity on that score. Also in for payoff was the The Cabins (Mathiasen).

There were a few overtime disputes on the Bradford Island, Stony Creek and Cabins, all of which were squared away to everyone's satisfaction. The Cabins later signed-on foreign, and the Stony Creek inked new coastwise articles.

Our meeting had 35 members in attendance, and featured a discussion on the Welfare Plan, the retroactive wages and how to collect same.

Ask Cooperation

The membership was urged to cooperate with the shore patrolmen on days that the ships are without a full complement as per the agreement. We pointed out that the companies are not required to pay the 50 cents to the Seafarers Welfare Plan on those dates when the full complement is not on the ship's payroll.

Still on the beach are a lively bunch of SIU brothers, including: Vic Carlson, V. Warren, Bob Collins, Harry Jaynes, C. Karas, P. Repetto, T. Tuohy, W. McKenna, D. K. Hines, Bob Bennett, J. B. Murphy, R. J. Murphy, J. Beresford, W. Willridge, G. Fleming, J. Hanson, A. Vetu, C. F. Dwyer, E. Cotreau, J. Leston, E. Graham, W. McKeon and E. Whalen.

James Sheehan
Boston Port Agent

San Francisco:

Don't Keep It a Secret If You're Hospitalized

If my crystal ball isn't playing games with me, it looks like the shipping picture might pick up a bit around here, although it now stands about the worst it's been in a year and a half.

We had no payoffs during this period, but did manage to eke out a lone sign-on, the Young America for Waterman. Our in-transits kept up the usual pace. They included the following: John B. Waterman, Tops Tops and Fairport (Waterman); Steel Designer (Isthmian), and Seamar (Calmar).

The outlook finds the Brightstar and Lynn Victory, both for Triton, due in for payoff, which is an improvement from the pace we have been having. Also expected in port are a couple of in-transit ships: Massmar (Calmar), Steel Admiral (Isthmian) and Madaket (Waterman).

All in all, shipping would seem to be picking up and any rated men can always find a berth out on the West Coast.

Cheek With Hall

We've urged our members checking into the hospital to let the hall know where they're located so that we'll be able to get their benefits to them when they're due. If we don't know a man is there or what ward he's in, some poor joe is going to miss his cabbage when it comes through, and it will be his own fault.

A lot of the brothers have been asking questions about the Vacation Plan and when they can start cashing in on their work-time. We are starting here accepting applications this week but would like to warn those applying right now to be a little patient, as this thing is new and might have a few growing pains at the start. However, it should be remembered that headquarters has gone to a lot of trouble to see that only a minimum of kinks crop up.

One item on that score is particularly important and the brothers should keep it in mind when putting in their vacation forms. Since all applications are being handled and processed by headquarters, it's impossible to get your dough immediately. So, anyone not expecting to be around long enough to be able to collect the money due him for vacation should sit tight and hold off on his application until he hits the beach to stay for a while.

H. J. Fischer,
West Coast Representative



Seafarers representing just over a hundred years of sailing time between them show off their vacation checks at the Philadelphia hall. Standing according to "seniority," they are (L-R): Amador Lorenzo, AB, 51 years; Joseph Phillips, FOW, 27 years, and John Ossmow, AB, 23 years.

Philadelphia:

Delaware Dredging Plan A Vital Project for SIU

Things have been moving along on the slow bell since the last meeting, but there has been enough shipping for a man to get out if he is not particular what run he goes on.

The main topic of conversation around this port is the proposed dredging of the Delaware River channel up to the new US Steel plant in Morrisville. This project is of vital importance to SIU men, as it can make this city one of the best shipping ports in the organization. This is one time when the local politicians are going to bat to help this harbor improvement get started.

The dredging of the channel will also open the port of Trenton, NJ, to ocean-borne commerce. Latest hearings held on the project indicated there would be a long delay before it got going. It's claimed that if it gets to the Senate in 18 months, this would be considered fast time because of the red tape.

Happy Branch

Our local boys were made very happy this past week with the start of payments under the Vacation Plan. To date, thirty-two men applied for a total of \$2,150 in payments. These checks will surely make the men happy as they mark the first time in maritime history that a man may collect his vacation pay without staying with one ship or one company for a long period of time. It opens the way

for men who have never been able to qualify before.

Generally, activity on the waterfront is very quiet. Chaos reigns on the political side, as the new Democratic administration goes to town cleaning out the old Republican drones who have been in control of this town for the past 68 years. We expect to see some of the outcasts trying to grab a ship as their books must be pretty hard to balance.

A. S. Cardullo
Philadelphia Port Agent
⚓ ⚓ ⚓

Seattle:

'Injured' Alaska Cedar Limps In Patched-Up

This is one spot where shipping always looks good and it seems like it's going to stay that way for quite a time to come.

In port the past two weeks we've had the Irenestar (Triton), Republic (Trafalgar) and Alaska Spruce and Alaska Cedar (Ocean Towing). The last-named of these, the Cedar, limped in on her own power after taking a crack in her hull during a storm off the Alaskan coast. The boys did a real patch job on her to bring her in from Della Bella up in the north country.

They put a crane to work drawing the cracked sections together—the split was about 12 feet long—but they inched them in with help from cable and old scotch tape and patched up the damaged spot enough to jog back home without any trouble. None of the crew was injured during the mishap, by the way.

The incoming traffic from the Far East is never too certain until the last minute, but we do expect the Seastar (Triton) in for a visit, plus the usual run of Waterman and Calmar ships.

On the labor scene the Marine Cooks and Stewards are having a bit of a hassle and may wind up in receivership within 10 days or so. It seems that they haven't put up the \$300,000 awarded in a suit a few months back. All the necessary legal steps have been taken, so before long if the MC&S can't put up the dough, they'll wind up in receivership.

It's still a way off yet till June when the term of our Mayor runs out, but a large majority of the AFL unions in town have already pledged support to a one-time union railroad worker, Al Pomroy, who lost the last election by a slim margin. They think he's got the stuff to take it this time.

Jeff Morrison
Seattle Port Agent

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Full Course Meal

Beginning these last two weeks, and from now on in, the Seafarers Vacation Plan is putting that hard cash on the line for each and every Seafarer who has served a minimum of 90 days sea and port time. When seen in actual operation, the Vacation Plan is more impressive than at first glance. Whether the Seafarer is here in New York or 3,000 miles away in Seattle makes no difference. The handling is the same, as the smooth-running administrative machinery guarantees speedy service to Seafarers everywhere.

The plan, first real vacation system in maritime, has paid out more than \$100,000 in the early days of operation. But this sum is just one pebble on the beach, because in the first year, (and succeeding years thereafter) Seafarers will collect over \$2,000,000 where 99 percent of them never got a solitary sawbuck before. After every 90 days worked they can come back for another helping of the same.

Viewed in this light we can see what the operators have been getting away with all these years with their so-called company-paid "vacation" plans—getting away with that is, until the SIU stepped in and took action.

The Vacation Plan is of a piece with the rest of SIU contract terms and enforcement. With top wages, top working rules, best of feeding, on-the-spot settlement of beefs, vacation and welfare, it all adds to a solid and satisfying menu.



Security Clamp-Down

Several recent orders by the Coast Guard relating to security clearances have tightened up existing regulations and closed loopholes by which a man could sail without validation. Security clearance is now required on coastal and Great Lakes ships, waivers are slowly being eliminated, non-resident aliens are being denied clearance, and men who habitually lose their papers will find it very tough to get duplicates.

All these steps are being taken within the framework of the Security Act of 1950 and are designed to keep unauthorized persons and security risks off US ships. This being their objective, the Union will cooperate in their enforcement—indeed, the Union has a certain amount of legal responsibility to see that they are not violated.

The Union, of course, will do everything it can to protect Seafarers from arbitrary or unreasonable denial of their right to sail. Union representation on the Coast Guard appeals boards is one aspect of that protection. But it is up to the Seafarer to stick to the letter of the law as closely as possible—and whatever he does, to hang on tight to his papers.



White Collar Milestone

The peaceful settlement of the 81-day-old insurance agents strike against the giant Prudential Life Insurance Company is a milestone in the white collar field. Although the agents were pitted in a national battle against a billion dollar corporation determined to break them, they never wavered and held their ranks solid all the way through. It is the first time that any white collar union anywhere has emerged intact, with a contract, from a major strike. This outcome is assurance to the agents that in succeeding years they will be able to attain all of their objectives.

The SIU, along with a very large number of other AFL and CIO Unions, is happy to have played an active role in helping the strikers. However, there is one sad exception to the notable record of assistance rung up by organized labor. In the course of the strike while the agents union was battling for its very existence, Harry Bridges' International Longshore and Warehousemen's Union scabbed on the strikers by signing a group insurance contract with Prudential. The ILWU's action demonstrates again that there is a vast difference between Communist slogans and Communist actions.

LETTER of the WEEK

Unhappy Tale Of Esso Tankerman

To the Editor:

I am writing you in the interest of men who follow the sea for a living. For myself I am finished. My health is wrecked due to a strain that affected my heart muscles and my lawyers tell me there is nothing I can do about it, as the Jones Act is completely out of date and is all the protection we seamen have. They say that if I had been working ashore I could have had plenty of protection.

Here is what happened. While working on the Esso Annapolis as engine room storekeeper I was taking down the pipe line on deck. I had just put a U-bolt in the vise and as the bolt was plenty rusty I had to give a real pull. As I did this, I felt a sharp pain across my heart. I was sent to the Marine Hospital in New Orleans where I almost died.

Muscle Affected

The doctors claimed that one of the muscles around my heart was badly-affected due to strain which made this more of an accident case than a sickness case. I did not worry much about financial problems because Esso carries a health and accident policy on all their employees, and I was led to believe that it was like most of those high class policies that pay for a lifetime for either sickness or accident.

But on November 30 last year, I found out different. The policy they have is very much like one of those cheap policies you hear advertised on the radio which promise a lot and give little. What they have is a policy called maintenance and cure which gives the company the right to say when you are sick and when you are well. (Maintenance and cure is provided by US law, and not at the discretion of a company—Ed.)

Insurance Cost Him

Moreover, when I was with them I carried \$4,000 worth of group insurance at \$6 per thousand per month. When retirement was forced on me due to illness the rates went up to \$96 per thousand for the year.

Now that's the kind of security Esso offers, and they offer it in place of overtime. I tell you through sad experience that all the security that Esso gives you can be carried in one pocket. I'm convinced now that the only security that seamen will ever have is through organization.

One piece of propaganda that the Esso Tankermen's Association puts out is that if the men vote for the SIU they will be voting themselves out of a job. I know that's not true, yet a great many men believe that. I was with Esso for six years and never had a chance to vote for a good union. I just simply would not join that Esso Tankermen's Association. It stank.

In conclusion I wish to say that as long as such a large company remains unorganized, conditions afloat are going to get worse instead of better. My advice to them is to get into a good Union before the sun goes down.

Harry M. Lamern

'Topping It Off'



As I See It

by PAUL HALL



DESPITE the setbacks suffered by the communists in the American trade union movement, they are still a factor to be reckoned with. They still wield influence and, consequently, pose a threat to labor organizations wherein they hold power and to democratic institutions generally. This problem is a matter of considerable concern to our nation, and in Washington steps are being taken to work up a solution.

Early next month a Senate Labor subcommittee, headed by Senator Hubert H. Humphrey of Minnesota, will hold hearings on the "problem of communists in labor unions."

On the basis of answers to a questionnaire circulated by the committee, there appears to be sharply conflicting views on how to handle the problem. In some quarters decided sentiment exists for legislation as a method of dealing with the commies.

Among those favoring the legislative approach are officials of the National Labor Relations Board who point out that if the investigations of the Senate subcommittee reveal that some unions are still controlled by commies, "it is possible that new legislation will be required to deal with the problem."

When the Taft-Hartley Law was passed many people justified the law, saying its requirement that all union officials sign non-communist affidavits would put communist control of unions at an end. Actually the commies either signed the affidavits or put a figurehead in office while they retained control. Legislation didn't work as it was supposed to in this case.

Other legislation proponents are more direct in calling for a law to eliminate the commie-controlled unions.

Driven Out

Legislation, however, does not appear to be the proper approach.

Our union, the SIU, has a long record of battling the communists on the waterfront, where their influence at one time was possibly greater than in any other field.

Even at this date, the commie influence is evident in various sections of maritime. You merely need an incident to discover that they are still alive and scheming.

In our own organization, the commies were never a factor. The problem they posed for the Seafarers was in the general area of maritime. Our objective was and has been to stop them from disrupting and wrecking the American waterfront whenever they reared their heads. The record shows that we have been successful and that we have been the most formidable obstacles to the communists' plans for the control of the waterfronts in the US and Canada.

The success of the SIU's anti-communist activities is due to education. Throughout the years our membership has been alerted to the dangers inherent in the communist rabble-rousing. Our people know a commie and how he operates. They know that the commie is interested in pushing the party program and nothing more.

Seafarers learned way back that economic progress—top wages, working conditions and welfare benefits—can only be attained where the Union's objective is unhampered by a phony political line, and where democracy is a daily practice and not a slogan.

The answer to communist domination of unions, as in anything else, lies in education. The worker who can recognize a commie and understand the chaos he creates is unlikely to be victimized.

The democratic elements in the communist dominated unions—no matter how small these elements may be—should continue to fight with all the logic that is on their side.

This is the best way to defeat communism. It is the most convincing and effective way to victory for democracy.

Ports Hold Vacation \$ Roundup

A new and different type of roll-call has been going on these past two weeks on all coasts of the United States. It's the Seafarers vacation payoff roll-call, the first of its kind ever to take place anywhere.

Seafarers lining up at the payoff counters from Boston in the north to Galveston on the Gulf, from Seattle to Wilmington, are experiencing a new sensation in maritime; actual payment of vacation money justly earned.

The exact figures change hourly and by now are well past the \$100,000 mark and are still climbing skyward, at the rate of \$140 per man for a year's sea time.

While this is the first payoff of its kind, it will become a familiar and continuing process. Every time a Seafarer has accumulated 90 days sea duty, he can step up to the hall, in whatever port he may be and be paid the money owed him.

Not only is this payoff good as gold, it's fast as lightning as well. In New York, the time between presentation of application and issuance of check is down to less than a half hour. In the outports, it is limited only by the speed of Uncle Sam's airmail.



No. 1 man in New Orleans, Thomas Garrity, has application checked by Port Agent Lindsey Williams. Like most seamen he'd never collected a nickel's vacation pay before.



Baltimore Port Agent Earl Sheppard reads off names of those men whose checks are ready while eager Seafarers hold books in hand, open for quick identification.



"We've got em." Baltimore men wave those precious bits of paper representing their well-earned dough.

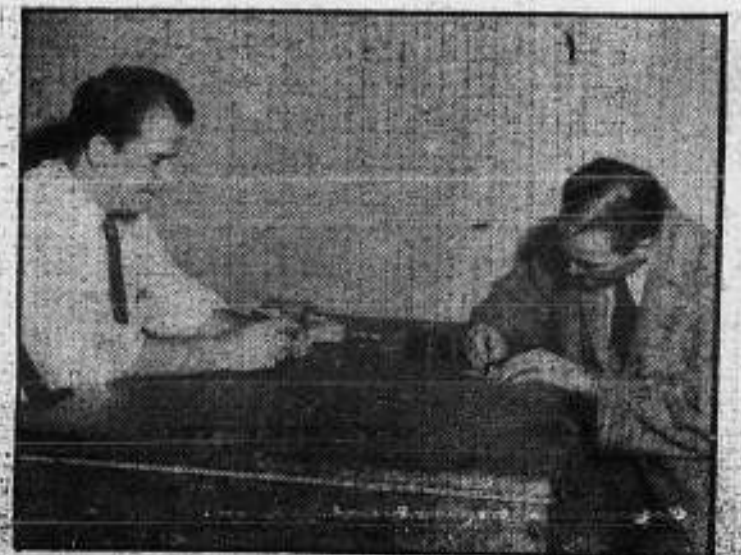
One Seafarer Collects



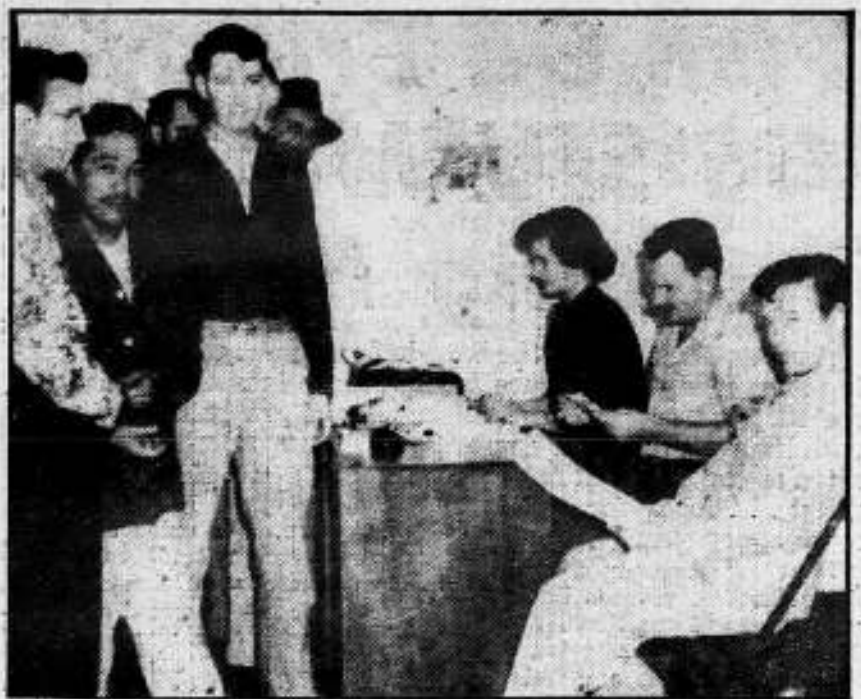
Calvert Gooding, deck engineer, starts vacation pay routine by listing his sea time.



He hands his discharges to Vacation Plan staffer for comparison and check with application.



Having received his check, he endorses it over and collects cash in Union's finance office.

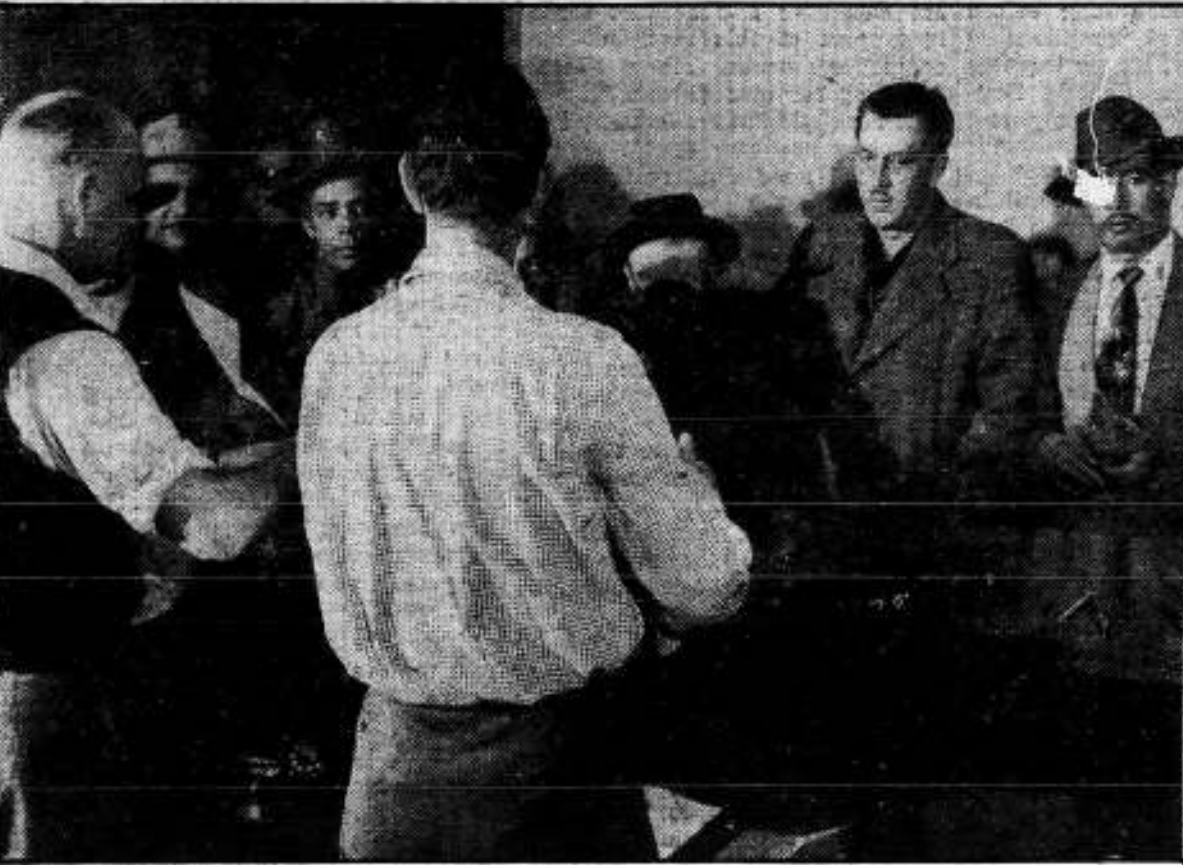


Philadelphia and other nearby ports got speedy messenger service direct by train from New York, enabling men to show off their valuable confetti when payments began.

Galveston adding machine is kept busy totaling number of days on discharges, necessary prelude to payment.

Those who wanted to exchange checks for cash were obliged as Philadelphia office (left), swapped greenbacks for men's endorsements.

Application forms were ready 8 AM in New York, (right), the day the payments began. The line kept moving steadily all day long.



Applications all filled out, men hand them in at New York office of Vacation Plan. At right, clerks check forms for any errors or omissions.

And Plans Something New For The Home



In Manhattan apt. he and wife Dorothy plan to bank money toward television set.

As "vacation" they decide to take in a movie. The cat muscles in for a little attention.

"Maybe we'll pick up cheese and olives on the way home. They'll go good with dinner."

'Fish On Friday' Via SIU-Manned Trawling Fleet

As the population of the world zooms upward at an alarming rate, many nations are looking more intently toward the sea for food supply. The fishing banks are being exploited with more ships and larger ships as the call continues for "food . . . food for millions more every year."

What are probably the world's richest fishing grounds lie in the cool waters of the North Atlantic Ocean across the shipping lanes traversed by liners and freighters plying between the United States, Canada and northern Europe.

Fishermen sailing the New England trawling fleet (some of which is manned by union fishermen affiliated with the SIU) get most of their catch from the great ocean shallows known as Georges Bank, which has been fished by New England vessels now for more than 300 years.

Georges is an area of about 20,000 square miles lying due east of Cape Cod along the continental shelf, with a generally sandy bottom covered by water from 100 to 150 fathoms deep. It is richly stocked with haddock, cod, flounder, whiting, pollock, hake and other varieties of "groundfish" that feed on plant and animal life on the ocean floor.

Sizeable Fleet

Hundreds of vessels fish this area out of Gloucester, Boston, New Bedford, Provincetown and other ports along the coast. Traveling as much as 200 miles to sea and staying out from 9 to 14 days, the boats vary in size from 70 foot draggers up to 140 foot trawlers. Both trawlers and draggers fish by the same method—dragging a net across the ocean floor. Trawlers are usually classed as vessels over 100 feet in length. . . draggers as those under 100 feet.

The larger vessels of the Boston, Gloucester and New Bedford fleets are manned by the Atlantic Fishermen's Union, AFL, an affiliate of the SIU, and headed up by a former fishing skipper, Capt. Pat

McHugh. Headquarters are in Boston.

Fishermen, both union and non-union, work on the traditional "lay" system whereby all hands get a share of the catch instead of a salary. The crew of a vessel usually gets 60 percent of the gross sale of the fish, with the owner getting 40 percent. Out of their share the crew pays for food and fuel. Trawlers carry 17 men as a rule; draggers carry less.

When prices are up, as they have been since 1942, crews make out well financially and it is not exceptional for a trawler to "stock" or gross from \$10,000 to \$15,000 on a 10-12 day voyage.

Merchant seamen who have watched these little trawlers "roll their rails under" while fishing on the banks or who have seen them steaming home in the winter with thick ice covering deckhouse and rigging, know that the fishermen well earn their pay.

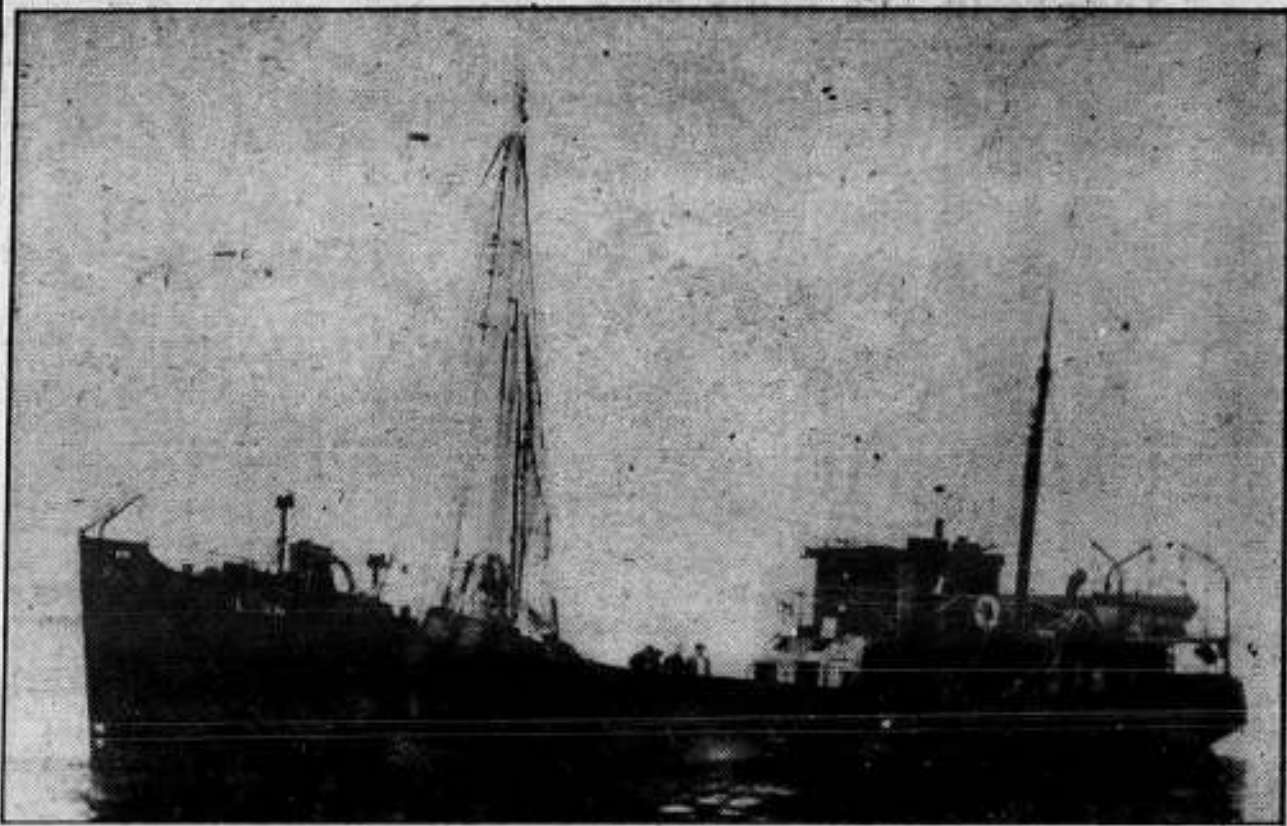
The work is cold, hard and dangerous.

Although the fisherman's job is not as hazardous now as it was when fishing was done with hand lines and dories, every year takes its toll of ships and men on the North Atlantic.

Dangerous Work

In 1951, two large Boston trawlers were lost. The steel trawler Gudrun, most powerfully-engined ship in the fleet, disappeared with her crew of 17 while homeward bound from the Grand Banks off Newfoundland.

Just last fall, the Boston trawler Lynn was rammed and sunk by the tanker Ventura while leaving the harbor. Fifteen men went down with her. And there have been other losses in the past several years. The trawler Corinthian was rammed and sunk in a heavy fog by the freighter Mormacfir; and out of New Bedford in 1950 sailed



The trawler Lynn, rammed and sunk Nov. 28, 1951, by the tanker Ventura with a loss of 15 of her crew of 17. This ship is typical of a number of the large Boston trawlers.

the draggers William Landry and Four Sisters. Caught in a sudden, violent storm, they never returned to port.

There are other fishing banks from the Delaware Capes up to Nova Scotia, with several productive areas aside from the huge Georges Bank.

But the greatest fishing grounds of them all in the Atlantic are the Grand Banks of Newfoundland, home of a great variety of fish sought by fishermen long before the Pilgrims sailed for the new world. Right now, bigger trawlers are being built by Canada, England, Iceland, France, Italy and Portugal to exploit these grounds more intensely.

Fleets of "salt bankers" sail in the spring of every year from Portugal, Spain and France to the Grand Banks, fishing with the old-style dory and staying at sea for months until their holds are filled with salt cod, after which they sail back to Europe to sell the catch, vacation, outfit and return to the banks for another season's work.

In the days of the New England salt cod industry, trim schooners raced from the Grand Banks to Boston, Gloucester and other ports, but these distant grounds were deserted by Yankee trawlers until just recently.

Moving Eastward

Spurred on by depletion of fish in the New England banks, the larger trawlers have been venturing far to the eastward, "shooting the trawl" in the prolific waters of the Grand Banks, where the holds can be filled with flounder, cod or redfish (ocean perch) in two or three days. This means a three day voyage each way out of New England ports and only vessels able to carry at least 200,000 pounds of fish consider it economically advisable to make such a long haul.

In area, the Grand Banks of Newfoundland are said to be larger than Ireland and they continue to produce an abundance of fish despite the fact that fishermen have exploited them since the early part of the 16th century.

This is a foggy area, as are many of the fishing banks, and hundreds have been the number of men who set out from the mother ship in their dories for a day's fishing only to become separated in the heavy, blanketing vapors . . . to join the long, long roll of fishermen who have gone down to sea in ships and who have not sailed home.

Most of the 1,000 or more trawlers and draggers comprising the New England fleet are owned or partly owned by the skippers and crews who sail them. As in the old sailing ship days, when a vessel was built and owned on 64ths, so a large number of the fishing fleet are owned on shares by several

people. It is easier this way to finance a vessel and not so hard on the owners if she is lost.

Big Investment

Even a small two or three man dragger nowadays costs upwards of \$25,000 to build and power. The average dragger represents an investment of from \$75,000 to \$100,000, while a steel trawler running upwards of 100 feet in length costs anywhere from \$200,000 to \$350,000 to build and equip. Diesel engines are expensive and account for a large part of this cost, but the engine companies allow liberal financing for owners who have a good reputation in the industry and can show adequate credit.

A good sized dragger is an 80 footer with a 250 h.p. diesel engine, depth finder, radio telephone and loran. The radio telephone is the biggest boon to the fishing industry since diesels replaced sails, for it enables the disabled or storm-tossed fisherman to summon Coast Guard help, to receive weather and market reports and keep in touch with his owners so as to time his arrival home for the most advantageous market.

Several fishing vessels have acquired radar and more are certain to follow if these \$7,000 to \$8,000 installations prove useful.

Heavy Waste

Trawling operations as carried on in the western Atlantic grounds are very wasteful.

The net is no chooser of fish as it sweeps relentlessly over the ocean bottom gobbling up everything that swims into it. As a result, a large portion of the net's haul is often forked back into the sea—dead and useless—from the trawler's deck.

This includes perfectly edible

fish which are not brought in because there is no market for them at all or because they do not bring a sufficient price to make it profitable.

To eliminate this waste the Japanese and several other nations have employed fish factory ships which utilize almost everything that comes up in the net, making fish meal or oil out of that part of the catch which isn't usable as food. The fish is processed right on the ship.

As world food supply problems grow acute, this type of operation will become more and more important. A modified factory ship was tried in New England two years ago but had to suspend operations when not enough men could be found willing to live with the discomforts of cutting and packaging fish aboard ship in rough weather on an extended voyage of three weeks to a month.

The importance of the fishing fleets and of the men who take them down to the fishing banks is seen by figures of the 1951 United States fish haul. These statistics show that the 10 leading fishing ports handled more than 1,694,000,000 pounds of fish during the past year.

There are millions of dinners from the sea represented by those figures. Besides food, this fish was converted into vitamin oils, poultry meal and many other uses.

As the years go by and rising population strains the ability of farmers to produce the beef and corn and wheat so important to our standard of living, the fishing fleets will assume an even more vital role in providing the nation's "dinner."



Hauling in the net on a Boston trawler. The maw of the net is taken over the rail by hand, after which the "cod end" or after part holding the catch will be hoisted aboard by the winch.

Strike In PR Gives OS Chance To Get Rating

The strike of longshoremen in San Juan, Puerto Rico, proved an unexpected windfall for Seafarer Nicholas Brancato. After paying off the Puerto Rico along with the rest of the crew in support of the strike, Brancato took advantage of the idle time to take his AB examination.

As Brancato put it, "I had intended to go up for my rating anyhow and with this unexpected opportunity, I would have been foolish not to take advantage of it. The Union is training men and urging us to get our ratings, so I took the big step."

With the strike on, Brancato was the only one navigating in San Juan harbor. He took his brief

lifeboat cruise. The wind was blowing nicely off-shore. And he parked her alongside with all the finesse of a Fifth Avenue Bus driver sliding his doubledecker into the bus stop.

Brancato also passed a four-page written examination on seamanship. His papers are being certified in Washington and will be ready for him shortly.

Although Brancato completed his study on his lonesome aboard ship, he urges all ordinaries with the necessary sea time to go for upgrading courses in the New York hall before applying for their ticket. "It's a lot faster that way," he said, "and you know you are getting the right tack from headquarters instruction."

They're in The Army Now



Former seamen, members of the SIU and SUP have "organized" their own "district" in Whittier, Alaska, where they are now stationed. They are, seated (l. to r.): D. Gasser, SUP; Vick Masetti, SIU; Chester Hazel, SUP; Nick Hoogendan, SUP. Standing, (l. to r.): Charles Miller, SUP; Dave Forchemer, SUP; Robert Fischer, SIU; M. Lazzari, SUP. The men are operating tugs for the Army.

Vacation Cash Being Paid In All SIU-A&G Branches

(Continued from page 3)

door closed to getting any sort of yearly vacation since, because of the nature of their industry, many worked for several companies during the course of the year and the multitude of forms and red tape inherent in these set-ups barred many from getting what was due them.

"Many seamen" Secretary-Treasurer Paul Hall asserted, "never knew what a paid vacation meant. Some have worked as long as 30 years inside the industry without qualifying for the various planned vacation swindles forced on them."

Commenting on the current pace-setting operation, he noted, "Our new Plan, reached after discussion with our operators, and set down plainly in our agreement last year, gives the men vacation

credit for every day worked, and nothing could be fairer than that."

A typical case showing how the Seafarers Plan measures up against other vacation programs existing prior to the present set-up is that of Clarence Templin, messman, here after a 13-month trip on the Seamagic (Orion). Templin, who signed on the voyage October 25, 1950, and paid off December 11, 1951, had a split eligibility. The SIU Plan, which became effective June 1, 1951, requires a minimum 90 days' worktime shown on official Coast Guard discharges since that date.

Filling out the one form necessary for payment at headquarters, he was finished in a few minutes and within the hour had a check for the amount due him for the time since June 1, six months and 11 days. Applying to Orion for his retroactive pay and vacation money for the more than seven months prior to June since the sign-on, he was told it would take "about a month" before he could get it.

Long Tripper

Templin, unlike many other Seafarers, had qualified for the older plan because of a long trip. Many others in the first two-week crush at the vacation counter were on shorter trips on ships belonging to different companies. Their reception to the smooth-functioning SIU set-up was instantaneous and overwhelming. The hundreds of approving smiles with check in hand indicated their sentiment.

The opportunity to speed up the beginning of processing and payments for men applying from the outports was credited to efforts put forth by the Vacation Plan staff prior to the opening of payment operations in setting up simplified application and certification procedures, as well as to the co-operation of Seafarers themselves when the pile-up of applications began. Publication of information via the LOG, in addition to wide circulation of the necessary procedures in all the outports enabled the operation to get underway without any kinks.

Applications from the outports, first accepted February 11, the same day as in headquarters, permitted payments to be forwarded to the other branches within a day after they had been received here, in the case of nearby ports like Philadelphia and Boston, and comparable periods for those further from headquarters in Brooklyn, Baltimore, Mobile, New Orleans, Norfolk and Philadelphia have so far provided the bulk of incoming applications from the outports. West coast ports will begin paying this week because of the delay involved between the date of the application and the forwarding of same with the applicant's discharges and the processing done exclusively at headquarters.

The delay in beginning payments under the Plan arose from the necessity of building up a reserve in the fund before payments could be made. This was in addition to the need to secure approval of the Wage Stabilization Board for the increase in the operators' contributions and clearance from other government agencies which must pass on these agreements.

Prudential Strikers OK Settlement

(Continued from page 3)

donation to the strikers and then followed it up subsequently with an additional gift of \$750. When it was discovered that the insurance agents had no funds to supply eats and smokes to the pickets, Seafarers began delivering daily supplies of fresh doughnuts, coffee and cigarettes to strike headquarters in Newark.

Provisions of the final settlement between the Insurance Agents International Union, AFL, and the Prudential Life Insurance Company call for a \$5.35 weekly increase plus a \$150 per man company donation to the agents' pension fund. The agents also won the right to do outside work if they so desire.

Union-Busting Attempt

The Insurance agents went out on the picket line in 33 states after several weeks of fruitless negotiations with the company. When the strike began the company immediately opened an intensive campaign to break the union.

Several millions of dollars were spent in full page ads in all major daily newspapers urging the public to continue doing business with the company. Policyholders were threatened with cancellation of their policies if they did not pay premiums. Subsequent ads announced "back to work" movements and gave the impression that the strike was over.

Despite this intense campaign and lack of funds the Union held firm in an unusual demonstration of white collar trade union militancy. The SIU and many other AFL unions pitched in to help. Several unions holding group insurance policies with the company threatened cancellation if a settlement was not negotiated.

As a result of these pressures and continuous picketing by the union, negotiations were resumed leading up to the settlement now being voted on.

PERSONALS

John Garber reports he lost the addresses of his friends and asks them to get in touch with him at the following address: Corp. John Garber, 52008365, Company B, 7th Inf. Regt., 3rd Inf. Div., APO 468, c/o Postmaster, San Francisco, Calif.

Buck Hulet

Contact Pat Robertson, SIU, 450 Harrison St., San Francisco, Calif.

Mason Hall

Get in touch with Pvt. Benjamin Bond, 53053677, Company B, 315th Const. Bn., APO 46, c/o Postmaster, New York, N.Y.

Harry L. Franklin

Contact Miss Dolan, Inspectors Office, American Express Company, 65 Broadway, New York.

Joe Renteria

Your bag is at the Railway Express office, 10th Avenue at 33rd Street, New York, N.Y.

Lawrence Gordon

Contact Thomas M. Breen, 220 Broadway, New York, N.Y., concerning an accident aboard the Marquette Victory.

Schuyler J. Pierson

"Please drop a line to mother. Miss you and am worrying about you."

Ken Woodard

Your books and papers are at Bull Hartlove's house, 807 S. Oldham Street, Baltimore. "Cleve."

Alfred Tampol

Contact Duke O'Connor, Baltimore Marine Hospital.

Ray (Whitey) Davis

Get in touch with Herbert DeVarco, 51 Chambers Street, New York.

Jack Tobin

You are asked to get in touch with Fred Drier, 312 Finch Street, Elim, Johnstown, Pa.

E. C. Platt asks his friends to write him at the Marine Hospital, Savannah, Georgia.

Tony Cornman

Your wife is anxious to hear from you. Write 3119 Baldwin St., Los Angeles 31, Calif.

Bar Opens; Hq Bldg Now Fully Operating

(Continued from page 3)

the oak-paneled, colorful room. It's longer still than that, if you ask the union barmen who fill the orders for liquid refreshment and daily cover miles of territory by actual count, if you add up trips back and forth.

The overall impression is a replica of the interior of a sailing ship, with curving ribbed beams in the ceiling, oak paneling in the walls and thick oak ribs making up the bar itself.

Huge color transparencies, almost-alive shots of world-famed harbors seamen frequent, line the walls — Shanghai, Hawaii and Waikiki Beach, New York's skyline, London Bridge over the Thames and many other familiar ports.

Mellow Atmosphere

Roomy, yet not enough so that one feels at sea while imbibing, Port 'O Call also offers booth and table service for those who like their spirits better sitting down. These accommodations, for about 60 persons, are available for diners as well since the adjacent cafeteria offers its regular fare in the bar with table service. Pleasant music drowns out the raucous sounds of busy traffic outside, piped in via the building's intercom system.

Neither a plush uptown bistro nor a waterfront dive, Port 'O Call is definitely a place where working men can congregate around a bar-rail. Like many other facilities operated by the SIU at headquarters, it is open to the public and fast becoming a popular stopover

for longshoremen from the docks a block away and the families that make their homes in the neighborhood.

Domestic and imported brands of liquor are pyramided on glass shelves the length of the bar, and the prices? A known brand scotch whiskey can be had at 55 cents a shot, just as an example. Beer, for the suds-drinkers, is available by the bottle only.

Reminiscences of opening day still have the bartenders shuddering. "Not quite an elephant stampee . . . but no ladies' tea either" seems to be the consensus of that day and night. Crewmembers coming in from several ships just arrived in port plus the crowd at meeting night contributed to make it a memorable one for all hands.

For most Seafarers, the Port 'O Call is a welcome addition to the list of SIU services available to men coming off the ships in the world's largest port. "Port 'O Call tops 'em all," was the poetic chorus from a few rail-liners — and it's easy to see why.

Deck Training School Readies 5th AB Class

(Continued from page 2)

a high degree of success in passing Coast Guard exams, demonstrating the top quality of instruction and training offered by the SIU training school. They have done far better than other candidates being tested at the same time.

As presently operated, new classes are being formed at two week intervals in headquarters. As the word of the training school spreads and ships now out come back it might be necessary to run two classes simultaneously by starting a new session every week.

Requirements

Candidates for the AB ticket must be at least 19 years old, have one year's seetime and pass a physical exam including an eye-sight test.

While no opening date has been announced on the school for the stewards and engine departments, progress is being made in arranging of facilities for these departments. Announcements of the opening of the school will be carried in the LOG.

NOTICES

The following men have been reclassified by their draft boards: Frank LaRose, 2A until August 6, 1952; Leon Toth, 2A until July 5, 1952; Robert F. Donahoe, 2S until August 11, 1952; Charles G. Peters, 1A; Charles Strangenberg, 2A until July 22, 1952; Edward T. Dompkowski, 2A until August, 1952; Vincent L. Carnegie, 2A until August 11, 1952.

1951 Kaiser Deluxe for sale. Hydro-matic, white walls, radio; \$1,500. Hogan; New York; Telephone MUrray Hill 3-8069.

Howard Schuyler
Marcus S. Johnson
Pick up your discharges at the Headquarters Welfare Office.

NMU Has More Woes

(Continued from page 2)

along with this small dues increase, Curran also announces that from now on "it is not necessary to service ships in every port touched by that ship." He continues that "Ship's committees will see to it that disputes . . . are attended to" enabling the Union to lay off some of its patrolmen.

Noting that the NMU is suddenly awakening to a sizable number of shortcomings in the union, an SIU representative declared: "It's no wonder that NMU members won't vote a dollar a month increase considering the lousy service they have been getting from their union. We believe in settling our beefs on the spot so that the

men can get service right then and there. In the NMU they always pass it on to some union headquarters committee, and by the time anything gets done the ship is gone and forgotten."

The NMU membership, the spokesman continued, has long been apathetic and unwilling to go along because of the fact that contracts were inferior and that this on-the-spot service was not available to them on the ships.

"The NMU boasts it has never levied an assessment," he declared. "But considering the fact that the members would not even vote a dollar dues increase, they wouldn't dare ask them for an assessment to get some badly-needed things."

Bosun's 'Educated Toe' Proved Effective Teacher In Old Days

The training program that the Union inaugurated recently set me thinking of the old days and the type of training seamen used to go through to get a rating.

The first program I can remember was run by the government during the latter part of World War I. The less said about it the better. The phony uniforms worn by the trainees were even worse looking than those worn by the peach fuzz boys down at Sheepshead Bay and other training stations during World War II.

Their course of instruction was even more pitiful than that of the World War II trainees. Very few of that first batch ever became rated seamen.

The real training program of the early 1920's was as it should be, at the point of production under actual conditions. In order for a guy to make the sea a career, he had to learn the hard way to hold a job. The hard way meant a good tough bosun who taught by the boot.

In other words, a few well-placed kicks in the right spots convinced many an ordinary seaman that it was much easier, and less painful—to learn quick.

OS Never Steered

In the old shipping board days, when eight AB's, two ordinary seamen plus the bosun and maybe a carpenter constituted the deck department, the ordinaries were not required to stand watches. Watches then consisted of two AB's on each. The two other AB's and the ordinaries were on day work. This prevented the OS from steering or standing lookout.

It is true that there were skippers who would allow these boys to take the wheel for learning purposes. But in most cases, the OS had a hard time trying to learn how to steer. His work consisted mainly of chipping, painting, sougeeing, tying up, letting go, and hanging on to a guy line when raising and lowering gees. Then of course there was sweeping,



Maritime trainees of first World War are shown as they lined up at US Shipping Board's Atlantic Training Base, located in Boston. The men were being sent out on American merchant vessels in three department ratings after an eight week course on a training ship run by the Shipping Board.

washing down and on a lot of ships, pushing the holystone.

In his spare time, if he was fortunate in having a good bosun or AB to teach him, he could try to learn seamanship. The result was that it took many years before a guy became a qualified AB. If he was on the ball he would make it his business to check the lifeboat equipment and get a running knowledge of the operation of a lifeboat so that he could qualify for a lifeboat ticket.

Good Bosun Helped

In cases where the bosun or an old time AB was interested in teaching, then the ordinary seaman was in a position to get the best training there was. We were fortunate in sailing with a couple of bosuns who were good guys and who had an interest in teaching seamanship. One bosun in particular taught us how to splice wire and rope, how to distinguish the various sizes of rope and wire, how to tell the weights of canvas, how to sew canvas and thread a needle with a sail turn.

He also taught us the use of the various tools such as marlin spikes, fids, wrenches and other assorted equipment. This serang was the best teacher in my memory and one of the finest all round seamen we ever shipped with. Through his instruction we were able to get both our AB and lifeboat tickets.

The oldtimer who knows his stuff should take an interest in teaching the ordinary on his ship. This type of teaching plus courses

at the headquarters school will surely help in a big way to increase our total of AB's. Those who figure seafaring for a career should in every way try to improve themselves and work for higher ratings.

After all, experienced Seafarers are the backbone of the Union. With men of high ratings we can always service our ships with the finest Seafarers in the world. We of the SIU realize this need, and through our training school and the cooperation of our experienced seamen, we can keep up a steady flow of trained seamen to our ships and live up to our motto that the SIU is the best in maritime.

Louis Goffin

LOGs Now In Perth Amboy

Crewmen of Cities Service tankers and other ships docking at Perth Amboy, NJ will find plenty of LOGs on hand at Victor Dankiff's Bar. Beginning with this issue, a package of LOGs will be mailed out to the bar at 744 State Street.

Since a great many tankers of companies other than Cities Service dock at Perth Amboy, and at other terminals in the area, the LOGs could help serve as an entering wedge in Esso tankers and those of other oil companies that have thus far resisted unionization by legitimate unions.

Did You Know . . .

That seamen were restricted from keeping diaries during the war? A Navy regulation issued in 1943 forbade seamen to keep personal diaries chronicling the movements of merchant ships as part of an effort to prevent leaks of information to the enemy.

That it is quite possible, after inviting someone to think of a number, to determine it? Tell him to add one to three times the number he has in mind and multiply the sum by three. Then he is to add to this the number thought of, subtract three and tell you the remainder. The remainder is always 10 times the number originally selected.

That Oklahoma is the Sooner State because of people who got there "sooner" than they were supposed to? In 1834, Oklahoma was set aside as Indian territory until noon, April 22, 1889, when it was opened to homesteaders. On that day, 50,000 people swarmed in and the term "sooners" was applied to those who sneaked into the state sooner than the noon deadline.

That West Point is to silver what Fort Knox is to gold? The government's silver stores are contained in vaults on the grounds of

the military academy up the Hudson River in New York state.

That January got its name from a two-faced god who could look both into the future and the past? Janus, one of the figures in Roman mythology, was the god who had the seer's gift.

That all you need is 90 days worked since last June 1st on an SIU ship to be eligible for vacation money? An estimated \$2,500,000 will be paid out to Seafarers who qualify.

That Samuel J. Tilden, Democratic candidate, was within one vote of becoming President of the US in 1876? Rutherford B. Hayes, who won the office, had less of a popular vote than Tilden but an Electoral Commission gave him 22 disputed electoral votes, producing the one-vote margin, 185-184.

That a world weight-lifting mark of 4,235 pounds was set by a 180-pound New Jerseyite in 1950? Jack Walsh, 22, raised a load of 76 iron test blocks of 50 pounds each plus a 435-pound special platform. The previous record was 4,140 pounds lifted by a 390-pound French Canadian in 1905.

Right Foot Always Knows What Left Foot's Doing

(The writer, long a contributor to the LOG, is now on the Puerto Rico after a long run on the Cities Service tanker Paoli. As ship's delegate of this vessel and an active Seafarer for several years, he readily utilized past experiences to set down this parable.—Ed.)

I once heard an oldtimer explaining to an ordinary seaman why the crew had been giving him a little dose of the "silent treatment." The kid had been complaining to the old codger and wondered why his shipmates didn't want to talk to him. He knew that he had broken one of the Union rules, but then the ship was 'way off in the Indian-Ocean. Did it matter so much?

"Well, ya shouldn't a' did it," the old salt told him. "'Tain't no use figgerin' that just because you're off in a fur-rin' port or fifteen hunnert miles out on th' water, that you c'n bust a Union rule and th' Union won't know nuthin' about it, because, hell, son, you are the Union!"

"If you beat yer left foot with a marlinspike, yer right foot is gonna know about it, too—and feel some of th' pain."

"You caint hurt anythin' as big and benevolent as the Brotherhood without hurtin' y'self."

"The whole Union is a body like yer own body, an' if ya hurt a part of it, the rest of th' body feels it, too. Th' best way to look at Union rules is to unnerstand thet they wuz made fer a purpose an' that purpose is fer yer own perfection."

The kid looked down at the deck for a minute. Then he looked into the old timer's grizzled face. "Yeah—You're right, Pops. You're darned right! Thanks for the dressin' down."

That's all right, son," the man said. "Come back aft some Saturday when you're not on watch an' I'll show you a easy way to make a Liverpool splice."

At coffee time I saw a twinkle in the old brother's eye when we overheard the same ordinary seaman fervently explaining to a completely puzzled wiper:

"Breakin' a Union rule is like bustin' yer left shin wid a fid; it hurts yer right foot, too!"



Lewis

Thurston Lewis

LOG-A-RHYTHMS: Devil's Dues

By Jesse E. Watkins

We listen while a seaman reads
A farewell to us all.
A little farm is what he needs;
He's heard the plowman's call.
We shake his hand without a pause
And send him on his way.
He must have found a crap game,
cause
He's back again today.

'Country Boy'

Contributed by John Boss



They Say It's Only A Catfish



Crewmembers of the Alcoa Patriot pose with a victim of their fishing prowess, a 240-pounder caught in the waters off the Param bauxite mines. The boys claim its a catfish but it looks a little too big for that.

**LOG-A-RHYTHMS:
Stew's Muse**

By John W. Parker
(Brother Parker is chief steward aboard the SS Southwind.)

*A poet, I guess, is more or less
Preoccupied with gender,
Yet I, though custom call me crude,
Prefer to sing in praise of food.*

*When work seems rather dull
And life is not so sweet,
One thing at least can bring me
joy
I simply love to eat.*

*Stuff it, roast it, baste with care,
Daintily then the gravy prepare,
While round you savory odors tell
Whate'er is worth doing,
Is worth doing well.*

**The FOC'SLE
FOTOGRAPHER**

By SEAFARERS LOG Photo Editor

Many seafarers interested in photography have the opportunity to make purchases of photographic equipment in the various foreign countries they visit. Some have asked about these cameras and lenses and whether it's worthwhile making purchases abroad.

If the cameras that they are interested in are for sale in this country, there's no doubt that they can be bought for less money in the country that manufactures them. We can only discuss those cameras that we have examined and used. To just list the foreign cameras and give the manufacturer's advertising blurb would not be of any value. You can read the advertisements in any of the photo magazines.

With the introduction of new varieties of glass and the development of the anastigmatic lens by Paul Rudolph in 1890, Germany has more or less led the field in the development of photographic equipment. The Leitz works celebrated their hundredth anniversary a few years ago and Zeiss Ikon is ninety years old.

Their optical equipment in cameras, binoculars and microscopes are known throughout the world and have been standard for many years. Voightlander, not as well known is even older, having introduced its first lens in 1840, only one year after Daguerre developed a practical method for taking photographs.

Discuss Miniatures

In view of space limitations we can only discuss some of the miniatures, using 35 mm film and smaller. At some later date we will take up those using larger film. Let's start with the smallest.

The Minox is a sub-miniature using 9.5 mm film and its picture size is 8x11 mm. The film contains 50 exposures on each roll of film. It has shutter speeds from 1/2 second to 1/1000 plus time and bulb. The camera can be used as close as 8 inches and has two built in filters. Film winding, shutter cocking and exposure counting are one operation, thus making double exposures impossible. It has a f-3.5 lens but no adjustable aperture. Adjustment for exposure is made solely by the shutter speed. Its steel blade shutter is in front of the lens. The complete size is about that of a package of cigarettes and weighs two and a half ounces.

This sub miniature is not a toy but a masterpiece of precision craftsmanship. A magnifier is necessary to view the contact print. With extreme care in making exposures and in processing of the film good enlargements up to 8x10 can be made. A film processing tank and enlarger are made as accessories of the same high quality.

The Old Standby

The oldest standard miniature camera is the Leica. Oscar Barnack, who joined the experimental department of the Leitz works in 1911, constructed his first Leica in 1914. The first world war, plus the poor quality of movie film, suspended experiments until 1920. By 1924 the Leica was ready for production and sale. Within 5 years 80,000 were sold and by 1934, 170,000 had been sold. With production resumed after the second world war 500,000 had been spread through the world by 1950.

Other companies copied and developed their own miniature cameras. The "candid" camera using 35 mm film was here to stay. The Leica has been through 10 models with constant changes and improvements. The latest model 3F has everything but the kitchen sink built into it.

The Leica has shutter speeds from one second to 1/1000 with time and bulb. It has a built in rangefinder. Range and view finder eye-pieces are separate but close together. The camera can be used with many lenses all coupling to the rangefinder. It has a built-in synchronizer for standard flash bulbs and strobe units. Winding of the film automatically cocks the shutter which is of the focal plane type.

There are about 25 lenses for the Leica, from the 28 mm wide angle to the 800 mm telephoto. The standard lens for it is the 50 mm in speeds varying from F-3.5 to F-1.5.



**So You're Thinking Of Quitting
The Sea For A Shoreside Job?**

Every once in a while you'll run across the sailor who says he's tired of the sea. He'll tell you it's no life, especially for a married man, you like to stay in one place after a while, he's sick and tired of looking at the Persian Gulf and so on. Sometimes you get tired listen-

ing to these guys beef, especially when you consider the sad experience of an ex-shipmate of mine. This boy actually tried out the shoreside life for a couple of months. He settled down in Brooklyn and got himself a job as a salesman in a household appliance store.

Just the other day I was up in the Brooklyn hall, and I run into him at the dispatcher's counter when he's registering. I asked him "how come" and he looks at me a little sheepish and mumbles under his breath, "Just changed my mind, that's all." But I wouldn't let him go at that. I worked him into a corner and wormed the whole story out of him.

"Well," he sighed "you know the last time I saw you I told you I was quittin' this life for good, but I guess I forgot how things were ashore.

"You see, when I left I had a

job staked out for myself. My brother-in-law owns one of those stores where they sell washing machines, refrigerators, vacuum cleaners, toasters, auto tires and everything else you could think of. The wife talked him in to giving me a job because she wants to see me home every night and not once in two months.

Plushy Salary

"So he breaks his heart and starts me off at a big sixty bucks a week, plus commission. For that I gotta be in six days a week from nine to six with a half hour for lunch, and half the time I'm staying late because we gotta get some stock on the floor.

"First thing I know I have to get myself some clothes. In this job you have to have a nice suit, a clean white shirt and a tie on. I had one suit that I bought five years ago, but when I showed up with it the first day, my brother-

in-law says 'I can't let you out on the floor in that rag, go out and buy yourself a new suit.'

"Before I'm through I have to get two suits, six shirts, some ties and a felt hat. That takes care of my first three weeks' salary with something to spare.

"This store I'm working in is on Fulton Street a few blocks from our old hall at 51 Beaver. Comes time for the lunch break on the first day and I ask the boys where to get something to eat. They take me into one of those crummy cafeterias. Everybody in New York is shoving into the joint.

"I pick myself up a cold roast beef sandwich, a cup of coffee that you could just about fit half a donut in, and a piece of pie that covers the end of a fork. When I get to the cash register, the dame says, 60 cents for the sandwich, 20 cents for the pie and a dime for the java. Practically a buck gone. When I get through eating I'm still hungry.

"All I get to eat at home is hamburger, stew and hash. When I ask the wife, how's about a piece of steak, she tells me that it costs \$1.40 a pound and on what I'm bringing home she can't buy it. To top it off, I wind up washing the dishes every evening.

Subway Set-to

"But what finished me off was the day I had the fight with that dame in the subway. I'm standing in a corner minding my own business when the door opens and a stack of people start jamming their way in. This dame must've weighed about 250 pounds and she's got one of her spiked heels on my foot. I get sore and tell her to get her clodhoppers off me. She starts yelling back at me, and carrying on because I made an honest statement about her weight. First thing you know everybody's giving me dirty looks like I robbed a bank.

"When I get to the store, my brother-in-law starts crawling all over my neck, telling me what a lousy salesman I am, and he's paying me too much money as is. So when the day's end comes I'm feeling pretty low. I take a little walk down to Beaver Street and pass the old hall. It's still got the SIU sign outside.

"That settled it. I went home, packed my new suits in mothballs, got out my sea bag, and off I go. I hope I get a run to the Persian Gulf, so I can get warm again."

Salty Dick

Bill Carman

**This Sand Is Genuine—
It's From Coney Island**

Brooklynites in our ranks will be happy to learn that the sand in the ash trays in our headquarters is pure native stuff, straight from Coney Island. It's clean too, because it comes from the ocean bottom and not off the beach itself . . . Cities Service Oil Co. has the gasoline station concessions on the recently-completed Jersey Turnpike. This means the company will expand.

Brother F. Morciglio says he will take it easy until spring. During this time you'll find him playing pool and just loafing . . . The Sea Chest is now open and it's worth your while to do your shipping here. Take a look at those sport shirts for \$2.89.

Howard (Whitey) Bennett became an AB after attending the deck upgrading school in headquarters, although he had sailed as a messman and waiter in the steward department. Shows that he kept his eyes and ears open on board ship. There are many other ordinaries with enough sea time who could attend. Get in touch with Eddie Parr, the



Bennett

instructor, and sign up. It's good for you and the Union . . .

Another Steward's department man, Joe Pacheco, is really versatile. He's working as a waiter on the Puerto Rico but often sails as steward or chief cook.

The Best Age

Tad Wrona, age 36, finds women most interesting between the ages of 34 and 42. He says he doesn't go for young girls because they're not mature. Brother Wrona also attends the most exclusive clubs in New York and in foreign ports. P.S.—He's still a bachelor.

Who's the fellow (he sails out of New Orleans) who bought a brand new car and can't drive? We hear he's not even taking driving lessons . . . E. Reyes spent a little time in the Coral Gables Veterans Hospital. He says the hospital staff deserves a big hand. He's going back to the SS Florida . . . The reason Vincent Michel likes the South American run is because he likes to eat and the meals in Buenos Aires are the best in the world . . .

I hear that the Delta Line passenger ships are bypassing Recife and stopping at St. Thomas again. . . . Who's the bosun who has been on the same ship for eight long years?

Del Monte Is Host To Ancient Mariners

The twin attributes of age and experience were much evident aboard the Del Monte when she sailed on her 19th voyage with this writer aboard as AB to the sunny ports of Brazil.

We had no less than five master licenses on the bridge, with a considerable number of Snug Harbor prospects in both licensed and unlicensed personnel.

While I reserve the right to keep my own age a secret, let it be said that I am no newly-hatched chicken in this sailing game. But in the company of the venerables aboard the ship, one could truly feel like a frisky youngster just kicking up his heels.

Top man on the seniority list was our most amiable 4th mate, Captain George Farley, who has enjoyed 72 summers and is still going strong. He held a comfortable lead over such comparative newcomers as Bill Price and Joe Stocker.

Price, fireman of note and a Georgia boy, hit the 68th milestone on Christmas Day and actually went ashore by his lonesome in Paranagua, Brazil, for a meal with a bottle of beer. Stocker represented the department of steward "Scotty" Malvenan on the roster of ancient mariners. This hop, skip and jump lad, who serves as chief cook, is leading Price by a nose,

as he approaches his 69th birthday. The rest of us comparative new born babes readily conceded to these three veteran mariners.

25 Year Men

Topside from the skipper John F. Owens on down, we find all personnel with licenses for a quarter of a century or more, with the average well above that. They also rate first class pilotage endorsements in such widely-scattered harbor waters as San Francisco Bay, the Mississippi River and the coasts of Texas and Florida.

Our licensed elders include 2nd Mate Herbert Olsen, who has an imposing collection of 1st class pilot licenses; Mississippi River from Southport, La. to sea via south and southwest passes; Galveston bar and tributaries; Tampa and Hillsboro bars from northwest bar to Tampa and Port Tampa, Florida.

3rd Mate Hans G. Rogde rates as a 1st class pilot on the Mississippi from Destrehan, La., to the sea via south and southwest passes. 4th Mate Farley is a California man on the pilotage side. He holds a 1st class pilot license on San Francisco Bay and tributaries to Port Costa, as well as San Pedro and San Diego Bays. In such august company, 2nd Mate Harry Bell Powell still rates with a license which he has held for nigh on 25 years.

With such a surplus of navigational skill there was smooth sailing on the Monte for my first trip to Brazil since 1938. I'll try another sea next time but I'm sure that wherever I sail officers and crew will all be novices by comparison.

Edwin C. Robinson

Which Paper?



Andrew Jackson's 4-B AB, "Ski," is shown reading his favorite newspaper, the LOG, of course.

'Sailor Rags' Recuperating

Followers of Brother E. Reyes' cartoons in the LOG will be happy to learn that the Seafarer-artist has recuperated from his recent illness. Reyes has just been discharged from the Coral Gables,



Reyes

Fla., hospital and is now recuperating at home.

A frequent contributor to the LOG of the well-known "Sailor Rags" cartoon series, Reyes sails as waiter and head waiter. In recent years he has spent a good deal of time aboard the Del Norte, and the Florida.

During his illness, crewmembers of the Florida contributed \$75 and four pints of blood to Reyes with the message "There's plenty more where that came from." According to reports, Reyes will be back on his feet soon. He has several cartoons in the works and will send them in to the LOG.

The SPORTS LINE

By Spike Marlin

February is that deceptive month when the sun shines invitingly but the wind cuts you in two when you step outdoors. It's also the month when the \$50 bettors, stockbrokers on the lam and baseball players all head south for spring training of one kind or another under that Florida sky.

There is nothing fuller of hokum than baseball spring training. Actually any player worth his salt, with the exception of pitchers, can get ready to open the season in a week, provided he stayed in shape over the winter. And if he's getting paid ten thousand per and up, he's a fool not to stay in shape. Even with inflation that's darn good pay for a three hour day and a six month year.

There's many cases that could be cited offhand of ball players being idled by injuries for a month or two and then coming back and busting the apple as if they had never been gone. That should dispose of the myth of ball players needing two months "conditioning" before they can put their best foot forward.

Another supposed purpose of spring training is to give the team's brain trust a chance to look over the rookie crop. This theory shows a tendency to spring a leak. There's many a rookie who hit .500 down in grapefruit land, only to fade out three weeks after his first glimpse of the real thing.

Pure Ballyhoo

Spring training's main reason for existence is pure box-office ballyhoo. If the fans around the circuit don't believe that their heroes have a chance to snatch the

flag, or at least move up into the first division, nobody would show up on opening day. Since last year's collection of tanglefoots is known to be near-hopeless, the press agent's cry goes out through the land about the rookie "sensations." Who can forget Long Tom Winsett, the boy who was going to make them forget about Babe Ruth? He made the front cover of Life magazine with his "flawless" swing and the night train out of Brooklyn a couple of weeks after the season started. More recently there was Clint Hartung the "Hon-do Hurricane" who never blew up more than a gentle zephyr.

Back To The Bushes

Of course not all the rookies fade out but 90 percent of the new DIMaggios, new Fellers, new Walter Johnsons pack up their tents and steal away in the night, before the ink has dried on the press releases. They go back to Indianapolis, Springfield, Decatur, Moline, Kansas City, Augusta, Memphis and other points where minor leagues flourish. When you boil it down, baseball spring training is often like a display window in a run-down hash house. They may have a papier-mache steak in the window but when you get inside you're likely to find nothing but watery stew.

There's one other slight consideration involved in the procedure. Spring training means exhibition games. Exhibition games mean paying customers, and customers mean money. The baseball fathers discovered that simple truism long ago. They have been working hard at it ever since under the guise of "conditioning" their hired hands.

Wm. Miller Dies On Ship

Word has been received of the death of William A. Miller, messman, aboard the Frank C. Emerson while en route to the port of New Orleans.

Brother Miller, only 42 years of age, died suddenly on January 31, 1952. He is survived by his wife, Mrs. Kathleen Miller, Rt. 2, McKenzie, Ala., his daughter, Mary Lou Miller, also of McKenzie; his brother, Major James E. Miller of Austria; a sister, Mrs. Pearl Mae Adams of Tampa, Florida; and a half-sister, Mrs. Lucille Turner, Crestview, Fla.

Funeral services for Brother Miller were held on Thursday, February 7, from the Methodist Church of McKenzie. Burial was in Bushfield Cemetery.

Miller had been a member of the SIU for over ten years, joining in Mobile, Ala. on June 8, 1941. His wife expressed appreciation for the return of his remains to

his home. "I knew he never wanted to be buried at sea," she said.

Describing Miller as a good Union man who "always spoke highly of his Union," Mrs. Miller said that he had been sailing steadily since 1941 with the exception of a two-year period, 1943 and 1944, when he stayed home at the request of his family.

"He stayed as long as he could," she said, "but he just had to go back to sea. He wasn't happy working ashore."

Mrs. Miller expressed her gratefulness and thanks to his late shipmates, who proved to be good shipmates and the best of friends for the deceased.

Ship's delegate Harry H. Pierce had informed the LOG that crew members of the Frank Emerson took up a collection in the amount of \$160.72 which was sent to Mrs. Miller, along with the crew's expression of deepest sympathy.

Kaffee-Klatch



Vince Fitzgerald, messman (left), and DM Joe Ottisianik enjoy coffee on deck of Bessemer Victory in the Far East.

Injury On Ship Costs Seafarer Four Fingers

An accident at sea aboard the Robert E. Lewis cost Seafarer John Stout four fingers of his left hand. Stout is now in the Baltimore USPHS hospital recovering from a series of amputations and skin grafts.

Officers and crew of the Lewis, Stout said, came through for him in fine style when they took up a collection for him to the tune of \$300. "The money was very helpful to me," he said, "as I had not received any pay at the time."

The accident took place on January 8 in rough seas while Stout was working in the bow of the ship. When a big sea came over, he grabbed the combing of the forepeak to avoid being swept off his feet. The sea slammed the open door down on his fingers crushing them.

The captain immediately ordered the ship to set out for Bermuda, two days away. By the time he got to Bermuda however, infection had set in. He spent about 10 days in the hospital in Bermuda during which his fingers were amputated.

Subsequently, he was transferred to the Baltimore USPHS hospital where it was necessary to trim the fingers still further. Stout expects to be in the hospital for another month but he is not through yet. He will have to come back for another operation to remove the bone from the stumps and make other adjustments so that he will be able to regain at least partial use of the hand.

The youthful Seafarer, who is 22 years of age, has been sailing with the SIU only since March of 1951.

Seafarer Sam Says



Some operators have tried to put men aboard ships who are not members of the Union or who haven't been cleared through the Union Hall. Ships' delegates should take the

precaution of checking each new member of the crew coming aboard and if he does not have a bona fide dispatch card from the hall, notify the hall at once so that we can put a stop to this practice. Check every new crew member.

How Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

Thomas Nelson (Waterman). Revolutionary general and statesman (1738-89). Born in Yorktown, Va., he graduated from Cambridge in England. A signer of the US Declaration of Independence, he commanded the Virginia militia during the revolution and was governor of that state in 1781. He lost his fortune aiding the patriot cause and died penniless.

Knute Rockne (Alcoa). Football

coach (1888-1931). A native of Norway, he emigrated with his family to Chicago, attended Notre Dame as a science student and incidentally excelled in football. First user of the legal but unused tactic of the forward pass, he returned to Notre Dame as a chemistry instructor and later became football coach. He revolutionized the sport throughout the country.

Nathaniel B. Palmer (National). Sea captain (1799-1877). Born at Stonington, Conn., he was well known as a commander and designer of clipper ships. While on a whaling voyage in the South Shetlands (southern tip of South America), he led an exploring trip and reported land now known as Palmer Peninsula.

Aship Or Ashore She's A Dream

To the Editor:

About four years ago I wrote a letter to the LOG extolling the merits of a dream ship and a dream cruise. It's been a while since I've been on another such ship, but the one I'm on now certainly deserves such mention.

It takes many ingredients to make a good ship. Undoubtedly the first necessity is a good skipper. We of the Western Farmer, believe that we have one of the best Masters sailing today in the person of Captain Dewey Darrigan.

Too often a captain takes command with the idea that he is the only person of importance. Captain Darrigan does not entertain any such feeling. To him, each man serves a vital function; helping to sail the craft by doing the utmost required of his rating.

Happy Family

Our captain feels that he is the head of a big family, and he does his best to see to it that the family stays happy, on ship and ashore. His attitude towards us has resulted in the formation of an alert, efficient, hardworking crew that extends to him every respect and admiration.

Able assisting the captain are three good mates, and the other licensed positions are filled by four very good engineers, all bookmembers of our affiliated Brotherhood of Marine Engineers.

A fine steward's department, turning out the best of meals and varied menus, is another bellringer on the Western Farmer.

Nordenham's Tops

To top all this off we hit one of the best ports in Europe today. The little town of Nordenham, Germany, just down the river from Bremerhaven. We had the town all to ourselves too, no competition from the Army, from the MSTs, or from the US lines.

Going ashore we found that the young unattached feminine branch of the populace outnumbered us by several to one. Some of the boys are starting to think about becoming Moslems, which religion allows a man to have four wives.

Besides the fair frauleins, we sampled the best products of German breweries. If the famed Persian tent-maker and philosopher, Omar Khayyam, were able to visit Nordenham he would probably forget about his book of verse and loaf of bread. Like the crew, he would be too busy with the jug of wine and blue-eyed blondes to worry about such mundane things as reading and eating.

So there you have it. A good clean ship, a captain who is aces, swell bunch of officers, good crew and a good run. Anytime you see a job on the board for the Western Farmer, don't hesitate, throw in for it.

But if you're a gashound and a performer, better think twice. The crewmembers know when they have a good thing and they aren't letting anyone spoil it.

Donald Hall

Sailing With SIU Really Pays Off

To the Editor:

It's not a good idea to boast about it, but man I'm really loaded—with money that is. I just paid off here in New York, got myself that good SIU pay and overtime. First thing I know when I come up to the hall they're handing out vacation money. I hotfooted it home, got my discharges and got back here. I collected myself a few more bucks vacation money.

LETTERS

They Roughed It In the Old Days

To the Editor:

Brother Louis Goffin's article in the January 25 LOG about conditions years ago makes me wonder if seamen realize how well off they are today.

My sea service only goes back 24 years, yet I experienced many of the conditions Goffin has written of. I can remember Joe Daly, Joe Hagen and Markey, as well as the Pacific Coast Shipowners fink hall and the back door payoff many guys used to give shipowners' stooges to get a job.

The only company I can remember that treated seamen as human beings was the Los Angeles SS Co. I sailed as watertender on the City of Honolulu back in 1929. They had shower baths, white linen and good food. Pay was \$72.50 a month with time off on each end of the trip.

All the other companies on the West Coast refused to recognize seamen as part of the human family. When the Shipping Board cut wages in 1931 the oil companies followed suit. Cargo outfits were paying \$45 for firemen and \$50 for oilers with field days. If you didn't work them, you found yourself on the beach. Each watch, including the officers, had to chip in to buy coffee, sugar, milk and their own coffee pot. There were water buckets for bathing, with the chief engineer tolling out the water, a bucket to a man.

Nobody Got Fat

The food was so rotten that you never heard a guy kicking about being overweight. Many companies demanded six months previous service before employing a seaman, but who could stay that long on some of those belly-robbing ships? To protest conditions in those days meant a black list and drifting from port to port to try to find a job.

The good food, living conditions and take home pay we have today came from the militant action of organized labor. It will only remain as long as we uphold the principles that created these conditions.

Brother Hall, our secretary-treasurer, has often spoken on the subject of overtime. It's your safeguard against exploitation beyond eight hours a day. Years ago we worked fifteen-sixteen hours daily for a dollar a day. By our gain of the eight hour day we earned more leisure hours to rest. To abuse such leisure time by seeking overtime is to abuse the principles for which we fought.

So when Brother Hall and Goffin, and others write on the subject of wages, conditions and the gains of seamen today, read and understand they are seeking to protect your personal welfare and that of our organization, the SIU.

Joseph S. Buckley

Gulls Paint Mast Without OT Pay

To the Editor:

Hello and howdy from the crew of the Noonday (Waterman), sometimes called "Midnight" because of her tendency of sailing at that time. It has been a great trip so far with no beefs, no arguments and the food is above average.

In fact, some of the red beans and rice boys were demanding that the above-mentioned delicacy be served on Thanksgiving and Christmas, but the scrapple and borscht boys from east of Hatteras demanded a hand vote. Gentlemen, it was a draw.

A little humorous event occurred while enroute from one port. Two seagulls adopted the crossrees on the foremast and began building a nest, or whatever in hell it is

that seagulls build. Anyhow they were cooing on same. It had been chipped, red leaded and then painted a real bright buff color, but these birds proceeded to really and truly camouflage the whole mast.

The captain, chief mate, bosun and assorted steward, engine and deck hands threw things at them and tried to scare them off, but no soap. The old man gave the whistle a short blast and the male gull flew away for a short while, but when the female let out a yell (as all females do), he immediately returned and resumed his cooing with his partner once again.

Encore Number

They refused to depart, but when one of the AB's went aloft to chase them off, they left. Returning as soon as the deck man alighted on deck, they once again began their camouflage work. Not only did they take care of the mast, but the whole deck and everyone and everything in their vicinity.

Well, all hands are really happy and pleased about the raise in wages, overtime, vacation plan and most of all, the gaining of the 40-hour week. It does conclusively prove to the whole maritime field that the Seafarers are always first in line to gain benefits and conditions for their membership. It was a job well done, and we ask that the committees and officials who handled same accept congratulations and thanks from the entire crew, and we could say from the entire membership of the Union.

There'll probably be some live ones on this scow when we return to the States, but when that will be only God and the powers that be can tell.

William Brightwell
Ship's delegate

Bridger Is Still Long Way Out

To the Editor:

Here we are still on the Fort Bridger after ten months of wandering around the Persian Gulf and other points East. We're in Port Said, Egypt, right now and should be able to get back home in time to collect our Social Security payments.

Most of the original crew have long since come and gone. There are only three of us SIU men left aboard this ship, Bob Rebolledo, Ken Wong and myself. The rest of the crew consists of some Englishmen, Italians, Germans, a Canadian and an Australian which makes us a small sized United Nations.

We've begun to forget what New



Last of the SIU on the wandering Fort Bridger are this trio, (l. to r.), Bob Rebolledo, Lee de Parlier and Ken Wong.

York looks like but hope to hold out to the end of the voyage. At least we're trying anyway. We'll probably be the last ones in the SIU to see the new hall.

Lee de Parlier

Seapearl Finds Skipper Awash

To the Editor:

Here's a continuation report on the Seapearl, one of the wierdest ships I ever rode. We were on our way back from Santos when the second pumpmar, and wipers worked on all four pumps and couldn't get them to function well, so they had to fly parts from the States.

The captain said he was going to get the FBI to come aboard when we got to the states to have an investigation. He was sure that a member of the crew would be charged with sabotage.

The other night the 8-12 OS was on the flying bridge on lookout, and he saw a peculiar object down on all fours. It turned out to be the old man trying to catch the 3rd mate sitting down on watch.

The bosun found his dog, but when the steward got off he took him to the States and now the ship is without a dog.

Outside of all our troubles this may be a good trip yet.

Clayton Conley

He Was Grinding His Coffee Fine

To the Editor:

We're on the Fort Hoskins, Cities Service tanker, and have the overtime and other things running smoothly, but a little trouble with the chow. Our steward has been a hard, hard man, and for a while was using hand ground coffee at eleven cents a pound. You can imagine how good it was. He also does not allow the chief cook to go in the meat box, but cleans it himself, keeping the contents a deep, dark secret.



Dore

However we are doing our part as well as possible and hope to straighten out things after a while. We wish to thank the LOG staff for the good job you're doing. Keep up the good work and high spirits. Adios for now.

Eugene Dore
Ship's delegate

They're Skeptical About Enterprise

To the Editor:

We the crewmembers of the St. Augustine Victory have heard with great interest of the exploits of Captain "Stay-Put" Carlsen and his floundering vessel the Flying Enterprise. Having quite a few crewmembers on our ship who have been on ships that were torpedoed, shelled, bombed or sunk one way or another during the war, our sympathy goes out for Captain Carlsen that he should lose his vessel.

After all, his crew and passengers abandoned him with the sole burden of saving 6,500 tons of valuable cargo for his company and insurance company. It reminds us of a war-time poster, a picture of a tough-looking hombre with a sea bag on his shoulder captioned, "You bet I'm going back to sea."

Feeling we must compensate him for his loss the crew hereby pledges a small amount of money to be used toward buying a diving suit, the suit to be used exclusively by the Captain for the sole purpose of diving for the 6,500 tons of cargo in the Enterprise's hold.

We are truly sorry that the saga did not have a true comic-book ending with the hero coming out the victor and saving the poor steamship owners their valuable cargo.

C. J. Quinn
Ship's delegate

Next day when I opened the mailbox out pops a check from Bull Line for retroactive pay I earned back from last November. It looks like me and the missus are going to get a few of those things we've been talking about buying.

Good Feeling

Here I am with that SIU payoff, SIU vacation money and SIU back pay stuffed in my pockets. Believe me, a lot of good things have been happening to us in the last few months, a new hall, a new contract, a new vacation plan. It makes you feel real good to know that you have that SIU book in your pocket.

Hal Treadwell

He Leaves It To Negotiators

To the Editor:

Greetings from "hot to cold" and from "tranquility to uproar." Everything is oh, so-so aboard the Steel Seafarer out here in Saudi Arabia. The only suggestion we can make to aid the September negotiating conference is, considering the past results, let's lay it all in the lap of those who have won so much for us in the past.

We will payoff in Baltimore these days with an ore cargo. Until then we are sailing along nicely with Captain Bill Williams and Mate Kelley, two of the fairest men I have ever sailed with. The LOGS have been coming through and like everything else, its "tophole." We hope to see you all soon.

Saint Claude, deck delegate
S. J. Marone, ship's delegate

Sees Good Year Ahead For SIU

To the Editor:

Before I get started on my first letter to the LOG in a long time, I want to wish the LOG staff, SIU officials and the membership a very Happy New Year. It's been a Happy New Year for me, because before I shipped on the Wild Ranger on the express run to northern Europe I received my first papers in New York. I have been trying to get my citizenship papers ever since 1946 but I lost



Eriksen

out when they cut out the five year discharges in September 1950. I was at sea at the time on the Steel Voyager, so when I got back I started all over again by applying for a visa.

I got a job on the Puerto Rico and after four trips, I succeeded in receiving my visa and was able to file intention to become a citizen. Now I have my first papers with only two years to wait until I will be able to become a full-fledged citizen.

While waiting in New York I looked over our new building and was surprised to see how wonderful our hall is. I never thought that when I started in the SIU in 1943 that we would ever be able to have a hall like this. At that time our hall was in a little place at 2 Stone Street. We sure are gaining all the time.

Let's prove to the operators when we open our negotiations that we are still able to improve and have the best conditions on the waterfront. So here's hoping this will be a wonderful new year with a new and powerful contract on all SIU ships.

By the way, that new LOG is really something. Let's keep it as good and try to make it bigger.

Edmund K. W. Eriksen

MARITIME

Eighteen men adrift for a week on the disabled, rudderless Columbian schooner Gloria have been rescued by Navy patrol craft but their abandoned vessel poses a navigational menace to Caribbean shipping. A sulphur fire at the state docks in Charleston, SC, was touched off by a spark when a huge bucket scoop unloading a steamship struck a part of the metal framework inside the hold. Injuries were suffered by 11 stevedores from fire and poisonous fumes which sent up a blanket of smoke visible across the entire waterfront.

A fishing boat skipper is asking the Navy to pay for 600 feet of line he lost when a submerged submarine off Newport, RI, ran into the cables of his 62-foot dragger. He said he was forced to cut the lines, found on the sub when she returned to her base, when the ramming caused the dragger to go backwards and threatened to sink it. "Unsinkable" aluminum lifeboats will be aboard the superliner United States when she makes her maiden run this summer. They are said to be the first fully fireproof craft of their kind and virtually unsinkable.

The launching of a 664-foot freighter in the Saginaw River off Bay City, Michigan, set off a splash that drenched 50 spectators and tossed two children into the water. When the vessel hit the water, she kicked up a wave 300 feet wide that spread across the river, cracked a thick crust of ice that children were standing on and dropped two of the youngsters in. Other onlookers were doused with a heavy spray. Detained in Manila after their ships left without them, nine foreign seamen have ended a five-day hunger strike in protest against what they called an "indifferent attitude" by their consulates to their detention.

Unexpected good weather and little ice may enable the Great Lakes shipping season to get off to an early start this year. Very little ice is reported jamming the flow in Lake Erie and Lake Ontario. Receding flood waters on the Ohio River threaten to leave a towboat and three barges aground in a Kentucky cornfield. The towboat and six barges, coming from Pittsburgh, drifted into a stream. Three of the barges were floated off the field before the waters receded.

Activity through the Panama Canal continued to spurt upward, with January '52 representing the fifth month in which more than 500 commercial ships have used the canal. An international group organized last fall to cut turnaround time in port by bettering cargo-handling methods will meet in Rotterdam April 21 to study ways of reducing port congestion. The presence of labor representatives at the sessions is urged, officials stated, since it is recognized that faster cargo-handling can be managed only with cooperation from waterfront workers.

One of two Esso tankers involved in the most disastrous sea collision off an American coast in eight years is back in service. The mishap last April, which claimed 38 lives, sent the tankers Suez and Greensboro into different shipyards for repairs. The Suez, delayed six months in drydock by the Mobile shipyard strike, is again sailing. Japanese supertanker construction for export may hit 50 percent of all that nation's shipping construction this year, if orders keep coming in. Orders for more than 250,000 tons were placed there in two months.

Replacing outmoded wooden piers, a \$5,300,000 dock ship terminal in the Charlestown section of the Boston waterfront will be completed next week. It will provide berths for three modern ocean vessels at a time. Switzerland's "infant" ocean-going merchant fleet will reach a record strength of 36 vessels by mid-1953 when nine ships now under construction are completed. The tiny, land-locked nation first acquired a merchant fleet during World War II to insure food imports.

A Japanese liner is carrying a bronze model of the Statue of Liberty dedicated to "eternal peace and freedom" to Nagasaki, site of one of two atom bomb blasts in World War II. The model was presented by a New York brokers' association. A New Jersey ship line employee may benefit by an award of \$42,799 for supplying information which led to the finding of gold bullion in an automobile being loaded onto a ship for export early last year. The award, representing 25 percent of the find, was urged on Congress by New Jersey Senator Hendrickson.

The New Orleans Port Commission has awarded contracts for a giant public grain elevator expected to almost double its present capacity. The project is part of a \$15,000,000 expansion program begun in 1948. The Cuban Navy and US Coast Guard have given up a search for a ship reported on fire off northwestern Cuba as "a hoax." The distress signal which set off a spurt of rescue activity yielded no sign of any ship afire or trace of wreckage. Crewmen of the tug Bill Ender have received a plaque from their union, Local 333, United Marine Division, ILA, in recognition of their participation in a mid-January rescue of passengers involved in an East River plane crash.

Twenty-four seamen aboard the Argentine steamship Buneos Aires reportedly mutinied against an order not to go ashore and wound up in a Canary Islands jail. The skipper said he had planned to get underway right after the loading of cargo was completed. A hurried roundup of seamen on the beach enabled the ship to sail as planned. The 180-foot Redbud, multi-purpose freighter and one-time Coast Guard buoy tender, has been turned over to the Navy's MSTs. She will go on duty in April as a combination icebreaker, light cargo and radio communications ship between east coast and north Atlantic ports.

The Navy has received the first six of a planned anti-submarine fleet of automatic pilot helicopters, which will be used to screen troop and merchant ship convoys from enemy U-boats. Use of the aircraft will permit release of destroyers and patrol sea craft for other duties. Indian shipping tonnage is three times what it was in prewar days, and the long-established foreign monopoly of Indian waters has virtually disappeared. The government has set a goal of 200,000 tons to be acquired within the next five years. Almost one and a half times that figure in gross tonnage was added to its merchant fleet in the last four years.

SEAFARERS CASH BENEFITS

Paid by the Seafarers International Union, A&G District

TOTAL	
Vacation Plan, Feb. 11-Feb. 18:	
Welfare Plan, Jan. 27-Feb. 9:	
\$111,721.30	

Vacation

REPORT NO. 1

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—Feb. 11-Feb. 18

Cash on Hand	\$400,115.00
Estimated Accounts Receivable	146,000.00
Vacation Benefits Paid in Period	99,170.98

Check No.	Name	Amount
101	To Cash Vac. Checks	\$8,000.00
102	Void	
103	Erick Pedersen	41.99
104	James Pedersen	41.60
105	John De Abreu	38.40
106	Willard Blumen	89.04
107	Thomas J. Tipaldos	37.32
108	Wilfred Bennerson	73.09
109	Ed. Taylor	81.65
110	Sanford Brooks	55.21
111	Heber R. Guymon	50.34
112	Michael J. Slinski	56.71
113	Frank M. Stone	45.10
114	Grenesto Ramirez	69.90
115	Oaleri Fooding	38.10
116	Finley Christholm	37.32
117	Jose Escobar	83.98
118	Francisco Gonzalez	51.32
119	Albert Sisco	79.32
120	Void	
121	Hilarion Aquio	77.37
122	Aldrico R. Mezdio	66.48
123	Richard J. Grant	77.70
124	Void	
125	Valentine H. Benner	83.97
126	Void	
127	Victor M. Perez	38.10
128	Ricardo Garcia	44.71
129	Alfonso Lopez	48.60
130	Henry Golicki	72.32
131	Joseph Perzyallo	66.48
132	Oscar Seara	89.97
133	Ignacio Tirado	72.32
134	Wilfred Schoenburn	62.90
135	Philo Levine	92.53
136	Jose Lopez	97.20
137	Leroy Williams	75.82
138	Eduardo Bonobont	38.98
139	Genoroo Bonobont	97.39
140	Rupert Daniels	81.65
141	Florian J. Glnski	75.43
142	Donald Rundblad	45.10
143	Howard Bennett	45.10
144	Albert J. Bagley	73.48
145	James Sealy	59.47
146	Void	
147	Carlos Roddyquez	97.59
148	Julio Torres	96.64
149	Luis Gonzalez	59.10
150	Ramon Salas	47.04
151	Adrain Denena	97.20
152	Julio C. Ruiz	95.04
153	Angel Maldonado	64.93
154	Louis R. Gousch	75.04
155	Thomas Dudkin	80.09
156	William O'Brien	69.21
157	Emilia Sierra	77.76
158	Alfonso Rirerra	66.87
159	Fructuoso Camacho	64.15
160	Fernado Munoz	59.88
161	Santiago Rosario	95.04
162	Ian G. Cumming	78.54
163	Jacob Tahl	69.21
164	Jose Cannil	79.32
165	Guillermo Rosardo	82.43
166	Dominick De Angelo	55.90
167	Confesor Arrazo	74.63
168	James Mitchell	73.48
169	Edmund Murowski	66.87
170	Pablo Rodriguez	49.77
171	Ralph Bullard	95.94
172	Ward M. Wallace	75.43
173	Anthony Gregoire	71.34
174	Jose Frats	50.32
175	Harry Cook	67.29
176	John S. Lucas	48.38
177	Antoni Bilyk	65.39
178	Roberto Natal	59.19
179	Inocencio Perez	38.98
180	Ramon Garcia	48.21
181	Leo Monaghan	63.37
182	Denley W. Walter	50.16
183	Thomas Velez	84.37
184	Jose Toro	80.09
185	Richard Diaz	83.30
186	Walter Marquart	64.54
187	Alberto Espino	73.48
188	Tomaz Rivera	97.59
189	Gerard McGillen	60.30
190	Pedro Claudio	81.65
191	Concepcion R. Rivera	92.15
192	Stanley Duda	57.54
193	Joseph DiGioglio	61.04
194	Edward Ezerniecki	85.92
195	James Curran	66.10
196	James McPolin	71.54
197	Thomas Pinegan	48.60
198	Void	
199	John Fedosovich	88.20
200	Robert LaGasse	73.48
201	John Edanson	57.15
202	Nicola Richie	42.38
203	Arthur Beck	64.15
204	Francis Wall	52.88
205	Antonio Gonzalez	70.76
206	Manuel Aguas	84.76
207	Elwood Read	89.97
208	L. C. Wallace	47.82
209	Hurshel Orlando	34.99
210	Isabelo Garcia	66.10
211	Leopoldo Colon	68.26
212	Frank Mozet	86.31
213	Harold Walsh	44.71
214	John Durkin	67.26
215	Ignacio De Fumero	38.88
216	George Brown	43.93
217	Carlos Torres	66.10
218	Isace Antonio	53.65
219	Gilberto Gonzalez	85.04
220	Charles Collins	55.21
221	Adam Kosinski	69.60
222	Julio Santiago	43.93
223	Raymond Torres	69.60
224	Antonio Schiamone	50.54
225	James West	95.64
226	Gerald Artlaco	80.09
227	Luis Vila	97.59
228	Carlos Doli	40.44
229	Israel Echanarria	79.43
230	Francisco Marcello	64.94
231	Arthur Gallagher	50.28
232	Carlos Matt	47.82
233	Jose Melendez	73.48
234	John Blunt	59.28
235	William Craven	41.32
236	Alfonso Oltrauchel	57.93
237	Alexander Serra	40.62
238	Santiago Crespo	69.99
239	Vincente Navarrete	53.27
240	Henry Leavay	48.30
241	Benedetto Porcello	83.29
242	Peter Bergen	37.32
243	Bertrand Hoffmann	63.39
244	Kenneth Marple	93.26
245	Benjamin Parkinson	85.92
246	Jean St. Jacques	66.10
247	Carlos Ponce	75.43
248	Raymond Webber	64.15
249	Luis Valentin	56.32
250	Domingo Ortiz	38.38
251	Pablo Gonzalez	64.15
252	Joseph Bracht	81.65
253	Mario Scerrano	48.60
254	Lars Nielsen	53.65
255	Frank Pasaluk	43.93
256	Roberto Principe	61.43
257	Antonio De Jesus	64.93
258	Willie Walker	73.87
259	Alberto Tremino	40.05
260	Benjamin Balamy	55.60
261	Herbert Williams	54.43
262	Luige Ionine	48.60
263	Antonio Fernandez	97.59
264	Francisco Antonelli	97.59
265	William Jimenez	46.60
266	Adolph Watson	37.71
267	Tinofill Pantiley	52.49
268	Luis Aviles	51.32
269	Robert Ellis	36.94
270	Samuel Ellitz	67.26
271	Ramon Lopez	35.38
272	James MacKlin	48.99
273	Patrick Burke	81.70
274	Walter Edwards	35.38
275	Michael Gottschalk	44.32
276	Void	
277	James Keno	83.90
278	Joseph Falci	76.39
279	Edwardo Toro	64.54
280	Charles Stevens	80.48
281	Charles Ray	62.21
282	Raphael Budiani	51.43
283	Charles Benway	41.99
284	Cecil Rush	95.04
285	Fernando Dacanoy	51.71
286	Felix Munoz	50.93
287	Frank Tili	40.66
288	Signey Isaac	91.27
289	Joseph Spaulding	46.66
290	Edelmiro Albarran	40.32
291	Void	
292	James Zizman	52.88
293	Joseph Cane	66.10
294	Fernando Toriz	73.09
295	Nils Hundquist	38.88
296	Henry Birt	89.97
297	Damase De Jesus	85.15
298	Joseph Sharp	71.54
299	Peter Arthurs	44.32
300	Charles Henry	37.71
301	Emilio Ortiz	61.43
302	Francisco Ortiz	44.71
303	John FitzSimmons	30.54
304	Antonio Infante	53.65
305	Hugh Williams	53.27
306	Jose Torres	97.59
307	Low Hee	92.30
308	Emil Dupont	75.82
309	Rafael Gardile	75.82
310	Felix Aponte	67.26
311	Augustin Oquendo	97.59
312	Moses Lucas	37.32
313	George Dingle	41.99
314	Charles Cronier	97.20
315	Juan Burgos	75.43
316	Ben Hitchen	55.60
317	William Velosquez	77.37
318	Frank Soriano	38.10
319	Hans Erickson	79.32
320	Edward Newman	48.27
321	Julio Bernard	62.99
322	Jose Cil	61.02
323	Wladyslaw Gilas	35.99
324	Herman Tiller	50.93
325	To cash vac. checks	30,000.00
326	Luis Acencido	87.05
327	Void	
328	William Andrews	40.05
329	Arne Larsen	36.94
330	Julio Napoleonis	76.08
331	To cash vac. checks	2,000.00
332	George Burke	97.59
333	Julio Flores	52.10
334	Angel Rosa	50.93
335	Christobel Rinas	93.31
336	Joseph Tekure	67.65
337	Mariano Gonzalez	45.49
338	Clarence Wallace	87.48
339	John Murdock	43.16
340	William Palmer	39.27
341	Luis Mareno	79.70
342	Rafael Saldana	78.93
343	Ruben Lauger	52.49
344	Hezekiah Donovan	69.65
345	Ramon Irazary	87.09
346	Salvador Logoyada	63.37
347	John Slamon	45.49
348	Samuel Setleff	71.54
349	Juan Denopra	97.59
350	Edward Jones	85.92
351	William Hernandez	68.82
352	Daniel Seda	40.82
353	Steve Lenert	89.04
354	Dimoz Cortez	66.10
355	Peter Carden	41.99
356	Harold Jones	66.43
357	Tony Sparrow	66.10
358	Cruz Negro	48.99
359	Michael Reyes	48.21
360	Thomas Steinneyer	42.38
361	William Smothers	86.31
362	Fortunato Constantino	89.97
363	Andrew Bragton	69.60
364	Amedeo Fedele	49.10

364	Amedeo Fedele	38.10
365	Fortunato Dellena	74.26
366	B. C. Waturaki	47.04
367	Vincent Dominguez	68.43
368	Wilfred Luchance	97.20
369	Enrique Rando	83.54
370	Julio Rey	95.64
371	Canuel Caus	80.81
372	Eugene Balboa	84.37
373	Anibal Albe	78.15
374	Kong Ken You	62.60
375	Eddie Parr	52.10
376	Pete Perotto	46.27
377	Joseph Morton	78.15
378	Robert Purnis	64.54
379	Joseph McCormack	46.27
380	Juan Otero	72.71
381	James Pippincott	82.04
382	Robert Past	60.26
383	Oscar Larsen	40.05
384	William Burke	43.16
385	Angel Scia	85.92
386	Edward McNamara	73.48
387	Andrew Molina	95.64
388	Luis Sjujero	80.09
389	Consistio Petrolilias	94.09
390	John Polaski	42.28
391	Enrique Cintron	59.71
392	Edgar Benson	80.87
393	Carlin Dennis	70.37
394	Mareel Mitchell	82.43
395	Rodolpho Rodriquez	70.76
396	Vaseo Barros	65.32
397	Alphonso Parker	43.16
398	Robert Joy	38.49
399	Donny Tacub	63.76
400	Harry Collins	65.37
401	Talmadge Johnson	43.93
402	Rosendo Serrano	36.88
403	Rafael Torres	97.20
404	Daniel Nolan	36.55
405	Anthony Guilano	55.99
406	Reinaldo Montes	41.21
407	Snerre Pedersen	50.16
408	Willie Bednar	46.27
409	James McCrear	76.39
410	Oscar Rosman	75.82
411	Frank Bosmonte	85.65
412	Joes Nielsen	75.82
413	Carlos Morales	84.37
414	Abraham Ruiz	65.71

SEAFARERS CASH BENEFITS

Paid by the Seafarers International Union, A&G District

TOTAL Vacation Plan, Feb. 11 - Feb. 18: Welfare Plan, Jan. 27 - Feb. 9: \$111,721.30

Table with 4 columns of names and amounts. Includes names like C. Lopez, J. Lawler, R. Perkins, etc., and amounts ranging from 74.65 to 15,000.00. Includes a '(Continued from page 20)' note at the top left and '(Continued on page 22)' at the bottom right.

SEAFARERS CASH BENEFITS Paid by the Seafarers International Union, A&G District

TOTAL Vacation Plan, Feb. 11 - Feb. 18: Welfare Plan, Jan. 27 - Feb. 9: \$111,721.30

Main table listing names and amounts for various categories including Cash on Hand, Government Bonds, and various hospital benefits (USPHS HOSP., BALTIMORE, GALVESTON, MOBILE, etc.).

Welfare

REPORT NO. 22

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—Jan. 27-Feb. 9

Summary table for Welfare report showing Cash on Hand, Government Bonds, and various hospital benefits.

USPHS HOSP., BALTIMORE list of names and amounts.

USPHS HOSP., GALVESTON list of names and amounts.

USPHS HOSP., MOBILE list of names and amounts.

USPHS HOSP., NORFOLK list of names and amounts.

USPHS HOSP., SAN JUAN list of names and amounts.

USPHS HOSP., SAN FRANCISCO list of names and amounts.

USPHS HOSP., SAVANNAH list of names and amounts.

FIRLAND SANITARIUM, SEATTLE list of names and amounts.

USPHS HOSP., SEATTLE list of names and amounts.

SEASIDE MEMORIAL HOSPITAL WILMINGTON, CALIF. list of names and amounts.

VETERANS HOSP., LONG BEACH list of names and amounts.

HARBOR GENERAL HOSPITAL LOS ANGELES, CALIF. list of names and amounts.

USPHS HOSP., HONOLULU list of names and amounts.

L. I. COLLEGE HOSPITAL LONG ISLAND, N. Y. list of names and amounts.

DEER'S HEAD STATE HOSPITAL SALISBURY, MD. list of names and amounts.

USPHS HOSPITAL PORT WORTH, TEXAS list of names and amounts.

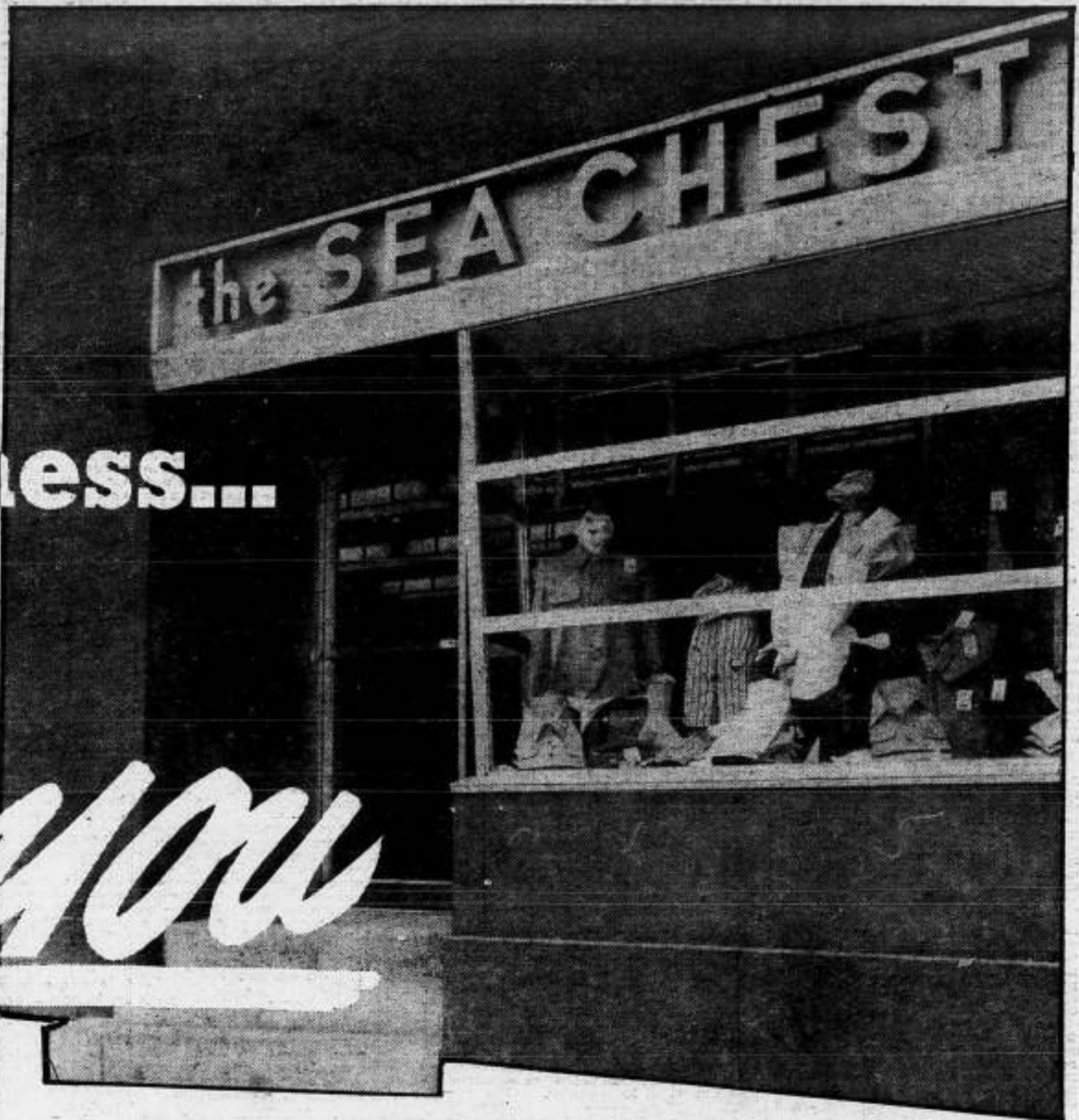
USPHS HOSPITAL MEMPHIS, TENN. list of names and amounts.

FT. STANTON, NEW MEXICO list of names and amounts.

MANHATTAN BEACH HOSPITAL BROOKLYN, N. Y. list of names and amounts.

SAILORS SNUG HARBOR STATEN ISLAND, N. Y. list of names and amounts.

DEATH BENEFITS list of names and amounts.



In Business...

for you



- Shirts
- Dungarees
- Underwear
- Shoes
- Socks
- Pajamas
- Luggage
- Sweaters
- Tobaccos
- Neckties
- Raingear
- Caps
- Belts
- Toilet Articles
- Cigarette Lighters

Another first in maritime for the SIU, the Sea Chest in New York headquarters assures Seafarers of first quality merchandise and supplies at substantial savings. Seafarers will no longer be dependent on waterfront peddlers and grasping storekeepers who have long been victimizing them with shoddy, defective and overpriced merchandise because seamen are here today and gone tomorrow.

The Sea Chest is equipped to supply Seafarers with practically all their needs in both work and dress wear, as well as other essentials like shaving gear, toothpaste, smokes and luggage. Seafarers will find, among other items, denim and chino work shirts; sport shirts in splashy plaids and sober solids; the basic white dress shirt, key to any man's wardrobe; cotton, nylon and rayon socks; variety of summer and winter-weight underwear and pajamas; an assortment of neckties; sweaters and sweater vests; and innumerable other items, all of them top quality. Best of all is the guarantee that nobody will be trying to "put one over" by passing off second-rate stuff.

The Sea Chest now operating in New York is only the beginning of what will eventually become a far-flung operation. It is the pattern-maker for similar facilities which will be established in the other major ports out of which SIU men sail—Mobile, Baltimore and New Orleans. The lessons learned in New York can be applied in servicing Seafarers who touch these ports and are equally in need of this type of facility. Since at one time or another practically every Seafarer passes through one of the above ports or New York, establishment in the branches will bring the services and savings of the Sea Chest within the reach of all SIU men.

Pending this expansion, the Sea Chest in New York will continue to broaden its range of haberdashery articles and other personal items, to bring to the men of the SIU savings on virtually all merchandise that they would ordinarily purchase from other sources. To sum up—the Sea Chest's objective is to supply Seafarers with "Everything in Sea Gear and Shore Wear."

SIU SEA CHEST

For YOUR Service • For YOUR Savings