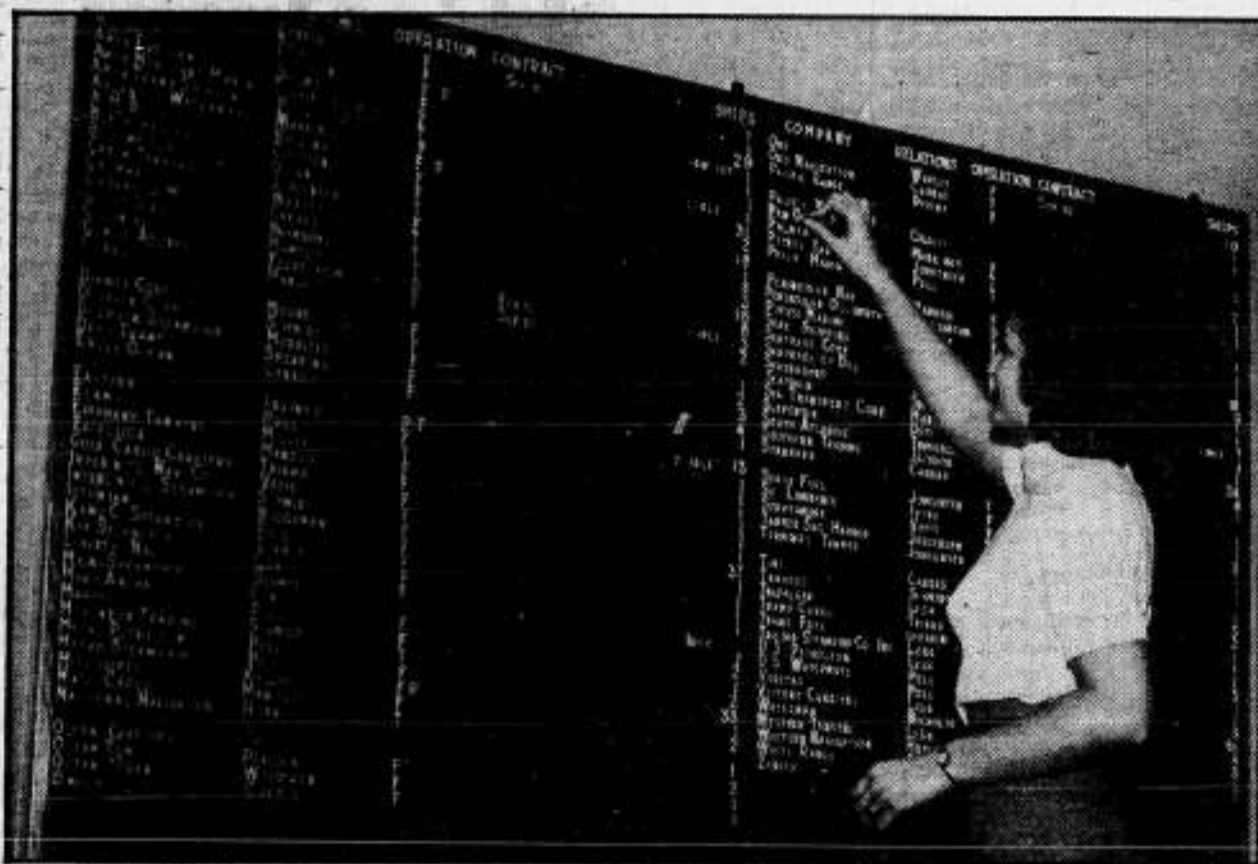


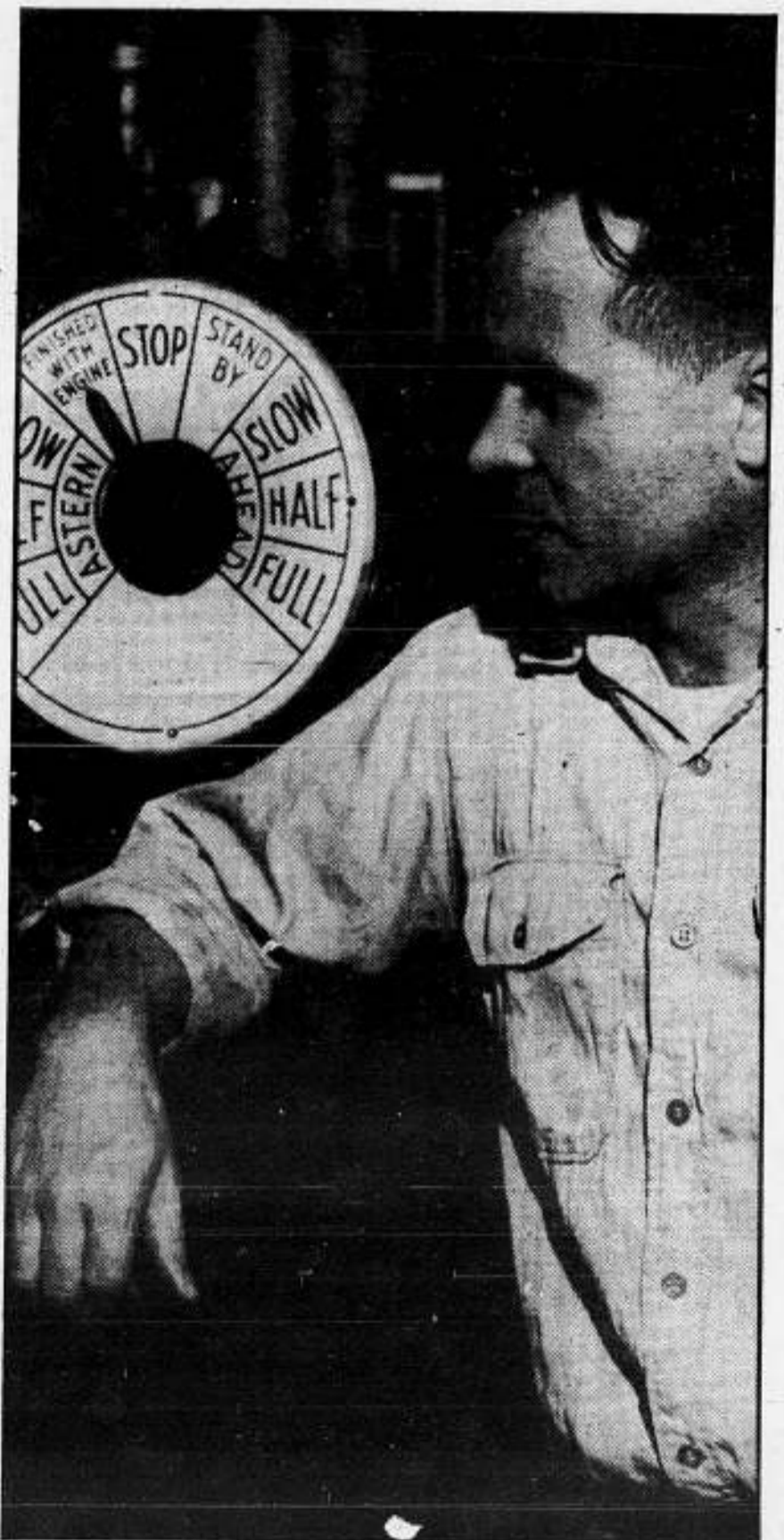


UNION, WSB MEET ON PACT BENEFITS

—Story on Page 3



Pin-Ups. Posting the latest of three new steamship companies brought under SIU agreement, a contract department clerk at SIU Hq. revises board of operators' listings to include the newcomers, making the total 89. (Story on Page 3.)



What Next? Dogged by a run of bad luck which has canceled four of the last five sailings of the cruise ship Puerto Rico, B. Derol, fireman, stares despairingly at the mute legend "finished with engine." The next scheduled sailing of the Bull Line passenger vessel will be on December 20, barring further foul ups in either New York or San Juan. (Story on Page 2.)



Santa's Helpers. Headquarters' bookkeepers ready \$4,000 Christmas "extra" in sick benefits for all Seafarers in hospitals. Bonus of \$25 plus regular \$15 benefit was voted by SIU Welfare Fund. (Story on Page 3.)

Communist-Led CSU Passes Away As Last Two Ships Come Into SIU

The frayed leftovers of the Canadian Seamen's Union, once a Communist stronghold, were quietly dumped into the grave when crewmen on the last two ships under contract to the CSU joined the SIU's Canadian District, recently.

Signing up of the crewmembers of the Bulkcarrier and the Cement-carrier put an end to a seven year struggle to free Canadian seamen from Communist domination, a struggle which began when the CSU was expelled from the SIU in 1944. The only thing that kept the CSU barely alive this long was the fact that they had a two year contract with the Canada Cement Company, operators of the above-listed ships. The expiration date of the contract—and of the CSU—was November 21.

At one time the Canadian Seamen's Union had a thoroughgoing stranglehold on Canadian shipping and was a spearhead in Uncle Joe's plan to take over labor unions on this side of the world. Now thanks to the SIU's relentless pressure, it is just another dead issue for the historians.

Actually, the CSU was as good as put out of business 2½ years ago. In the spring of 1949 SIU Canadian District won away the bulk of the membership and over 100 of its ships. The CSU contributed materially to its own disaster by deliberately refusing to accept a conciliation award that had been approved by its own representative and by calling a general strike, more for the purpose of disrupting Marshall Plan aid than for helping its own members.

Flocked to SIU

CSU members, disgusted with a union which made membership benefits secondary to political ob-



Photo taken in Montreal in 1949 when Canadian seamen, having repudiated the CSU, were attacked by Communist-led die-hards. This month last CSU-contracted ship entered SIU fold.

jectives, flocked to the SIU's Canadian District and broke the CSU grip on Canada's maritime.

Prior to that time, the SIU had made considerable inroads into CSU control by winning allegiance of Canadian seamen on the west coast and on the Great Lakes. Subsequently the SIU began organizing at the major east coast Canadian ports of Halifax and Montreal. In the meanwhile the CSU had

been negotiating a contract with Canadian shipowners beginning in August 1948. When the negotiations broke down, the CSU requested the appointment of a conciliation board to settle the dispute.

A three member board, representing industry, the CSU and the government was appointed. After ten weeks of hearings the

(Continued on page 22)

SS Puerto Rico Stymied Again By San Juan Tieup

Crewmembers of the SS. Puerto Rico hit another bump in their recent run of tough luck when the December 6 sailing of the Bull Line ship was cancelled because of a longshoremen's strike in San Juan, a strike settled too late to reschedule sailing. This was the fourth cancellation in the last five sailing dates on the New York-San Juan run.

The Puerto Rico was in New York preparing to go out on the 6th when word came December 3 that the longshoremen had gone out in a dispute over contract demands. With no way of telling when the strike would end, the company cancelled all passenger reservations and laid the crew off until time for the next regular sailing on December 20.

Just two days later, on December 5, word came that the strike in San Juan had been settled. Since most of the passengers were out of town, it would have been impossible to get them aboard and

load the ship before Saturday. This would have thrown the ship off her regular schedule so the company decided to let things go until the December 20 sailing, which will be a Christmas and New Year's cruise.

Drydocked October 8

The crew's run of bad luck began on October 8 when the Puerto Rico was laid up for repairs for two weeks, thus eliminating a sailing on October 11. While she was in drydock, the wildcat longshore strike broke out, causing the cancellation of scheduled sailings on October 25 and November 8. On November 9 the New York longshoremen went back to work, but the Puerto Rico did not go out until November 22, which was her next regular sailing date.

NMU Confabs To Boost Contract To SIU Level Enter 4th Month

Officials of the National Maritime Union (CIO) and operators' representatives continued to probe into proposed contract improvements this week, seeking to adjust "inequities" in the six-month-old agreement.

The slow movement toward bettering the NMU contract was apparently running into rumbles from the NMU membership.

The Pilot editorial attributed "petty 'inequities'" in the CIO agreement to former "Moscow elements" in the NMU who sought to breed dissatisfaction among the loyal union membership and also to unnamed "rival" organizations

A headquarters spokesman at SIU headquarters asserted that these so-called "inequities," highlight the Seafarers agreement and make it the top contract for the maritime industry and that the NMU plaint was a simple case of "sour grapes and nothing more."

He cited a 25-cent welfare boost in company welfare contributions as being far from "petty" and already tacked onto the SIU pact, although still an item under dis-

ussion in the NMU negotiations. Among other differences, he listed more liberal transportation provisions, broader penalty clauses and better working rules down the line for every rate in all three shipboard departments. He added that the NMU had asked the SIU for copies of its agreements and had been laboring in an effort to match it for over three months.

SIU-Backed Polio Drive Begins

The 1952 campaign of the March of Dimes, the only fundraising campaign that has been officially endorsed by the membership of the SIU, is now getting underway. The campaign will raise funds for the purpose of aiding victims of infantile paralysis.

The SIU has participated in the March of Dimes campaign for the last three years, with the authorization of the membership. Thanks to the traditional generosity of Seafarers, the Union has become one of the largest contributors to the March of Dimes in the labor field.

As has been the procedure, the March of Dimes appeal literature and scrolls will be mailed out to all SIU ships along with the SEAFARERS LOG. Crewmembers

will then have the opportunity to take up the matter at their shipboard meetings. Whatever sum the crew decides to contribute is then

turned over to the Union patrolman at the payoff. An official Union receipt is issued for the sum, and the contributions are held at SIU headquarters.

At the end of the campaign, the Union writes out a single check equal to the total amount con-

(Continued on page 22)

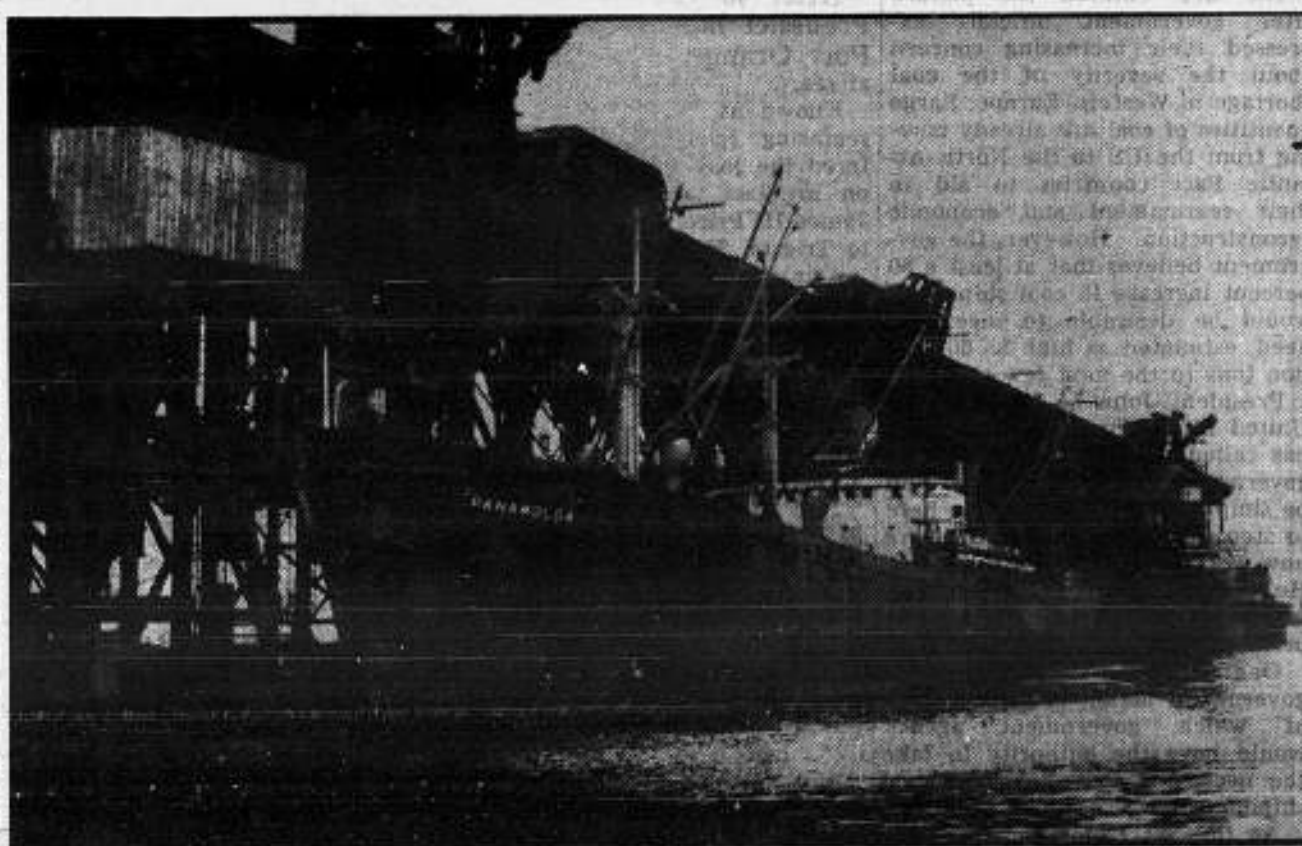
Coal Makes Norfolk 'Hot' Port

One of the busiest SIU halls on the eastern seaboard these days is the one in Norfolk, Va., servicing the port of Hampton Roads. The Virginia hall used to be a relatively quiet place but the tremendous boom in coal shipments to Europe has changed all that. Shipping reports in the last month show a total of 745 Seafarers shipped out of the Norfolk hall, top figures for the A&G district in that period, and the SIU's Norfolk branch has been kept hopping to keep things moving along in the nation's top coal port.

If we exclude the Spanish settlements, the port of Hampton Roads rates as the oldest in the United States. In 1619, just 332 years ago, it introduced a social revolution into European society by shipping the first load of tobacco (ten tons in all) ever seen on the other side of the Atlantic. Tobacco is still a major export item, but today the tidewater Virginia port area, comprising the cities of Norfolk, Portsmouth and Newport News, is the funnel through which millions of tons of coal are pouring to strengthen Western Europe against another kind of revolution.

The interdependence of the world's economy was never better illustrated than by what is happening in Hampton Roads today. Because the French and British governments have been unable thus far to bring Italian miners into the

(Continued on page 14)



Europe-bound freighter loads up with coal cargo at Lambert's Point Pier, one of the major coal-handling docks in the Hampton Roads port area.



Burly appears on page 21.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 22, N. Y. Tel. STerling 8-4671. Reentered as second class matter August 2, 1949, at the Post Office in New York, N. Y., under the Act of August 24, 1912. Application for reentry pending at Brooklyn, N. Y.

Union Visitors View New Hall



New building's setup is explained by SIU Secretary-Treasurer Paul Hall to union visitors having coffee in the cafeteria. Around the table, (l. to r.) are: Alex Rose, president United Hatters Intl.; Charles Zimmerman, Vice-President, Intl. Ladies Garment Workers Union; Brother Hall, and David Dubinsky, ILG President.



Castling admiring glances at the intricately-carved figurehead of the Port 'O Call bar are a delegation from Teamsters Local 807 who toured new Hq. Left to right they are: Al Schreieck, Dave Frechette, Tom Hickey, Secretary-Treasurer of Local 807 and a Vice-President of the Teamsters Brotherhood; Harry Thompson, Business Agent, and John Strong, President of the teamsters local.

Union Seeks Early US Okay On Pact

Washington, Dec. 13—SIU representatives are now meeting in Washington with the Wage Stabilization Board and other interested government agencies with a view towards speeding up official government approval of wage gains and other improvements won in recent contract negotiations with ship operators. The talks, which began on December 11, are expected to continue into next week. Final word on WSB action is not expected to be received until some future date.

Direct talks with the WSB were decided upon by headquarters when after two months of waiting the SIU still had no official word in regard to the provisions of the new contract. The Union is pressing hard for a decision, though all the provisions on wage increases and other benefits in the agreement are retroactive to November 1.

However, every day lost in Washington red tape means delay for Seafarers in collecting these retro-

active wage payments, which will cause considerable annoyance and bookkeeping difficulties when back payments finally begin. Part of the SIU package pending before the board includes increased welfare contributions from shipowners.

One snag which has to be overcome is the fact that the WSB is faced with a tremendous backlog of labor agreements.

Inter-Agency Job

In addition, the nature of the SIU agreement is such that the Department of Labor and the Justice Department have to be consulted on many of the legal questions involved. SIU representatives have found that they have had to interrupt discussions with the WBS on several occasions to secure rulings and interpretations from these two departments. The discussions then have to be resumed with the WSB at the point they were broken off.

The new contract which was negotiated with a joint committee of shipowners in mid October, provides for a 40-hour week at sea and a 6.2 percent across-the-board wage increase effective November 1, 1951. This increase is over and above the rates established in January, 1951. Overtime rates were increased proportionately to \$1.29 hourly for men receiving less than \$277.30 per month and \$1.63 for men over that figure. Straight time rates for ABs are \$262.89 monthly under the new scale.

The welfare provisions of the new contract call for an increase in the operators daily contribution from 25 to 50 cents per man. This will provide additional funds for improving the present benefits and adding new features.

Miscellaneous benefits provided for under the contract are an \$8 room and meal allowance as compared to \$6 formerly, and the installation of washing machines on all vessels.

Capital Report Begins in LOG

This issue begins the SEAFARERS LOG's exclusive, and authoritative column on maritime affairs submitted direct from the nation's capital by the LOG's Washington reporter. Called the "SIU Newsletter from Washington," the column will combine both factual and interpretive reporting of marine news emanating from Washington, and will be of great interest to seamen and the industry in general.

Follow this important column exclusively in the SEAFARERS LOG. "The SIU Newsletter from Washington" will appear regularly on page 4.

'Speed Coal Export'—SIU

Steps to speed up desperately-needed coal shipments to Europe and to reduce the cost of coal at European ports have been proposed by the SIU in a communication sent to Defense Mobilizer Charles E. Wilson. The letter from Secretary-Treasurer Paul Hall suggests that use of additional shipping and operational subsidies would reduce the price of coal and enable Europeans to step up purchases, or devote their remaining ECA dollars to other vital needs.

The SIU entered the picture after government officials expressed their increasing concern about the severity of the coal shortage in Western Europe. Large quantities of coal are already moving from the US to the North Atlantic Pact countries to aid in their rearmament and economic reconstruction. However, the government believes that at least a 50 percent increase in coal shipments would be desirable to meet the need, estimated as high as 50 million tons in the next few months.

President John L. Lewis of the United Mine Workers of America has called to the attention of the government the fact that it would be simple for the coal miners here to step up production, as they are now working less than a full week. He, too, expressed interest in finding some way of reducing the price of coal to Western Europe.

One of the big snags holding up government action is the question of which government agency would have the authority to take the necessary steps to speed coal shipments.

As the SIU communication put it, it is an "extremely paradoxical situation" whereby "our European friends are in critical need of

more coal . . . while the United States has a coal surplus and miners are working a short week."

The problem could be solved in the long run by appropriating ad-

(Continued on page 22)

'Uncle Otto' Ends Sea Career

After 46 years as a seaman, veteran Seafarer Otto Paul Preussler has called it quits. He will retire to his home in Port Orange, Florida, to write his memoirs about his life at sea.

Known as "Uncle Otto" to his seafaring friends, Preussler suffered the loss of sight in one eye on his last trip out aboard the James H. Price from New Orleans to Trieste. This coupled with failing health compelled him to spend the last three months in the Staten Island USPHS Hospital, and brought him reluctantly to the decision to give up sailing.

Uncle Otto, who first shipped out

in 1905 on the Valesia, has served in the steward's department of 118 different ships since then. He has sailed through three wars—the Russo-Japanese War in 1905, and the first and second World Wars.

He is particularly proud of the fact that he sailed to all war fronts in those three wars on supply ships. Yet on all these voyages as well as countless others he has taken, he has never lost a ship.

Has No Regrets

Although he is saying goodbye to the seafaring trade, Uncle Otto has no regrets. Conditions in the early days were difficult until the SIU came along and improved them, but Otto says he would do it all over again if he could.

One of the first members of the SIU (he joined the union on January 9, 1939), Uncle Otto has a couple of ambitions to fulfill before he goes home to Florida. He hopes to see the new hall before he leaves for home and gives up the sea for good. He would also like to see the day that the government appreciates the services of

merchant seamen by providing them with pensions for their old age.



'Uncle Otto' Preussler

Hospitalized Members Voted Yule Bonus

Trustees of the Seafarers Welfare Fund have voted a special \$25 Christmas bonus for hospitalized Seafarers to help them enjoy the holiday season. The bonus is in addition to the regular \$15 weekly benefit paid to hospital patients and will amount to about \$4,000 over regular benefits for the approximately 160 Seafarers involved.

Approval of the Christmas bonus was voted by the trustees of the Welfare Plan at a meeting in the Plan's office on December 7, 1951, after Union representatives had proposed the gift for the hospitalized men.

This step by the trustees once again illustrates the flexibility of the SIU's Welfare Plan. Under the plan, trustees are empowered to make alterations from time to time to meet the need of the SIU membership. A meeting can be called at any time for this purpose.

The bonus will be paid the week of December 20 by a representative of the Union to all Seafarers in hospitals where the SIU has port representatives. Seafarers in other hospitals will receive their bonus by mail.

Hq. Signs Three New Companies

Three more companies have been added to the SIU roster of operators under contract with the signing of Union agreements covering the Pan-Oceanic Navigation, International Navigation and Trojan Steamship Companies.

Latest to join the fold was Pan-Oceanic which took over the SS George Lawson from the Pacific Range Steamship Company. Indications are that this newest SIU operator will shortly expand in size, with a strong possibility being put forward that it will go into tanker operation before long.

International has bought the Elly from Dianex and will send her out in the tramp trade. The Trojan Company has bought the Peconic Bay from Mar Trade for the same purpose. Both vessels are Libertys.

Captain Harold E. Van der Linde, Jr., vice-president of Pan-Oceanic, told union officials when he boarded the Lawson in Philadelphia that it "was the finest looking Liberty that he had ever been aboard." He noted that the entire ship, manned by Seafarers, "was in first-class condition" and particularly cited the crew for the "spotless quarters" maintained.

The agreements signed with these companies are the standard contracts including all the latest features such as the vacation and welfare provisions.

Assistant Secretary-Treasurer Robert Matthews handled the negotiations.

ILA Proposes Waterfront Labor Court

Establishment of a special labor court in the port of New York to eliminate wildcat stoppages and enforce longshore contracts on both parties to the agreement has been proposed by the International Longshoremen's Association as part of a program to better conditions in the port.

The program was presented at a recent hearing of the fact-finding panel which was appointed by the State Industrial Commissioner to conduct hearings into the causes of the recent wildcat tieup. Recommendations were also received from the New York Shipping Association, representing the employers' viewpoints. Leaders of the wildcat strikers had also been invited to submit suggestions but they refused to present any program for the future other than reopening of the contract.

The ILA's recommendation urged that the labor court have power to apply fines and other penalties against violators of a contract, whether they were steamship operators, terminal companies or union officials and locals. Strikes and lockouts would be outlawed except against a party failing to comply with the decisions of the courts.

The program also outlined plans

for improving and revamping procedures on negotiating contracts and on contract voting. These plans call for starting negotiating earlier, leaving a ten day period for discussion of the terms before taking a vote.

Election procedures would then call for identification of membership books when the men voted and retention of ballots for possible recounts in case of challenges.

The union also outlined plans to tighten up its own administrations and to set up standards for handling funds, keeping records, holding meetings etc., in the various local unions. It also proposed an employer loan system in the form of draws on wages to eliminate loan sharks, and indicated it was studying the possibilities of a credit union.

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.

Engineer Lack Stalls 34 Ships On East Coast

A considerable number of SIU ships that have been fully crewed-up in Hampton Roads and other Atlantic Coast ports are having their sailings delayed by a shortage of radio operators and marine engineers.

In general the squeeze on experienced seamen in all categories is getting so strong that government officials are talking about reinstating war-time regulations which would guarantee experienced seamen and officers shoreside jobs back if they returned to sea now.

Attempts are being made through advertising and other means to get the necessary radio operators and engineers to man the 34 government and private ships now being held up. Fifteen of these ships are in Hampton Roads which is currently the major outlet for coal shipments to Europe.

Not Temporary

The current scope of the shipping boom indicates that this is more than a temporary phenomenon and is liable to continue at least throughout the winter when shipments of raw materials and coal to Europe will be especially heavy.

Should the government reinstate seamen's shoreside re-employment rights, it is expected that many experienced men now working shoreside jobs would come forward to fill existing needs. A considerable number of experienced seamen and officers left the industry in the shipping slump which took place in the years before the Korean war.

Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

Ships And Seamen Termed Life Line To Korean War

The Korean war has vigorously demonstrated the dependence of the United States on seapower and particularly that supplied by the merchant fleet and seaman, Rear Admiral Roscoe H. Hillenkoetter declared this month.

Bolstering his statements from personal experience during a year with the fleet supporting the United Nations forces in Korea, he offered plain figures as a principal argument.

Admiral Hillenkoetter, currently commandant of the New York Naval Base in Brooklyn, asserted that air supply cannot accomplish anything near what ships have done. "It takes five tons of equipment to put one man on the beach and a ton a month to keep him there," he cited, adding "Planes can't do it. Ships still are essential."

He further called attention to the role of merchant shipping during the war in the Far East with a report of 11,000,000 tons of gen-

eral cargo, 8,000,000 of petroleum products and 500,000 troops carried to the war theatre during 15 months.

US Shipbuilding Tops Million Ton Figure

With slightly over one million gross tons of ships on order or on the ways in shipyards, the United States holds fourth place in world shipbuilding construction for the third quarter of 1951.

The US total amounted to 85 vessels of 1,062,990 gross tons, or 8.5 percent of the world's shipbuilding total. Leading tonnage producer is Great Britain with 623 vessels under construction of 5½ million gross tonnage.

Total shipping tonnage under construction throughout the world is just under the 13 million ton mark, with 1,593 vessels included in the figures as of October 1, 1951.

Pause to Honor SIU War Dead



Brooklyn Assemblymen John Ryan (left) and Frank Composto pause during a headquarters visit at plaque honoring more than 1,800 Seafarers who lost their lives in World War II.

SIU NEWSLETTER from WASHINGTON

The second session of the 82nd Congress, which convenes in Washington on January 8, 1952, will be called upon to devote much of its time to matters of vital concern to the American steamship industry—employees and employers alike. Such matters as maritime subsidies, new shipbuilding appropriations, legislation to better the lot of seamen, legalizing the maritime hiring hall, safety code for longshoremen, tramp shipping, are only some of the major maritime proposals to come up.

Although Representative Hart, New Jersey, Chairman of the House Merchant Marine Committee, has promised the maritime industry that he will give early consideration to the so-called long-range ship bill (S. 241), it is doubtful that the industry will be entirely successful in having the bill passed in its present form. The main stumbling block will prove to be the highly controversial tax features in the measure. This bill, provides that more American lines would be able to apply for ship construction subsidies; allows easier method for trading in obsolete vessels; proposes additional tax benefits for maritime employers; and, among other things, proposes payment of salaries in excess of the present limitation of \$25,000 to directors, officers, and certain employees of subsidized lines.

Look for more American shipping companies to apply to the Government next year for financial aid in the form of subsidies. Even though most of the lines admittedly have been making substantial profits due to the emergency shipping programs, a number of maritime employers are now looking to the time when cargoes will not be plentiful and already are beginning to make plans to seek operating subsidies. Because of this, it is expected that fireworks will develop when some of the companies request subsidies for routes already served by other lines receiving aid from the Government. An example will prove to be the Bloomfield Steamship Line which is expected to apply in a few months for subsidy rights on the US Gulf-United Kingdom-Continental run, currently serviced by Lykes Brothers Steamship Company.

The 21 American Republics will meet in Washington next month to consider such matters as freight and insurance rates, a plan for the most equitable utilization of all transportation facilities of the Americas in case of an emergency, and the coordination of air transportation. Some of the republics will take the position that steamship conference freight rates hinder the development of certain regions of the Americas, in that they do not bear a proper proportion to the distances covered and the kind of products transported.

As to emergency transportation facilities, the American republics, at the forthcoming session, will be asked to evaluate their transportation facilities, and to study immediately, in case an emergency should arise, the transportation requirements for the defense program and for the essential civilian needs of the Republics.

The Interstate Commerce Commission, which has jurisdiction over coastal and intercoastal water carriers, will be the scene of a big battle next year when the Isbrandtsen Company follows up its application for eastbound intercoastal operating rights. This Company has been operating in the foreign trades for many years and is now attempting to move into the domestic service, claiming that existing carriers are not able to take care of the eastbound intercoastal lumber movement.

Shipping representatives of the North Atlantic Treaty Organization (NATO) are making substantial progress in agreeing on a plan for the mobilization of allied shipping, in time of war, on a world-wide basis. Some of the non-NATO countries also would be called upon, in an extreme emergency, to place their shipping facilities at the disposal of this world-wide allied pool.

Specific details of this large undertaking are lacking in view of the complete security cloak that has been placed upon the activities of NATO. In fact the NATO boys are so security-minded, that they have stamped a "cosmic" security rating on most activities, instead of the usual secret or top-secret rating.

The U. S. Coast Guard is catching up on the backlog of merchant seamen security clearances. Clearances in the form of validated documents have been issued to about 225,000 merchant officers and seamen and about 45,000 more have been authorized, but not yet issued. The number turned down is deemed to be confidential, although the matter of appeals is a public record.

Within the next few weeks, the Coast Guard is expected to issue validated documents for those seamen serving on ships plying the coastwise and nearby-foreign trades (Canadian, Mexican, Caribbean trades, etc.).

The very latest information on maritime personnel investigations by the Coast Guard indicate that the Coast Guard investigating units probed a total of 763 cases in a most recent monthly period (August of this year). From this number, hearings before examiners resulted involving 16 officers and 66 unlicensed men. In the cases of officers, no licenses were revoked, 8 were suspended without probation, 5 were suspended with probation granted, 1 was voluntarily surrendered, 4 were dismissed after hearing and 1 hearing was closed with an admonition. Of the unlicensed personnel, 10 certificates were revoked, 20 were suspended without probation, 24 were suspended with probation granted, 17 were voluntarily surrendered, 3 were closed with an admonition, and 7 were dismissed after hearing.

Your SIU Washington Reporter

Collapsed Brooklyn Pier Drops Cargo Into River



Rotting timbers of Huron Street storage pier in Brooklyn gave way and dropped this 1,750,000-pound cargo of tapioca into the East River. Although no one was injured, AFL Longshoremen were called off the job of moving the cargo when danger arose the whole structure might collapse.

CS Bosun To Crew: 'Take Pride In SIU'

Seafarers and crewmen of the SS. Cantigny (Cities Service) drew high praise recently when a bosun leaving the ship asserted that "none have proven themselves more worthy of the honor of belonging to such a fine organization."

(An NLRB rule for Cities Service ships bars bosuns and stewards from union membership because of their "supervisory" function.)

Bosun A. Gordon Decker, leaving the ship for a vacation, addressed a letter to the deck department in which he noted, "... from past experience it is up to you men to realize that, of all the unions connected with the maritime industry, none had proven itself as well fitted for the needs of the unlicensed personnel as the SIU."

Lauds Cooperation

Thanking the Cantigny Seafarers for the "splendid cooperation" given him during his stay on the ship, Decker urged the men to

"take great pride in upholding the standards as set forth in your constitution and by-laws."

Harking back to the days when Cities Service was non-SIU, he acknowledged the "hard-fought battle" won in securing a contract with the company, pointing out he had seen other unions "... attempt, and miserably fail in trying to do likewise. It is men like yourselves, with initiative, cooperation and understanding who will further the relationship between the company and the SIU to the benefit of all."

The Cities Service agreement, acknowledged as one of the best agreements for a tanker fleet, was secured after a lengthy organizing campaign, finally culminating in success for Seafarers riding the oil ships.

World Merchant Fleet Lost 635 Ships in 1950

London—Assembling final figures, Lloyd's Register of World Shipping reported an aggregate of 635 merchant ships either totally lost, scrapped or condemned during 1950. The figure, representing 1,201,197 gross tons, showed a jump of nearly half a million tons over 1949.

Indies Quarantine Easing Seen

Relaxation of quarantine inspections on tankers from Aruba and Curacao in the Dutch West Indies to speed the delivery of oil to the United States may be a forthcoming decision at a parley of quarantine officers of 14 major US ports.

Easing of the inspection rule would expedite entry of tankers that stop only at the two islands and then return to the states to discharge oil without any delay offshore for port inspection. Imports of Venezuelan oil, which is refined on the two islands, have multiplied considerably with the shut-off of supplies from Iran and increasing demands in Korea.

USPHS Urges Seafarers To Take 'Shot' Series

According to word received from the SIU Seattle agent the United States Public Health Service is strongly advising all Seafarers sailing to Far East ports to get a complete course of inoculations against typhoid, smallpox, cholera, typhus and plague. The USPHS advice came in response to a query made by Jeff Morrison, Seattle agent.

Seafarers may wonder why it is necessary to get so many shots in the arm when they sail for these ports. But it is failure to get a complete series of shots which makes it necessary to give boosters every six to eight weeks, or as often as a man sails for the Orient.

The USPHS says that if a complete series is given, it is only necessary to give the booster shots every four to six months and once yearly in the case of typhoid instead of six to eight week intervals. In the long run then, it pays for Seafarers to take the time and trouble to get the whole series of shots at once, even though this procedure may be an uncomfortable one.

The series consists of three shots of typhoid vaccine at one week intervals, smallpox vaccination, and injection for cholera, typhus and plague. Once these injections are given entries should be made on the immunization card so that the Seafarer has a record of having received the necessary shots.

The USPHS feels that failure to get a complete series of shots makes it essential for the Seafarer to get the six week treatment in order to prevent epidemics of these serious diseases aboard ship.

Korea War Ribbon Is Proposed For Merchant Seamen

Recognition of the energetic role played by American merchant seamen ferrying cargoes to the Korean war zone by the award of a United Nations Service Ribbon has won the enthusiastic support of Senator Warren G. Magnuson of Washington.

Calling a spade a spade, the senator declared that time and time again the service performed by seamen in wartime had been greatly underrated.

The Washington Senator, long a staunch advocate of a larger merchant fleet for the United States and a strong campaigner for liberalization of laws governing the maritime industry, is one of the few government figures to come to the support of the award suggestion.



Magnuson

The idea of a UN ribbon seems to have gained impetus from a widespread feeling that although the US is not officially at war in Korea, recognition is due not only to members of the armed forces but also to seamen in the war area for their part in the international effort to control Communist expansion in Asia.

From World Body

Further motivation behind a UN ribbon is that the Korean action is an international undertaking on the part of member nations and that any award should therefore stem from the central world organization itself.

It would also bolster the need for a token of appreciation to the seamen who sail in the belligerent waters, many of whom, including several Seafarers, have met death and serious injury from snipers and bombings.

Check Sailing Time Regularly

Seafarers whose ship is in port getting ready to sail should make it a point to keep in touch with the ship at least once every twelve hour period in order to avoid the needless inconvenience and embarrassment of being left behind.

A provision of the SIU contract with the shipping operators calls for posting of the sailing time at the gangway 12 hours beforehand. With the 40 hour week in effect, crew schedules provide for considerably more time off than before. Consequently it has happened that Seafarers have gone ashore for a longer period of time only to find that the ship had sailed when they returned to the pier.

Such occurrences are a headache for the Seafarer and the company. The crew-member often has a lot of gear on board which has to be returned to him eventually; to say nothing of leaving the crew shorthanded or having to dig up a replacement on short notice.

Tax Snafu Hits Shuttle Crew

Crewmen of the Fort Bridger who signed on for eighteen months articles in December of 1950 face a higher tax rate on their lump sum payoff as a result of a tax law snafu. The SIU is continuing to investigate the problem and is pressing for corrective action to eliminate this inequity in the tax laws.

Pending such changes, Seafarers are advised that if they should sign on under long-term articles which carry over into a second year, that they should provide for making regular allotments during the course of the voyage. By making such allotments they will be in effect receiving wages for the purposes of the Internal Revenue regulations, and will avoid having all their earnings concentrated in the second calendar year.

The Bureau of Internal Revenue, in response to an SIU query about the Fort Bridger case, expressed the opinion that if a seaman does not demand allotments or draws, but lets his money ride into the second calendar year, the total of all wages cannot be reported until the year of actual receipt.

See Tax Men

However, before filing their tax reports, any Seafarers caught in this kind of a legal tangle should consult with their local tax collector. There have been reports that the Internal Revenue permitted seamen to work out an arrange-

ment whereby wages earned at the end of a period covering more than one calendar year could be

pro-rated on the tax return so as to avoid moving into a higher tax bracket.



No Moslems these, just three crewmembers of the Fort Bridger going native in the Persian Gulf to conform with local custom. Left to right are Harry Geri, messman; Bill Robinson, DM; and J. Riccutti, engine utility. The boys do look pretty authentic at that. Photo was submitted by John Friend, pumpman.

New Orleans Plans Added Docking Space

The rapidly-growing port of New Orleans has announced plans to build a new cargo wharf on Thalia Street to meet the great increase in shipping out of that port since the war.

The new wharf will be located between Erato and Robin Streets in the last vacant space along the river front strip running between the Public Grain Elevator and the Industrial Canal. It will be about 900 feet long and be designed to handle general cargo.

Additional port improvements underway are the widening of the Robin Street Wharf and rehabilitation of the Erato Street Banana Wharf.

US Appeal for Seamen Spurs SIU Discharge Bid

A hurried appeal this week by the Maritime Administration for experienced seamen to man ships carrying ECA and war cargoes to Korea added more fuel to the campaign initiated by the Seafarers International Union for a flat draft deferment of experienced seamen.

Mail arriving daily at New York headquarters of the SIU rapped the short-sighted policy of drafting seamen into the armed forces while ships crammed with essential war cargo lay idle in US ports for lack of rated crewmembers to man them.

The headlined plea by Vice Admiral Edward Cochrane, Maritime Administration chairman, brought a shower of angry mail from families of war-trained Seafarers with many months of sea time to their credit. GI's still in training at stateside camps demanded a clear-cut answer to their requests for release so they can return to sea where they're needed immediately.

Editorial comment in daily newspapers over the country has urged Selective Service and the Maritime Administration to get together on their respective needs so that experienced seamen wouldn't be called away from their jobs at a time when their prime function is to sail the ships that carry necessary defense cargoes.

The Boston Post applauded the release of Seafarer Eugene Dore, AB, from the Army after eight months service. Dore was the first seaman discharged from the armed forces after a long campaign initiated by the SIU and given nationwide notice through the SEAFARERS LOG.

Seamen Warned Japanese Cash Is Trash Here

Seafarers who have to send money home from Japan to meet family emergencies or other needs should make sure not to send Yen. If they do they will find that the Japanese currency has value only as a souvenir, since it cannot be exchanged for dollars here in the States.

This is just one of several currency problems confronting seamen in Japanese ports, according to the United Seamen's Service. Present currency regulations governing the Yen provide that it is not convertible to other forms of currency outside of Japan. However, seamen can remit an allotment from Japan, or buy travelers checks and money orders. Bank remittances can also be sent through American banks.

The first thing a seaman has to do on arriving in Japan is to declare all American dollars and travelers' checks at the Japanese Customs. This can usually be done at the pier. Upon declaring his American money, the Seafarer can get a currency control slip which entitles him to buy local currency for spending in the local market.

Limit Draws

Since the Yen can only be spent in Japan at present, it is advisable to limit the size of draws. Otherwise a seaman will be stuck with a sizeable sum of Japanese currency which will be useless to him elsewhere.

Seamen in the employ of the U. S. government (civil service) are entitled to the use of military scrip, but those working for private employers do not have this privilege.

All these regulations are subject to change, when the Japanese peace treaty is finally ratified by Congress. This may take a couple of months yet, so it is advisable for Seafarers on the Far East run to become familiar with the restrictions presently existing.

Since Dore's release, requests from other Union members drafted into khaki have been piling up.

The Union is now combing the records of Seafarer applicants seeking discharge from the armed forces in order to serve where they're needed most.

Many hold certificates of continuous service on ships in all battlefronts in recognition of their wartime records. One writer recalled serving "on a ship off Normandy Beach on D-Day... with Stukas coming in every hour trying to knock the h--l out of you." Despite all his experience, he was not rated a veteran. His war and civilian experience as a seaman "didn't amount to a hill of beans," he commented.

Cutting across all shipboard ratings, the GI's would make a formidable pool of trained manpower which could be utilized immediately.

Delta May Add Ships For West Africa Run

Plans for increasing service between the Gulf and West African ports with additional vessels are being considered by the SIU-contracted Mississippi Shipping Company, operators of Delta Line ships.

Mississippi's plans are waiting upon the decision of the Federal Maritime Board on payment of operating subsidies along this route. The operators want a verdict on this question before they will go ahead and buy or construct the vessels needed for this service.

Hearings are going ahead before the commission to determine the amount of foreign competition which Mississippi faces along this route. The question of operating subsidies can then be taken up from this base.

Congress Steered 28 New Maritime Laws Through This Year's Session

The first session of the 82nd Congress which ran from January to October, 1951, enacted 28 laws and passed three resolutions which have direct or indirect bearing on the maritime industry.

Included among the laws passed were those covering subsidies and ship construction, war risk insurance, navigation on the Great Lakes and maintenance of canals and other waterways. The aid to India bill providing for shipment of grain was also passed at this last session.

The India aid bill allots a maximum credit of \$190,000,000 during the fiscal years of 1951 and 1952, and specifies that 50 percent of such grain tonnage must be transported on US flag vessels.

Provision for subsidies and other maritime funds included \$105,000,000 for ship construction and \$20,000,000 for operating differential subsidies. Other funds were provided for shipyards, schools, and maintenance of the boneyard fleet.

Another law passed by Congress affecting maritime unions was the amendment to the Taft-Hartley Act eliminating the requirement for a Union shop election prior to the negotiation of union shop agreements.

The transfer of \$10,000,000 was authorized to the war risk insurance revolving fund in order to provide such insurance for privately-owned vessels when commercial insurance is terminated or is not available at reasonable rates.

Finnish Seamen Enjoy 2G Spree

PORTLAND, Me.—Two Finnish seamen probably set a record in hard liquor consumption when they spent \$2,200 of their ship's payoff money on a ten-day cross-country bender. The men, Toivo Lumio, a radio operator, and Kurt Gronlund, waiter, took off on November 19 with the payroll money of the freighter Sidius.

In the course of their cross-country hangover special they visited Boston, Chicago, Los Angeles and New York. When asked by the judge what they did with the money, one replied simply, "We drink, we drink, we drink."

The shipowners have dropped charges against the two men who are back on the freighter again.

Voting Now Underway In SUP Elections

Members of the Sailors Union of the Pacific began voting December 1 to fill 22 official posts in the union's annual elections. Posts to be filled include a secretary-treasurer, assistant secretary-treasurer, five SUP building corporation trustees, a San Francisco dispatcher, and patrolmen and port agents in San Francisco, Seattle, Portland, Wilmington, Honolulu and New York.

In addition there are two constitutional amendments and three propositions on the ballot relating to various changes in the operation of the union.

War Prisoner Benefits Are Still Available

Seafarers who had the misfortune to fall into enemy hands during World War II are still eligible to file a claim for prisoner of war benefits. The War Claims Commission, which handles the details, urges all ex POW's to act at once. Survivors of prisoners who have died are also eligible.

Working on RR . . .



C. E. Forrest, deck engineer, checks one of the main deck fittings before the Seatrain New York takes on a load of railroad freight cars, tracks for which are seen in background. Lester Moore was the lensman.

Top of the News

KEEP YOUR POWDER DRY—An uneasy, restless, truce hangs over the heads of British troops and Egyptians in the Suez canal zone as both sides dig in for a long siege. The Egyptian Parliament abrogated the 1936 treaty which gave the British the right to station troops in the canal zone, giving rise to an outburst of vigilante action. The latest "incident" led to the death of nine British soldiers and 16 Egyptians. The families of British soldiers have been removed from the zone and barbed wire has gone up around all British military installations. Meanwhile the Egyptian government is trying to clamp down on vigilante groups out of fear that they might decide to turn their arms against the present Egyptian administration and take things over themselves.

IT'S ALL IN THE PERCENTAGE—The United States Census Bureau reports that despite the general level of prosperity in the country for the last several years, 20 percent of the population gets 47 percent of the nation's total income. On the bottom of the ladder, the poorest fifth of the nation takes home only three percent, showing that there's quite a gap between the top and bottom dogs in our economic picture. Of course these figures do not take into account the differing amount of taxes taken off high and low incomes. The high tax rates on the upper brackets would tend to reduce the actual proportion of the nation's wealth in their hands.

FALSE DAWN, OR THE REAL THING?—There have been some indications of an easing off of the cold-war between the United States and Russia. Aside from Korean truce prospects, pressure has been on at the UN Assembly meeting in Paris for some genuine progress toward disarmament. Secret meetings are being held on this score between Russia, Britain and France and the United States, where it is assumed that the customary invective will give way to some realistic bargaining. Best guess on the cause of the more reasonable tack being taken by the Soviet Union is internal trouble, in some of the satellite nations. Reports have come through of food riots and other troubles in Poland, and in Czechoslovakia, Moscow's No. 1 man, Rudolph Slansky has been arrested as a "foreign agent." The probable cause of his downfall is the drastic downturn in Czechoslovakia's heavy industry production.

TV MAKES AN IMPACT—The cost of admission to one Detroit motion picture theatre has taken a tumble from 90 cents to 60 cents, thanks to the drawing power of television. So many people were staying away from the movies that the management of Detroit's Hollywood Theatre started admitting children under 12 for nothing and sliced adult tickets as well in an effort to attract trade. Three restaurants that were also experiencing the TV doldrums have cut prices to 1939 levels, with expected sensational results.

HE STILL WON'T TALK—Practically everybody has been asking General Eisenhower whether or not he would run for President, but AFL headquarters in Washington has been the first to ask the General where he stands on domestic issues. The editor of the AFL's monthly magazine, the American Federationist, invited the General to state his views on such significant questions as Social Security, health insurance, federal aid to education and the like. The General replied through one of his aides that he was "pleased" by the request but declined comment on the grounds that the "subject does not pertain directly to his military responsibilities as Supreme Allied Commander."

SOME PEOPLE HAVE STICKIER FINGERS—The Assistant U. S. High Commissioner in Germany, Benjamin Battenweiser, complains that too much of the benefits of Germany's economic recovery is going into the hands of well-to-do people and business interests. Battenweiser attributes this development to the fact that the German government gets most of its revenue from sales taxes, which hurt the low-income brackets, instead of a graduated income tax in accordance with ability-to-pay. Furthermore, Battenweiser says, the Germans don't have a reasonable system of sharing the profits of industry with its employees. All of this tends to thwart the development of a sound economic base for democratic government.

IT CERTAINLY TAXES OUR PATIENCE—With a couple of dozen major and minor officials of the Internal Revenue Bureau already fired or "resigned" because of irregularities, the investigation of tax scandals in the government continues to spread. Key man in the inquiry is Theron Lamar Caudle, former Assistant Attorney General and former head of the Justice Department's Tax Division. Caudle recently received the ax from President Truman and has been on the Congressional hot seat for the past few weeks in an investigation of his conduct. At least one Congressman, Representative Frank Boykin of Alabama, has been brought into the picture, and Supreme Court Justice Tom Clark, former Attorney General, has been asked to testify on why Caudle got the job as head of the Tax Division in the first place. Tax rates being what they are, any evidence of wholesale tax evasion would be political dynamite in 1952 elections.

COAL IS STILL KING—Oil may be increasingly important for heating and transport purposes but King Coal still rules the roost on the production side. Both the western European nations and the Soviets are being held back in their rearmament drives because of a shortage of coking coal needed in the steel industry. Some 30,000,000 tons of coal are scheduled to move out of U. S. ports this winter to help make up the difference. On the Soviet side, absenteeism in Czechoslovakian and Hungarian mines has been an important factor in holding down output. According to the Hungarian Communist government's figures absenteeism among coal miners is running as high as 15 percent. Hard and cold facts of economics dictate that the side that wins the coal battle will have the cold war half won.

MISTAKEN AGAIN—We gave you the bum steer when we said in our last issue that air mail and first class rates are going up on January 1. Postcard goes to two cents and parcel post goes up as well but other rates stay the same. All we can say is "Oops we're sorry."

CG Clarifies US Security Rules For Maritime

Further clarification of the regulations covering seamen's validated papers has been issued by the Coast Guard in a letter sent to all maritime labor unions and operators in the shipping industry. The Coast Guard notice states that all seamen must possess either validated papers or temporary letters of authorization as a condition of employment on merchant vessels of the United States.

Such vessels are defined as those of 100 gross tons or more engaged in the foreign trade, intercoastal trade, coastwise trade to Alaska and Hawaii and the Great Lakes trade.

The ships covered are further defined as being in trade whether or not they are at anchor, made fast to a dock, loading or unloading passengers or cargo, or in idle status awaiting passengers or cargo. Even temporary or standby employees are required to have papers.

While the requirement for validated papers does not apply to vessels in the coastwise trade other than those to Alaska and Hawaii, persons who have been refused papers and denied security clearance cannot work on such vessels.

Should a shipping operator employ a person who has been declared ineligible, both the employer and the person employed would be subject to fine and imprisonment under the law.

Disease-Ridden Panama Ship Loaded With Rats

Rats, lice and beatings are the daily fare of seamen aboard the Panamanian ship, SS George which was described as a "floating coffin" by a representative of the Swedish Seafarers Union, an affiliate of the International Transportworkers Federation.

As soon as the ship docked at the port of Lulea nine sick crewmen and the second mate quit the ship while three other men stayed aboard because they were too weak to leave. The Swedish union, investigating conditions found that the crew had been treated with utmost brutality with several men suffering beatings.

Crew quarters were so badly infested with rats and lice that the rats were said to jump right into the seamen's bunks. On one occasion a crewmember reported that the ship sailed through a North Sea area not yet declared free of mines because the captain wanted to save a couple of hours en route.

Foul-ups Warned: Keep Out!

The SIU membership is proud of its Union as a group of hard-working responsible Seafarers who know the importance of doing their job well in order to protect their contract gains and safeguard themselves on the job.

The membership has long been on record to weed out the small minority of pilferers, junkies, performers and other undesirables. We cannot tolerate these disrupters aboard our ships, nor can we permit them to drag down the good name and reputation of our Union.

With the many newcomers entering the shipping industry today, Seafarers must be vigilant to detect and expose irresponsible characters who think that they can get by on SIU ships with these undesirable practices. We hereby serve notice that charges will be placed and severe penalties will be imposed on all men guilty of performing on the job, or having marijuana or other narcotics in their possession on board an SIU ship or in the vicinity of an SIU hall.

SIU Bldg. Is Shelter In Air Raid Test



Neighborhood worker hurries into SIU headquarters building on way up to second floor shelter as air raid sirens sound in New York City test drill, held on November 27. Headquarters has set up an air warden post in the building and all staff members have been instructed on measures to take in an emergency.

Fifteen Nations Sign New Sea Safety Code

The day when seamen will lose their prominence in the list of hazardous occupations drew closer this month when the State Department announced a new International Safety of Life at Sea Convention goes into effect next November.

Although few safeguards are provided in the code for securing conformance of member nations to the code, it is hoped that uniform regulations will serve as a lever to prod maritime nations other than the 15 which approved them to join in adopting the convention.

The safety code regulates lifeboats, life-saving and fire-fighting equipment on all types of ships and calls for regular fire and boat drills on cargo and passenger ships of more than 1,600 gross tons. Cargo vessels above this tonnage would be required to keep continuous radio watch and be equipped with radio direction finders.

It was pointed out that while the international rules are generally in effect on American flag vessels, most other nations have been lax in such life-saving practices. Signatories of the convention included the United States, United Kingdom, Denmark, France, Italy, the Netherlands, Norway and Sweden, all in the more than 1,000,000 gross ton class; and Canada, Iceland, New Zealand, Pakistan, Portugal, Union of South Africa and Yugoslavia.

Ratifying procedure required at least seven nations to have a million or more tons of merchant ships afloat. As is usual with such

international agreements, time-delay clauses are included to permit shippers in member nations to obtain required apparatus and enable revision of affected statutes.

A further advance in sea safety are revised anti-collision regulations for "rules of the road" which will go into effect when the large majority of maritime nations in the world approve it. Thirty-two have already accepted this convention, which would replace an antiquated code adopted in 1890.

Seatrains-RR Rhubarb On Coastwise Trade Hits Federal Courts

An important test of coastwise shipping rights currently possessed by the Seatrain Lines is now under way in Federal Court in Alexandria, Va. Forty-one Eastern Railroads who unsuccessfully opposed Seatrain's application before the ICC to run into Savannah, Ga., have appealed the ICC ruling to the courts.

The railroads, which include the Pennsylvania, Baltimore and Ohio, Southern Railway and other important lines, claim that Seatrain's operations "duplicate" services provided by the roads, and, further, that Seatrain is using railroad boxcars without compensation for them.

Seatrains in turn has filed a countersuit in Federal Court in Trenton, N. J., charging the railroads have combined in violation of the anti-trust laws to restrain competition from Seatrain and cast obstacles in the way of expanded service. It is also applying for a permanent permit before the ICC on the New York-Savannah run.

Seafarers have an important stake in the outcome of the lawsuits, since Seatrain has been expanding its coastwise service of late, and claims it could add to its operations if not for hindrances placed in its way by railroad interests. Coastwise trade in general has been in a decline for several years, due to railroad competition, but the Seatrain mode of operation has thus far proved successful in meeting freight competition.

ECA Ship Breakout Hailed As Success

The calculated gamble by the ECA that a withdrawal of ships from the boneyard was dictated by the Korean crisis paid off with a saving of \$90,000,000 by the government and stepped up movement of coal and grain to free nations abroad.

An SIU headquarters official this week praised the program initiated by the Economic Cooperation Administration which, he said, has proven itself sound after a year of operation. He further noted the program had produced prosperity all along the line for shipyard and marine workers generally.

The cash saving to the government arose via the use of reserve government-owned ships under general agency agreements with private operators and a controlled charter rate set-up.

A report for the year by ECA indicated that it had exceeded a statutory provision calling for use of available American flag vessels to carry at least 50 percent of the cargo to free nations as well as half the strategic imports to this country.

The program got underway, the report noted, when the ECA advanced \$56,000,000 of its own funds to the Maritime Administration for setting up the general agency arrangement.

The risk involved originally in advancing the program, was that should the Korean conflict come to a sudden end, shipping would have bogged down to the point where the refitted lay-up ships would have been a total loss. Sound intuition in appraising the length of the conflict and, more important, the urgency of not neglecting shipment of vital cargoes to Europe saved the day and met the ship crisis.

Judge Urges Operators To Share Expenses Of Ship Accidents

The present practice of canceling any liability on either side when two American ships are involved in an accident at sea has been taken over the jumps by Circuit Court Judge Leonard Hand, a leading authority on admiralty law.

Urging the owners to institute a system of proportionate liability whereby each would pay his part of the freight for loss of life and damages, Judge Hand asserted that the practice as it now existed was unfair in the extreme.

He strongly advocated sharing of liability among American shippers where collisions at sea caused loss of life and personal injuries as well as damage to cargoes and vessels.

A further recommendation called for was that shipowners be made absolute insurers of ships' personnel instead of the present set-up where they carry only a limited liability in this regard.

Canadian SIU Organizes West Coast Seamen

Another on the list of fast-dwindling holdout ships on the Canadian West Coast is now under the SIU banner, with seamen on the Northern Express (Sea Transportation Ltd) signing up 100 percent with the Canadian District.

Negotiations are expected to be opened with the company shortly for an SIU contract for all unlicensed personnel, including pursers.

The Canadian district is currently conducting a drive to bring the few remaining non-SIU companies to heel and provide crewmen on those ships with the benefits of an SIU contract.

Jan. 11 Deadline Set for Annual Alien Report

The Justice Department warns all aliens they must submit current address reports between New Year's Day and January 11. Resident aliens at sea must report to the nearest US Immigration and Naturalization Office upon arrival in an American port and bring discharges to show they were at sea during this period.

It was emphasized that the address report is an annual requirement and is not to be confused with alien registration itself. An alien residing in the US on January 1 must make the address report every year, regardless of whether or not he previously registered as an alien or previously reported his address, with but two exceptions.

These cover aliens temporarily admitted to the country who have not overstayed their authorized period of admission, and students whose admission period has not expired and who have not violated any of the conditions of their admission.

Form I-53 for submitting the reports will be available in post-offices throughout the Continental US, Hawaii, Alaska, Puerto Rico and the Virgin Islands after the first of the year. Notice of any address change during the period in between annual address reports should also be filed promptly, the Department cautioned.

Failure to comply with the law subjects aliens, upon conviction, to fines or imprisonment, or both.

Lakes Ore Tonnage Hits Postwar Peak

With US steel mills turning out metal at record-breaking levels the Great Lakes ore trade has moved a total of 88½ million tons of iron ore in the shipping season now ending. This is more than has been moved in any year except 1942.

The ore tonnage movement fell slightly shy of the goal of 90,000,000 tons set when the shipping season started in the spring. Ore moved in the warmer months is stockpiled at steel mills along the shores of Lake Erie and Michigan for use during the winter months when the northern ore ports freeze over.

New LOG Result Of Member Aid

The unceasing support and contributions of the membership to the LOG are the prime factors behind the complete overhauling job evident in this issue and the one before it. The A&G District's official newspaper, in the past a leading publication in the labor press field, has been improved in appearance and increased in size and coverage. The LOG is now by far the finest labor newspaper in the country.

Because of the staunch membership backing of the paper and its greater news content, headquarters will this week begin sending two copies of the LOG to every ship instead of the usual single copy.

PORT REPORTS.....

New Orleans:

Insurance Strikers Get SIU Pledge

Nothing to kick about down here with everything running along pretty smoothly and shipping still going on at a fair pace. As before, all hands interesting in moving out can do so from here any time they want to if they're not looking for a particular ship or run.

Due in for payoff and then to go to drydock is the Del Mar (Mississippi). Quite a few of the brothers lying in wait for her in the hope of getting on and out before the holidays, but she'll probably drydock for a month or six weeks. When she does crew up again there will be a mad scramble between the old crew trying to get back and the newcomers eager to try her out.

The Del Rio (Mississippi) and Alcoa Partner (Alcoa) were the only two payoffs here since the last meeting but the outlook for the coming period is pretty good because of eight scheduled for payoffs. Shipping should be very good too with many members getting off because of the holidays.

Two boneyard ships for Mississippi, the Cape Romain and Henry Meggs, are due to crew up this month and several other boneyard residents are due out around the first of the year.

16 In-Transits

Since our last report, the Angus McDonald (Mississippi) and James K. Walker (Bloomfield) crewed up and are set for a European run. Two other sign-ons were the Alcoa Partner and Del Valle (Mississippi).

In-transits total 16 ships, including: Seatrains Georgia, New Jersey, Texas (Seatrain); Monarch of the Seas, Morning Light, Stonewall Jackson, Thomas Haywood, Jeff Davis (Waterman); Alcoa Ranger, Roamer, Cavalier (Alcoa); Clearwater Victory (Isthmian); Del Valle, Del Rio (Mississippi); Joseph Priestley (Bloomfield) and Santa Venetia (Mar Trade).

We've got no big beefs pending and nothing unusual coming up on ships arriving in port. The usual run of minor things were taken care of to the satisfaction of all hands involved.

Our last meeting was short and orderly with the only new business a motion to support the AFL Insurance Agents and New Orleans Local 67 in their strike against the Prudential Insurance Company. This strike is nationwide and the union here, although small, only 24 members, is out 100% on the picket line.

Their representative was at our meeting and was well received by the membership, which went on record urging full support to the strikers and to contact headquarters to see what financial aid could be extended to the men.

Although they're a small union in their field, their actions in the strike are being watched by agents from the various insurance outfits in the port. There are over 1,500 agents in the area and if the Prudential strike comes off successfully it will be only a matter of a short time before all of them will be under the AFL banner.

Ninety-eight votes cast since the last report on A&G elections, for a total of 662 since the balloting started.

Oldtimer Around

On the balloting committee here and urging everyone not to forget to use his vote is brother John W. Picou, a member of the SIU since 1941 with all steward department ratings. He's been active on com-

mittees during his stay on the beach and a great help during the various dinners put on by the Union in New Orleans.

Johnny Picou is well known hereabouts. He's played an active role in all SIU strikes and was a volunteer organizer during the Isthmian fracas.

Picou has been on the beach since mid-October and is now waiting for a boneyard Liberty out of this port. This may seem a big stretch to spend on the beach, but it's probably due to his being on the SS Morning Light (Waterman) 13 months with Captain Moline. There are a lot of good and bad things to be said of all stewards but you can't say a thing to a stew that can put up with that skipper for over a year.



Picou

Lindsey J. Williams
New Orleans Port Agent

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Seattle:

All's Well in Shipping; 1 Payoff, 4 Transits

Shipping up here in the Northwest is running along nicely and keeping the men circulating off the beach. We had the Choctaw (Waterman) in for a payoff and sign-on in the past two weeks, as well as four ships in-transit taking a few men. The in-transits were the Las Vegas Victory (Isthmian); Massmar and Seamar (Calmar) and the Ocean Mail, an SUP ship.

The Choctaw was far and away one of the best payoffs to hit this port in a long time. She had a 5½-month voyage behind her when she came in here. But, despite that long period of time, there was no disputed overtime on her nor any beefs of any kind. That was what you call a contented SIU crew.

The Maritime Engineers Beneficial Association, bounced by the California courts, has started its disruption here. An Isthmian ship, the Las Vegas Victory, is tied up now, but an injunction is expected very shortly, which should change the situation.

There was no membership meeting this week, due to lack of a quorum. But all hands who are around the hall are agreed that the new look on the LOG goes over very fine and makes a very handsome SIU newspaper, one that our boys can rightfully be proud of.

Among a few of the oldtimers we have on our beach here are William McKay, M. Pappadakis and M. Grison.

Jeff Morrison
Seattle Port Agent

Boston:

CS Tankers Providing Bulk of Port Activity

The shipping outlook continues pretty fair in Boston although we dropped off a bit from the last two weeks. We had three payoffs here and one sign on, with Cities Service tankers supplying most of the activity. Paying off were the Julesburg (Term. Tankers) and the Lone Jack and French Creek (Cities Service). The Lone Jack signed on again on foreign articles after running in here on the coastwise service.

There was only one beef on the Lone Jack. The men were complaining that the washing machine was not working properly. Arrangements were made to have it repaired by the shore gang in Providence.

We have had another picket line thrown up here by the CIO Marine Engineers Beneficial Association on the Isthmian ship, Steel Flyer which pulled in at the Boston Army base. The longshore gang went right to work on the ship for the first day, but the MEBA is continuing to picket the ship. We hope to have a little more detail on this story in the next report to the LOG.

Some of the boys we have had in port recently are Fish Rubery, Ben Boudreau, Don Hodge, Gene Dakin, Art Forcier and Mike DeLellox.

James Sheehan
Boston Port Agent

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Galveston:

Port Humming Along On Maritime Boom

This port continues to hop and bustle with plenty of SIU ships coming and going on all sides. The boom we have felt on the Gulf Coast for the past month is really going strong, with eight payoffs and sign-ons as well as a grand total of 23 ships in transit through here.

We had payoffs on the Martin McCarver and William S. Graham (Waterman); Bertram Goodhue and Citadel Victory (Mississippi); Catherine (Bull); Genevieve Peterkin (Bloomfield); Fort Hoskins (Cities Service); and the Liberty Flag (Gulf Coast).

All of these ships turned around and signed-on in the two-week period, which really kept us going to man them.

In-Transits Heavy

The in-transits have been running heavy here. We have had three Seatrains coming through—the New Jersey, New York and Georgia; the David Johnson, Del Valle and Del Rio (Mississippi); the Jeff Davis, Maiden Creek and

Stonewall Jackson (Waterman); Council Grove and Bradford Island (Cities Service); Catahula (National Nav.); Julesburg (Term Tanker); Clearwater Victory (Isthmian); W. E. Downing (State Fuel); Trinity (Carras); Federal (Trafalger); Evelyn (Bull); Santa Venetia (Elan); Sea Comet (Zenith); Robert Clarkson and Justo Arosemena.

This activity is very welcome to the boys on the beach here. There's no trouble in catching a ship when they are running as heavily as they are.

Keith Alsop,
Galveston Port Agent.

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Savannah:

Slackoff Hits Shipping; Christmas Party Set

Shipping slowed down in the port of Savannah over the past two weeks, although there was enough activity to keep things moving along. We crewed up two ships, one for South Atlantic and one for Alcoa, and paid off one.

We expect a little pickup in the next two week period what with three payoffs expected, the High Point Victory (South Atlantic); Daniel Willard (Bloomfield); and Southland (South Atlantic).

At our last membership meeting here it was decided to hold our Christmas party on December 21. We are planning for a fine affair and are sure that all the boys who are with us in the beach will have one good time.

The members didn't limit the good cheer to the SIU either. They voted a \$25 Christmas contribution to laundry workers who are on strike at the new EEW Laundry.

Voting for A&G officers continues to add up with another 20 members casting ballots at our last meeting.

E. B. Tilley
Savannah Port Agent

~ ~ ~

San Francisco:

Brothers Urge Giving Hand to New Men

The shipping outlook continues to look pretty good in the Golden Gate port, with a number of ships due to come in for payoff. As it is important for us to be able to crew up these vessels when they turn-around, we have been urging Seafarers out here to take the ships as they come up. Otherwise we are hard put to find enough experienced men to balance off the new hands that are shipping these days.

At our last meeting several brothers took the deck on this sub-

ject and urged the older men to give the new permitmen a break and try to help them get used to Union standards and the Union way of doing things, so that they can work in with the crew and make for a smoothly-operating gang.

The men out here are keenly interested in the details of the new hall. We had a discussion on the subject as well as on the Welfare Plan and Vacation Plan which the fellows feel is one of the best things that has ever happened in the SIU. They are all looking forward to collecting those vacation checks and hope to have them in time for the holidays.

Lloyd Gardner
West Coast Representative.

~ ~ ~

Wilmington:

All's Quiet, Except For Grocery Strike

Both shipping and the weather are in a deep freeze at this port with no payoffs and no sign-ons showing up in the past two weeks. However, we did have seven ships in transit and things being what they are, there are not too many men on the beach.

In transit were four ore vessels of the Calmar Company, the Alamar, Portmar, Yorkmar, and Massmar; two Waterman ships, the Fairport and Yaka; and the Margaret Brown (Bloomfield).

All in all, the branch has enough men on the beach to fill most jobs, but we are very badly in need of engine room ratings: firemen, watertenders and oilers. They can ship out at will from here and take their pick of runs.

Grocery Strike

Although shipping has been slow we have had quite a bit of excitement here. There was a small outbreak of dysentery on the Seaclipper down in Mexico with the result that four men were hospitalized. The branch here had to fly down replacements for the sick crewmembers. On the local labor front, there is a strike going in in retail grocery stores. Our SIU boys have been out on picket duty with the clerks and we are backing this beef up 100 percent.

One of the Seafarers we have had in port here is Charles F. Schembri who salls as a chief cook. Charley says he is a very lucky man to be a member of the best and most militant union in the maritime industry. In the

four years he has sailed with the SIU he has watched the Union get bigger and better. There is one thing that has him worried, however. He says that if we get any more improvements everybody is going to quit working ashore and go to sea. Not that he can blame them for doing that, but somebody has to stay on the shoreside jobs. Other oldtimers we have on the beach here are Ted Thompson, Babe Aulicino, Cal Wilson and Perry Brothers.

With the approach of Christmas we have been getting some appropriate frosty weather. The boys are beginning to break out their winter coats and fur lined jackets and the girls are beginning to drop hints about how nice and warm they would be in mink. Come to think of it this shouldn't be too hard as mink is just slightly higher priced than a good steak.

Sam Cohen
Wilmington Port Agent

A & G SHIPPING RECORD

Shipping from November 22 to December 5

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	35	19	19	73	39	23	16	78
New York	218	193	195	606	157	159	181	497
Philadelphia	35	31	39	105	41	29	26	96
Baltimore	159	108	116	383	148	137	114	399
Norfolk	124	90	87	301	105	85	58	248
Savannah	32	27	25	84	25	18	25	68
Tampa	11	6	10	27	9	6	6	21
Mobile	49	36	30	115	72	80	52	204
New Orleans	87	62	57	206	99	82	44	225
Galveston	54	42	38	134	63	53	46	162
West Coast	79	47	39	165	38	23	25	91
TOTALS	883	661	655	2,199	796	700	593	2,089

PORT REPORTS

Lake Charles:

Hall Becoming Ghost Town as Ratings Sail

These past two weeks have been about so-so as far as shipping is concerned. The tubs have been hitting this port in spurts. We will have two or three ships one day, then all is still for awhile until presto-chango, another flock of scows hit port. Then all is hustle until they depart. We settle down in our rocking chair and glean the daily local paper to see if by chance we can learn something of interest but seldom do we find anything of importance.

In the past two weeks we have had the Winter Hill, Bents Fort, Royal Oak and Cantigny, all of Cities Service, dropping in here. The Del Rio (Mississippi) also paid us a surprise visit for a few hours. She almost got in and out before we knew it, but due to a wide-awake delegate who called up, we got there in time to say bon voyage as she was in fine shape. We also put a couple of men on the Am-Pac California (Amer-Pacific SS Co.) an SUP ship which came into Port Arthur.

We almost cleaned out the hall when we shipped a load of men out on the Winter Hill as all the boys were getting off her for Christmas.

The outlook for the coming two weeks is good as we expect about ten Cities Service ships in here during that time. If another batch of boys get off them for Christmas as expected, our hall here will look like a ghost town. At this writing we have seven AB's on hand, two FWT's, two cooks and plenty of non-rated men.

AB's Needed

I don't know how long the rated men will stick around for they like to see lots of jobs even if they don't ship. However, I believe the lovely gals in this city will keep them interested long enough for us to ship them out before they get too deeply involved. However, the gals in this here neck of the woods are a determined lot, so all we can say is, "Boys, be careful, we need AB's."

Shoreside Saga

Three of our wandering brothers who paid off on the West Coast decided to beat the high cost of travel by buying a car. So they pooled their cabbage and became the proud owners of a late model (1958) Chevrolet for the grand sum of \$50 and three coon skins, the latter contributed by a loyal son of Louisiana. After filling up with water, gas, oil and air (the car, that is), they took off for the Bayou.

About halfway between San Francisco and Los Angeles the chariot gave a wheeze and stopped dead. Upon examination our trio discovered that the tank was empty because of a hole in it. But being resourceful boys they plugged it with chewing gum, procured two gallons of gas and set off again. Los Angeles was made and passed without any further mishaps, then on to the desert, loaded with bottles (of water).

All went well, and everyone breathed a huge sigh when the desert was passed. The boys went across Arizona and New Mexico into the Lone Star State. Suddenly our No. 1 hero, Brother Cheshire, decided the carburetor was not giving all the results it should. He decided to fix it so that they could get 30 miles per gallon out of it. Taking his trusty hammer in hand he started to work. After a few well-timed taps, the carburetor fell apart. Result was a new one had to be procured.

Finally, after a score of assorted

flats and other ills, our trio arrived in this port and registered. Brothers Cheshire, Reed and McIntyre decided to overhaul the buggy, and bought a few tools for that purpose. At last report, they have opened up a second hand auto parts lot and can supply out of that one car parts for any make or model at a moment's notice. It just shows you what our members can do if they are so minded.

Among the oldtimers resting on the beach here we find one of our early members, Brother Donald Horn, who holds Book G-166 having transferred from the AFL Seaman's Union in Mobile in January 1939. He has been a part of the growth of the SIU, having served on all types of ships under contract. During the war he sailed to all zones. When on the beach he was always found at all meetings, ready to serve on any committee and did his share in all strikes.

Don says that the SIU headquarters building is "Tops in anything that I have ever read about or heard about. It's got everything." He says further that if some one had told him in 1939 that some day we would have this type of service for the members he would have thought that the brother speaking like that was a little off his bean. But here it is. He feels that we must ever be alert and keep on fighting to hold and improve what we now enjoy, and by keeping good wide-awake officials at the head of our Union, we will stay on top.

Since receiving the latest issue of the LOG about the new building, we visited all AFL Unions in this area and distributed copies. We have had many telephone calls and visits from plenty of AFL members praising our new place.

Leroy Clarke
Lake Charles Port Agent



Baltimore:

Boom Keeps Growing; Future Outlook Good

The shipping boom is booming bigger than ever in the port of Baltimore, with ships coming and going almost every day. From the looks of things this happy condition is due to continue in the next few weeks, which means plenty of jobs out of the port.

We had 25 ships paying off, sixteen signing on and eight in transit, which adds up to quite a load of business. Despite the big totals, things ran very smoothly with only a few beefs and all ships paying

off in good shape. We had no overtime troubles or anything that could not be taken care of right at the payoff.

The voting in A&G elections is running fairly well, with a total of 510 votes cast up through the 5th of December. The vote is running slightly under last year's, due to the fact that we have relatively few fellows on the beach in the last couple of months. All the votes cast so far have been in order, with no challenges or void ballots.

That's all we have for now, as we have been tied up with Union business in the past couple of weeks.

Earl Sheppard,
Baltimore Port Agent.



New York:

Port Pickup Continues As Payoffs Increase

The affairs of this branch are in good order with shipping having improved considerably in the past two weeks. During this period there were 24 payoffs and seven sign ons with no major beefs. Everything that came up was settled at the time of payoff to the satisfaction of all concerned.

The big difference between the number of payoffs and sign ons is explained by the fact that many of the ships paying off continued on around on coastwise articles before re-signing on foreign articles.

Paying off here were the Carolyn, Elizabeth, Ariyn, Beatrice, Suzanne, Montebello Hills, Kathryn, Puerto Rico (Bull Line); the Seatrains' New Jersey, New York, Georgia and Texas; Lone Jack, Bradford Island and Government Camp (Cities Service); Steel Apprentice and Steel Seafarer (Isthmian); Louis Emery Jr. (Victory); De Pauw Victory (South Atlantic); Sea Gale (Ocean Carriers); Calmar (Calmar); Sand Captain (Const. Aggregates); Stoney Creek (M'Trade); Golden City (Waterman) and William E. Downing (State Fuel).

Sign-ons were the Wild Ranger and Chikasaw (Waterman); Steel Chemist (Isthmian); Robin Hood and Robin Mowbray (Seas Shipping); Logans Fort (Cities Service) and Seagale (Ocean Carriers).

This port's biggest payoff in the past two weeks was the Logans Fort (Cities Service) which was out nine months. She came in very clean with only a few minor disputes that were settled very easily on the spot. In the entire nine-month period there was only one replacement, that being for a man who had to be hospitalized. The crew is to be commended for a job well done aboard this vessel.

There are a few points I would

like to bring out to the membership. One of them is in regard to the loss of permits. Many permitmen lose them and have to apply for duplicates, not realizing that a duplicate permit will cost them \$4. We would rather that the men would use more care and hold onto their permits. They can save themselves \$4 and we can avoid an excessive amount of filing and bookkeeping. In many instances the lost permits will turn up in the wrong hands and will be used by someone who is not entitled to it.

I would like to remind the stewards who are going out on ships over the Christmas holidays about stocking up on supplies. There have been several complaints from the stewards that the companies were failing to provide them with the extras which are usually carried to prepare special Christmas dinners. If you run into this problem while checking your stores, notify the Union hall immediately and we will see that you get the necessary supplies.

Handling Beefs

There have been quite a few cases recently of men who have gotten off ships in the outports under mutual consent and then have come to this port with beefs. These beefs should have been settled at the port in which they paid off. If you are paying off a ship at a time when no regular payoff is being held and there is no patrolman present, you should report any dispute to the agent or official in that particular port. You can get prompt action on a beef while the ship is there and the company agent and union representative are present to clarify matters.

When you leave that port and go to another port to present the beef, then we have to correspond with the company's agents and the Union officials in the various ports before we can do anything about it.

A number of crews of ships which are out at sea have been writing to the SEAFARERS LOG for clarifications of the contract. Write your stories and points of interest into the LOG, but where you want clarifications on the contract or have a beef with the company, write to the Assistant Secretary-Treasurer at Headquarters.

Quite a few men have been coming up here and inquiring about disputed overtime checks from Cities Service. We no longer keep these checks at the Union hall. All outstanding overtime beefs with Cities Service have been settled and a list of men who have checks coming appears in this issue of the LOG. These checks can be picked up at 23 Pearl Street, the Personnel Office for Cities Service.

Claude Simmons,
Asst. Sec-Treas.

Mobile:

Shipping Outlook, LOG Are Both Bright Spots

Mobile continues to be a good place to ship out of as the payoffs and sign ons are coming along fine with future prospects looking good.

Alcoa and Waterman provided most of the business for us here as we had nine payoffs and seven sign ons in the two week period. Another nine payoffs are due in the next couple of weeks.

Paying off were the Monarch of the Sea, Morning Light, Lafayette and Maiden Creek (Waterman); and the Roamer, Ranger, Cavalier, Clipper and Patriot (Alcoa). Sign ons were the Roamer, Ranger and Patriot for Alcoa; Thomas Heywood, Lafayette and Maiden Creek for Waterman and Catherine (Dry Trans).

In addition to the above-listed load of shipping we had four in-transits, the Malden Victory and Del Valle (Mississippi); Steel Maker (Isthmian) and the PT Explorer.

Firsthand Report

We were fortunate to get an eyewitness account of our new SIU headquarters in Brooklyn from Brother Ralph Guito who recently arrived from New York on the De-Soto, a Waterman scow. Guito couldn't find words of praise high enough for the new building and it certainly has stimulated the desire of the boys down here to see the place.

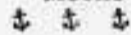
He also spoke highly of the new SIU LOG which he says looks like a real newspaper especially the way it is laid out.



Guito

After reading the LOG thoroughly I say that the LOG staff should be commended for a job well done. Although I am not a newspaper man, I do know that there is no comparison between the new and the old LOG. The different arrangements of the space in the new LOG gives a greater coverage for the various articles that are put in it, and the wider coverage of pictures so that a member can keep up with former shipmates when he sees their pictures and reads the articles. Again I say thanks for a job well done.

Cal Tanner
Mobile Port Agent



Norfolk

Shipping Boom Going Strong Without Letup

It's the same old story from down here, and even more so. Shipping continues to be excellent in this port and considering all the sailings and payoffs there has been very little in the way of beefs. All disputes have been settled at the payoff.

With the trend of shipping as it is out of here, this port is in great need of all ratings. Any Seafarer who wants to be assured of steady employment for the next few months should come down to Norfolk. We can use all the men we can get hold of and then some. So all you fellows who are up in New York, Philadelphia, Baltimore and other cities around here who are in a big hurry to ship out, just come down to Norfolk and we can take care of you without any trouble.

That's all we have for now as we have been pretty busy and do not have much time for writing.

Ben Rees
Norfolk Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE.....	14 North Gay St.
Earl Sheppard, Agent	Mulberry 4540
BOSTON.....	276 State St.
James Sheehan, Agent	Richmond 2-0140
Dispatcher	Richmond 2-0141
GALVESTON.....	308 1/2 23rd St.
Keith Alsop, Agent	Phone 2-8448
LAKE CHARLES, La.....	1419 Ryan St.
LeRoy Clarke, Agent	Phone 6-5744
MOBILE.....	1 South Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS.....	523 Bienville St.
Lindsey Williams, Agent	Magnolia 6112-6113
NEW YORK.....	675 4th Ave., Brooklyn
	STerling 3-4671
NORFOLK.....	127-129 Bank St.
Ben Rees, Agent	Phone 4-1083
PHILADELPHIA.....	337 Market St.
S. Cardullo, Agent	Market 7-1635
SAN FRANCISCO.....	450 Harrison St.
Lloyd Gardner, Agent	Phone 5-5173
SAN JUAN, PR.....	252 Ponce de Leon
Sal Collis, Agent	
SAVANNAH.....	A Abercorn St.
E. B. Tilley, Agent	Phone 3-1728

SEATTLE.....	2700 1st Ave.
Jeff Morrison, Agent	Seneca 4370
TAMPA.....	1809-1811 N. Franklin St.
Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.....	440 Avalon Blvd.
Sam Cohen, Agent	Terminal 4-2874
HEADQUARTERS	675 4th Ave., Bklyn.
SECRETARY-TREASURER	Paul Hall
HEADQUARTERS REPRESENTATIVES	Joe Algina Robert Matthews
	Joseph Volplan

SUP

HONOLULU.....	16 Merchant St.
	Phone 5-8777
PORTLAND.....	111 W. Burnside St.
	Beacon 1235
RICHMOND, CALIF.....	297 5th St.
	Phone 2599
SAN FRANCISCO.....	450 Harrison St.
	Douglas 2-8343
SEATTLE.....	85 Seneca St.
	Main 9230
WILMINGTON.....	440 Avalon Blvd.
	Terminal 4-3131
NEW YORK.....	675 4th Ave., Brooklyn
	STerling 3-4671

Canadian District

MONTREAL.....	463 McGill St.
	Marquette 3909
HALIFAX, N.S.....	128 1/2 Hollis St.
	Phone: 3-8911
FORT WILLIAM.....	118 1/2 Syndicate Ave.
	Ontario Phone: 3-3221
PORT COLBORNE.....	103 Durham St.
	Ontario Phone: 5391
TORONTO, Ontario.....	85 Colborne St.
	Elgin 5719
VICTORIA, B. C.....	617 1/2 Cormorant St.
	Empire 4531
VANCOUVER, B. C.....	565 Hamilton St.
	Pacific 7824
SYDNEY, N.S.....	304 Charlotte St.
	Phone 6346
BAGOTVILLE, Quebec.....	20 Elgin St.
	Phone: 545
THOROLD, Ontario.....	37 Ormont St.
	Phone: 3-5262
QUEBEC.....	113 Cote De La Montague
	Phone: 2-7076
SAINT JOHN, N.B.....	171 Prince William St.
	Phone: 2-3040

IN THE WAKE

Never monkey with a shark. Not all sharks are man eaters, of course, but there are enough kinds which like the taste of human flesh to keep up the family reputation. Sharks have an amazing ability to keep alive. After having been out of water for hours, and having their bodies slit up and hacked at, they still swim away when dropped into the water. Many people have lost hands or arms when trying to remove hooks from the powerful jaws of what they thought were dead sharks.

Ambitious prospectors, please copy! Every cubic mile of seawater contains 440 pounds of gold. Of course, there's 117,000,000 tons of salt, among other things, to contend with first, aside from the problem of damming the whole business up in order to sort of start operations.

Yellow Jack, the sailor-made name for yellow fever, comes from the quarantine flag (code flag Q, yellow in color), which is hoisted when there is infectious disease aboard. There was a successful Broadway play by that title several years ago.

Middies at Annapolis came to be called midshipmen from a practice in the British Navy over 200 years ago. Young men training to become officers were assigned quarters amidships on the lower deck. As a result, midshipmen has come to be applied to cadets or line and executive officers of the lowest grade.

The bosun gets the bird. Sailors calling at islands in the South Pacific years back named one tropic bird the boatswain-bird, because the feathered guy's long tail resembled the bosun's marline-spike.

When we say the chief executive of a state is at the helm of the state government, we're saying true. The Latin gubernare means to steer a ship, and a gubernator, from which comes our modern governor, was originally a ship's helmsman.

This is probably good for a free drink from some know-it-all elbow-bender. Ask him if he ever sailed

the Salton Sea. He sailed 'em all, eh? Well, it seems Salton Sea is an overflow of the Colorado River in Southern California's Imperial Valley. He must have had a tough time, unless he had a prairie "schooner."

The phrase "shake a leg!" meaning make haste is said to stem from the time when women were allowed aboard ships of the British Navy and the bosun, in calling the watch below, would sing out "show a leg!" The object of this was to see, from the nature of the hosiery displayed, whether a man or woman occupied the hammock. Later, "shake" was substituted for "show" when women became taboo on the ships.

Keelhauling, a savage naval punishment in the old days which few men survived, consisted in passing a rope under the ship's bottom and hauling the offender under the keel from one side to another. Along shore, it is still a form of angry reproach to say, "he ought to be keelhauled!"

A Seafarer pens this item about an uncle of his who died of politeness. Seems he was a deep sea diver, saw a mermaid and tipped his hat . . . Then there's the tale about the old salt wrecked on a desert island with 25 girls, who was found dead when a rescue party showed up. He killed himself, it seems, from overwork — pulling down the distress signals the girls put up.

Hurricanes, fairly common in the western Atlantic, are most prevalent in late summer and early fall, according to the old rhyme:

June, too soon.
July, stand by.
August, look out you must.
September, remember.
October, all over.

Chowder, a stew of fish or clams with onions and potatoes, popular at sea or ashore, comes from the French word "chaudiere," a cauldron. The name was brought to the maritime provinces of Canada by Breton fishermen, who were the earliest settlers . . . The modern radio operator's maritime distress call "mayday" stems from the French "m'aidez," meaning help me.

THE INQUIRING SEAFARER

Question: What do you intend to do this Christmas?

Samuel T. Patterson, steward: I will try to be at sea if I can this Christmas, provided I can get myself a ship. If all goes well, I hope to be preparing a good Christmas dinner for my shipmates. After all, it's the best present that a man can have when he's hungry on Christmas day.

Michael Ross, bosun: I intend to be aboard a ship this Christmas. Sure, it would be nice to be home, but I want to make certain that I will be able to help out my daughter and buy her a nice Christmas present. You can't bring home the bacon by sitting around on the beach.

Jack Horn, chief cook: I've been on the beach a couple of months now, waiting to see my son who was wounded in Korea. He's in a hospital in San Francisco and it looks like we won't be able to get together now. So I'll ship out and will try to get to see him after the holidays.

Carl Gummeson, fireman-oller: I will spend Christmas at sea if at all possible. I haven't had a Christmas in port for the last 15 years. I like to spend the holiday aboard ship as it is nice and quiet and very pleasant. There's no shopping crowds to buck either.

Joe Behar, messman: Right now it looks like I will be spending Christmas aboard ship. I might be lucky and pick up a short haul which would give me time off ashore during the holidays. But that's just the chance I have to take. It would be nice to be home if I could work things out that way.

Egbert Goulding, chief steward: The way things work out I have been home just one Christmas in the past seven years. This year is no exception. I will be at sea and hope to give the men the type of meal they enjoy so that they won't miss out on the holiday atmosphere.

MEET THE SEAFARER



The changing nature of the seafaring trade and of the men who work at it is exemplified in the person of Daniel A. Sheehan, a 29-year-old Seafarer from Troy, New York. Sheehan is typical in a way of the "new Seafarer," a type made possible by the success of the SIU in vastly improving the lot of the American seaman.

Sheehan's personal experience has bridged the gap between the "old" and the "new" in the Seafaring trade. Like so many American boys who never saw the ocean, he first set foot on the deck of a ship during World War II. He sailed from 1943 to 1946 and then got married and settled down in his home town.

For five years he worked at a shoreside job in a wholesale automobile parts supply house, his Seafaring days apparently behind him. But in the spring of this year he heard appeals on the radio for men with sea experience to go back to maritime. He returned to New York and got card as a DM. When we found him in the shipping hall, he had recently returned from a 4½-month trip to Korea and Japan on the Jeff Davis (Waterman) carrying military supplies for the Armed Forces.

Improved Lot

The thing that struck Sheehan on his return to the sea was the tremendous improvement in conditions in the past five years. As he put it, "The changes are so great you could hardly believe it." He is convinced that under present conditions a married man with a family can earn a satisfactory livelihood from the sea. Consequently he plans to take one more trip out and then attend the deck department school which will open in New York headquarters, so as to get his AB rating.

When Sheehan first went to sea in 1943 he found that a majority of crewmembers were older men without family ties. While the war had something to do with this condition, it was more or less characteristic of a trade which offered little opportunity at the time to earn a decent living. Low wages, poor food and bad conditions meant that the sea attracted a number of misfits, gashounds and performers who drifted into maritime because they could not secure decent employment ashore.

In contrast, Sheehan said, on his last trip out "95 percent of the crew were young family men," many of them being World War II veterans. They look to the sea as a regular means of livelihood by which they can maintain their homes and families. Aside from the eye-opening improvement in wages and conditions, regulations have been made easier for the family man. Regular allotments can be sent home every two weeks as against once a month formerly.

Yet, at the same time, the current wage scale plus overtime benefits leaves the family man with enough money in his pocket to tide him over between trips and enable him to spend time with his family. Paid vacations are another big factor in making it possible for a family man to go to sea.

Sheehan's first trip out as a seaman was more or less an accident. His brother (a former SIU man, currently a second assistant engineer) was attending maritime school in California at the time, and Sheehan had been thinking of going to sea himself. He happened to meet the captain of a Standard Oil tanker who told him he would arrange for seamen's papers and a job. Within 24 hours he was aboard the tanker on his way to Curacao, Dutch West Indies. This first job paid him \$87.50 a month, just about one-third of the current scale.

Subsequently Sheehan entered the SIU and sailed SIU ships from 1944 until he quit in 1946. He spent nine months of that period on an ammunition ship which followed the Seventh Fleet all around the Pacific, but fortunately escaped unscathed.

What was it that made him go to sea? For one thing, he said, there was the variety of seeing new people and new places on every trip, something that just isn't possible on a shoreside job. But going beyond that, there is the feeling of working together with close friends whom a seaman lives with and works with for 24 hours a day.

"A young fellow," he summed up, "can get more of an education in four months on a ship on how to live with people and get along with them than in any other way I know."

TEN YEARS AGO

Do you remember December, 1941? Japanese peace doubletalk caught us napping as Nipponese forces attacked Pearl Harbor, Guam and the Philippines, forcing U. S. into war . . . Germany called off drive on Moscow over the winter, declared war on U. S. . . . Japanese sunk British battleships Prince of Wales and Repulse off Malaya, took Guam . . . Wake, Midway, Hong Kong attacked.

The British opened a powerful tank offensive in Libya as an aid to the Russians and caught Rommel's forces napping. . . Portugal grabbed the headlines when a mild earthquake rocked Lisbon. . . The US and Mexico ratified an oil treaty intended to soothe hard feelings between the two countries over the 1938 Mexican oil "grab" and cancellation of long-term oil leases held by American businessmen below the Rio Grande.

The International Ladies Garment Workers Union, after successfully helping to reelect incumbent New York Mayor Fiorello La Guardia, indicated it might quit the

American Labor Party over the issue of Communist domination. . . Louis "Lepke" Buchalter, racketeer and "Murder Inc." kingpin, fighting an indictment for murder, was found guilty. . . The A&G District of the Seafarers, with headquarters at 2 Stone St., NYC, began voting for 1942 officers and had just gained an Iceland port bonus of \$45 from Eastern Steamship Company after the company sought to slip over a fast one on the Union.

Another three operators joined the SIU fold and signed the "10 and 10" agreement, granting \$10 pay boosts and another 10 cents in overtime. . . In Washington, the House adopted a watered-down price control bill and offered limited anti-inflation powers to controls "czar" Leon Henderson.

The Maritime Commission prepared to take over 80 merchant ships on Red Sea and Pacific defenses: runs to "accelerate" delivery of lend-lease cargoes. US freighter construction was stepped up to build 1,000 ships by 1943.

The Seafarers Puzzle

ACROSS

- Sand bank
- Panama Canal city
- Salt
- Lyric poem
- Sports ring
- Greek letter
- Roman coin
- Uncle
- Took food
- Hoisting strap
- Monica, Cal
- Kind of pudding
- Lasket
- Depart
- Members of B.P.O.E.
- Go wrong
- Line on fish-hook
- Time zone in N. Y.
- Town in France
- Carrying guns
- Tropical vine
- After 6 P.M. today
- Edgar Bergen's puppet
- Tissues
- Capital of Brazil
- Every ship has one
- Own: Scot
- Writing fluid
- Old violin
- Saint: Abbr.
- One's year
- Stitched
- Perch

DOWN

- Brag
- Girl's name
- Drink again
- What SIU ships carry
- Man's nickname
- Blame
- Of the nose
- Chief port of Washington
- Assaults
- Port in New Guinea
- Nothing
- Scotsman's "no"
- Scene of Christ's first miracle
- Turn aside
- President's initials
- Patron of sailors
- Cloth measure
- Lifting
- City in Virginia
- Like a lens
- Compass point
- Fall dead
- City in France
- Telescope
- Island in W. Indies
- Belief
- Woman: slang
- Creek
- Kind of bird
- Follower: suffix

Puzzle answer on Page 22.

1	2	3	4	5	6	7	8	9	10	11	
12			13					14			
15			16					17			
18		19				20		21			
22				23	24		25			26	
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54				55					56		
57				58					59		

SEAFARERS LOG

December 14, 1951

Vol. XIII, No. 25

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

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Holiday Sentiments

Christmas for Seafarers isn't always the conventional holiday that it is ashore. Many of them will spend Christmas day at sea in various climes and in all sorts of weather. They will have their Christmas dinners, but no trees, sleighbells or carols. Others, less fortunate, will have to pass the day in a hospital bed. For them there will be a little gift from the Welfare Fund to provide some holiday cheer, and best wishes from their brothers for good health and good shipping when they are on their feet again. Some Seafarers, who have been lucky enough to pay off their ships and get home, will be spending their holidays with parents, wives and children whom they do not see as often as they would like to.

It's hard to talk about Christmas without becoming trite and sentimental, but it is a season when we would like to be a little closer to our friends and shipmates, so that we could enjoy the holidays together, in person. As Seafarers scattered around the globe we have to be content with long distance contact. Merry Christmas, wherever you are—until we meet again.

NMU's Sour Gripes

We note that the National Maritime Union is pleading with its members to have "Patience and Fortitude" (that's their words, not ours) while it goes about eliminating "inequities," a polite word to gloss over the inferiority of the NMU contract as compared with conditions established by the SIU.

The latest issue of the "Pilot," official NMU publication, sneers at these conditions (such as certain kinds of overtime for which NMU members do not get paid) as a "plague of petty inequities" which "disturb the minds" of the NMU membership. Yet while they belittle these conditions as "petty" they think it important enough to put in months of negotiations with the shipowners, which they describe as a "herculean assignment" (that means "terrific beef") to eliminate the inequities. Evidently the only plague they are talking about is the storm of dissatisfaction raised by their membership when they see SIU men enjoying better conditions.

Caught halfway in their pose between a sneer and a lament, the NMU further belittles these SIU gains as "bits of favoritism," implying that the operators are going out of their way to give SIU members better conditions just to knock the NMU! As our members well know from bitter past experience, operators are not giving away anything, including ice in the wintertime. Anything the SIU has it fought to get. It's just too bad for NMU members that their leadership can't stand up to the pace the SIU has set in winning improvements for Seafarers.

'Uncle Otto' Retires

Forty-six years at sea is a long time, but if you really enjoy it, it isn't enough of ships and sailing. Uncle Otto Preussler, who said goodbye to the sea last week, is doing it unwillingly. Ill health and the loss of sight in one eye have forced him to give up his vocation. He will retire now to his Florida farm to reminisce over his many experiences.

Uncle Otto sailed through the worst of it and the best in his long years at sea since that first trip back in 1905. He would sail again tomorrow if he could, although he's seen enough of the sea to satisfy two or three men. We hope he enjoys his long-deserved rest. Good luck, Brother.

Thank-You Note

We have been more than gratified by the flood of favorable comments that have been received, in person and in writing, on the new appearance of the SEAFARERS LOG. Members of the Union, newspapermen, government officials and leaders of other unions have been very generous in their praise, for which we thank them all.

This was not just a one-shot, special-issue affair. We are going to keep up this standard in all issues, indeed, make all the improvements we can. Along these lines, this issue carries on pages 12 and 13 a description of how the LOG is put together from one issue to the next, so as to give our readers an understanding of the task involved. As always we welcome all suggestions and criticisms which will keep us on our toes and help produce a better newspaper.

LETTER of the WEEK

Marine Hospital Is Rated 'Tops'

To the Editor:

A recent issue of the LOG (Oct. 5) carried a very interesting article on USPHS hospitals and more should be aired to acquaint everyone with the splendid work these hospitals are doing for us all.

These hospitals are not solely for the merchant seamen, but take in some Federal employees as well, and there is no distinction made in the treatment. All are accorded the same fine service. If you read or hear of some minor beef, such as that of a State Department stiff being injured (probably by a bristle while sweeping the steps of that building), and getting a private room in preference to others, it makes for a good laugh.

Of course they have private and semi-private rooms in all these places, but more often than not you will find them occupied by a seaman. This is insignificant anyway, the medication and treatment being the same in a private room or open ward, and it is a whole lot more cheerful and cosy in the latter.

The marine hospitals have matched, stride by stride, the better conditions achieved in the maritime industry as a whole and today they rank with the finest hospitals in the country.

Soon Be Fit

This brother is now looking forward to discharge after spending three years under hospital care. I was a pretty sick guy on admittance and when I walk out of here, I'll be as fit as medical skill and care can make me and ready to ship in the near future.

I was taken off ship in Honolulu after a USPHS check showed I had TB, and spent nine months in the Army's Tripler General until well enough for transfer to the mainland. All the seamen there got top treatment.

I was taken off ship in Honolulu after a USPHS check showed I had TB, and spent nine months in the Army's Tripler General until well enough for transfer to the mainland. All the seamen there got top treatment.

The same goes for my six months in the San Francisco Marine Hospital and the Staten Island Marine Hospital in Stapleton for another 10 months. I was then admitted to Manhattan Beach and after a stint there it was suggested that surgery was the solution to my grabbing a fistful of fresh air in a hurry so I went back again to Stapleton.

Had a topnotch time there again, was operated on by one of the A-1 chest surgeons in the U. S., a guy whose personality matches his skill, and the treatment on the part of doctors, nurses and attendants couldn't have been better.

I'm back in Manhattan Beach again convalescing and will spend the next few months taking it easy and building up for discharge and the best payoff I've ever had.

A Jimmy Lonias

'From Your Brothers'



As I See It

by PAUL HALL



QUITE UNDERSTANDABLY, attention in the past few weeks has been focused on the expanded membership benefits and services—the new headquarters building, the new SEAFARERS LOG, the increased vacation pay and the like. But we shouldn't let the brightness of these accomplishments blind us to many essential union operations that are continuing to function quietly and efficiently.

For example, our contract department has been on the ball, as usual. This important department has been doing a top-notch job round-the-clock as part of the continuing object of signing new companies to SIU agreements and, more important, getting more jobs for our people up and down the coast.

The job of organizing is naturally dependent for success upon aggressiveness, a quality which our contract department does not lack. Our representatives have been going out and bringing back the jobs.

In this respect, you may have noted that in this issue of the LOG a story announcing that three more operators have been brought under contract. If past performances are any criterion, we can expect more such contract signings to be on the way. Your Union will be in there pitching.

YOUR UNION IS VERY ANXIOUS to get the ball rolling on the pending vacation payments. The only kink in the entire machinery is a technical matter over which the union has no control—the Wage Stabilization Board in Washington has to okay the payments. Union representatives have been working continually to get the board to render its decision as soon as possible so that the benefits can get under way.

The Union is ready to begin paying out the vacation payments at all of its branches. The companies have been making their contribu-

tions into the Vacation Fund and those that haven't will do so retroactively, so that no money is going down the drain as a result of the waiting period.

ACCORDING TO THE PILOT, organ of the National Maritime Union, that union is more than just a little disturbed over the "inequities" in their contracts. "Inequities," by the way, is simply another way of saying provisions in SIU contracts that don't exist in NMU agreements. The Pilot goes to great length in saying that these "inequities are petty matters." If they're so "petty" it's hard to fathom why there's so much to-do about nothing.

Fact of the matter is, the Pilot admits, that NMU members want the "inequities" ironed out so that they can enjoy the same benefits as the men of the SIU. On that score, we're all for seamen everywhere being able to reap the same benefits as Seafarers do. One way to get them is to do what we of the SIU have been doing these many years—and that is to go out and fight for them.

THERE'S ONE REGRETTABLE note as the Christmas holiday season rolls around, and that is that a number of our SIU brothers will have to spend the holidays in various hospitals up and down the coast. There's nothing that can be done about that, of course, but the Union has acted to bring some bit of cheer to these hospitalized men.

Because of the successful manner of operation of our Welfare Plan in 1951, we are able to add a \$25 bonus to the regular weekly \$5 hospital benefit, so that these men will receive a \$40 benefit payment for the Christmas holiday week. Along with the money go sincere wishes for speedy recovery from all Seafarers.

To the rest of the Seafarers, their families, and all our friends may we at this time extend season's greetings—a very Merry Christmas and a Happy New Year to all.

The New Log Goes to Press...



Where are you? Hong Kong? Copenhagen? Boston? The SEAFARERS LOG, official newspaper of the SIU's Atlantic & Gulf District, reaches you wherever you are.

Considerable expense and effort went into the making of the new LOG which made its bow last issue. The purpose of this is to keep you fully informed of what's happening to your shipmates, your industry and your Union. Some 40-odd thousand words plus several dozen photos and cartoons comprise a compact 24-page package published every two weeks for your enlightenment and enjoyment.

More news, features and pictorial matter have been introduced and developed to bridge the gap of miles between you and your Union. The LOG serves a vastly different purpose than a shoreside union organ where membership contact is less difficult.

It is a product of many talents and ideas fashioned by craftsmen in a score of editorial and printing operations. The new LOG is not something slapped together with glue and paper clips but a carefully thought out presentation by an enlarged editorial staff, modernized printing process and compact delivery of news and feature matter.

It is a product of a continuous chain of operations; before an issue is in the hands of the reader, the LOG staff is already preparing its successor. Many changes have taken place and more are to come. As the organ of an expanding, enterprising Union the LOG will continue to grow.

The pictures on these pages illustrate highlights of the operations which go into the making of the new LOG.



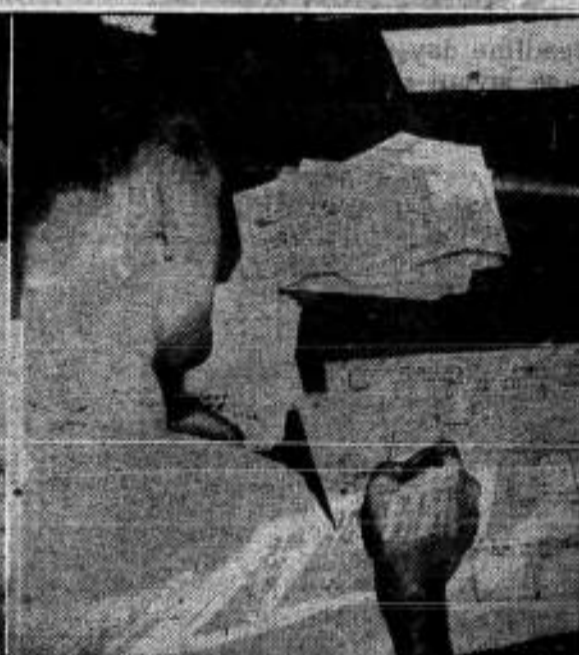
Checking item, LOG staffer visits Coast Guard office for more info.



Editorial staff conferring on story leads and features to appear in LOG.



Artist brushes in final detail on original editorial cartoon drawn for paper.



Page 3 layout of stories and photos is dummied up for printer's guidance.



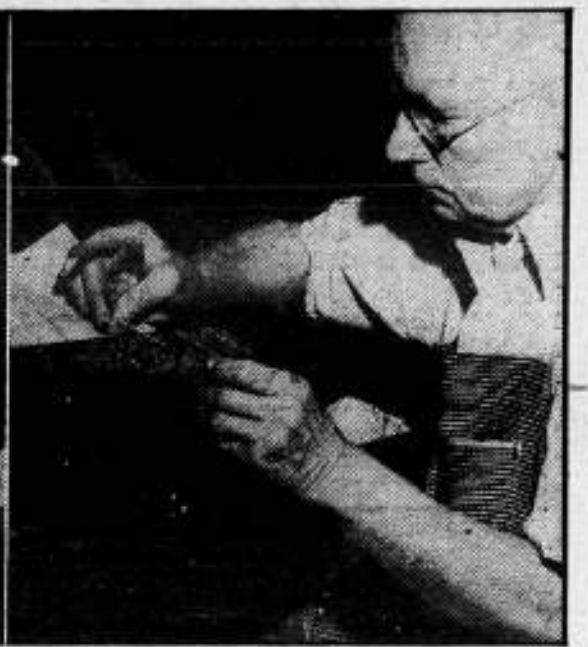
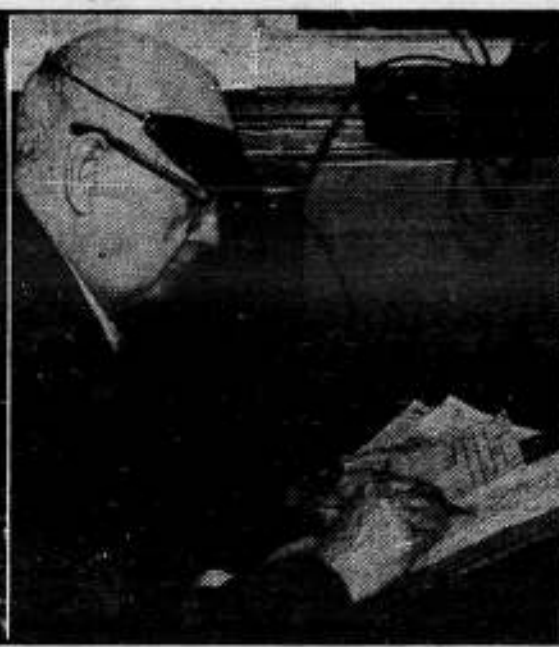
Original LOG photo is photographed at engraving plant to get negative plate from which the etching, which will actually appear in the paper, is prepared.



Negatives are lined up on metal plate prior to etching in engraver's shop.



Acid is washed off etching; final engraving step before printer takes over.



Linotype machines which set type for LOG body matter and small heads.

Headlines of desired size and type are set on Ludlow by hand casting.

Copyreader checks printed copy with original for typographical errors.

Compositor inserts corrected lines of type in LOG story resting in galley.

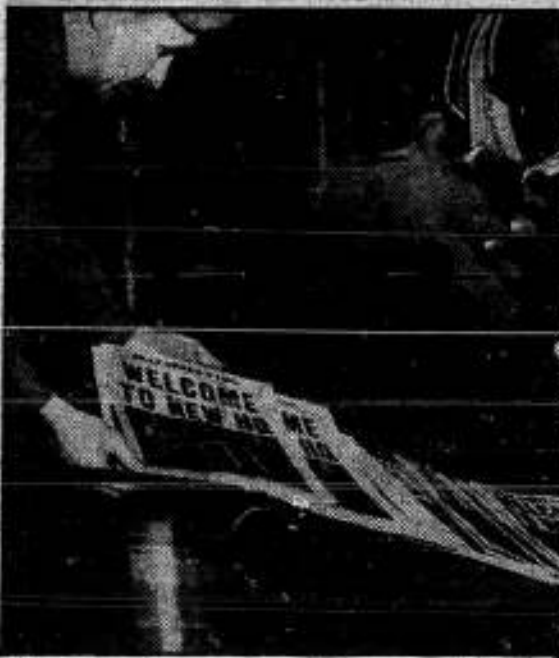


Deadline day at printer. Problem on page layout is discussed with editor.

All pages made up. Proofs taken for last-minute correction and alteration.

Page 1 paper mat impression shows exactly how it looks when printed.

Curved press plate formed by pouring lead on specially-treated mat.



First copies come off press which turns out papers at 25,000 per hour.



Addressing, stacking, of copies off press is handled by Mailers Union.

Here it is. The new issue reaches the New York Hall and members waiting to ship settle down to find out what's going on. But even as they read it the cycle continues, as upstairs preparations are underway for the next issue.

New York's Home Port Beacon For Seamen: Ambrose Lightship

Crewmembers of SIU ships coming into New York harbor between now and the 10th of January may be surprised to find that the harbor's familiar landfall, Ambrose lightship, has been replaced by a substitute. All it means is that Ambrose is enjoying a well-earned

vacation while she undergoes her periodic overhaul in St. George, Staten Island.

There are a considerable number of lightship stations, 115 in all, in coastal waters, but Ambrose has acquired a large measure of fame as the outer limit marker and channel indicator for New York

harbor, a function she has performed since 1908.

Lightships are used by the Coast Guard as a substitute for lighthouses in places where the water depth is such as to make the construction of a fixed building impractical. Actually, the present Ambrose is the last in a line of lightships which have been servicing New York harbor without interruption since 1839. The first lightship station in New York harbor was established off Sandy Hook in 1823, but for a period of 11 years from 1828 to 1839 the station was vacant. In 1908 the Sandy Hook station was moved to its present position and changed to Ambrose lightship.

A rough idea of Ambrose' location can be gotten by drawing a line due south on the map from Rockaway Beach, and due east from Sandy Hook. The point where the two lines intersect is the approximate location of the lightship, and the start of the Ambrose channel into New York Harbor. Keeping Ambrose where she belongs is one of the most important factors in her utility to shipping. After many years of experimentation, the Coast Guard has decided on the use of mushroom anchors to hold lightships in place. Some of these anchors weigh as much as 7,800 pounds.

The present holder of the name was the first lightship to be equipped with full Diesel engines. She was built in 1926 and placed in service a year later. Ambrose is a steel-hulled vessel, 132 feet long and 30 feet in the beam with a displacement of 775 tons. She can work up a speed of nine knots when moving to and from her fixed station.

Like all lightships, Ambrose is



A familiar landmark, Ambrose Lightship stands by in NY harbor.

designed for easy recognition. Her distinctive design, rig and color, and the large size of the name painted on her side are all for one purpose, to enable navigators to distinguish her from all the other ships which are likely to be in the vicinity.

Comes nighttime, fog, rain or reduced visibility from other causes, Ambrose has several gadgets aboard to get her signal through to merchant ships. These include the 15,000 candlepower lamps which send quite a beam through the night. In addition, Ambrose has powerful horn signals and transmits a radio beacon which enables ships to get Ambrose's bearing on their radio direction finders. Ships then can sail off the bearing in assurance that they will not hit the lightship in a fog.

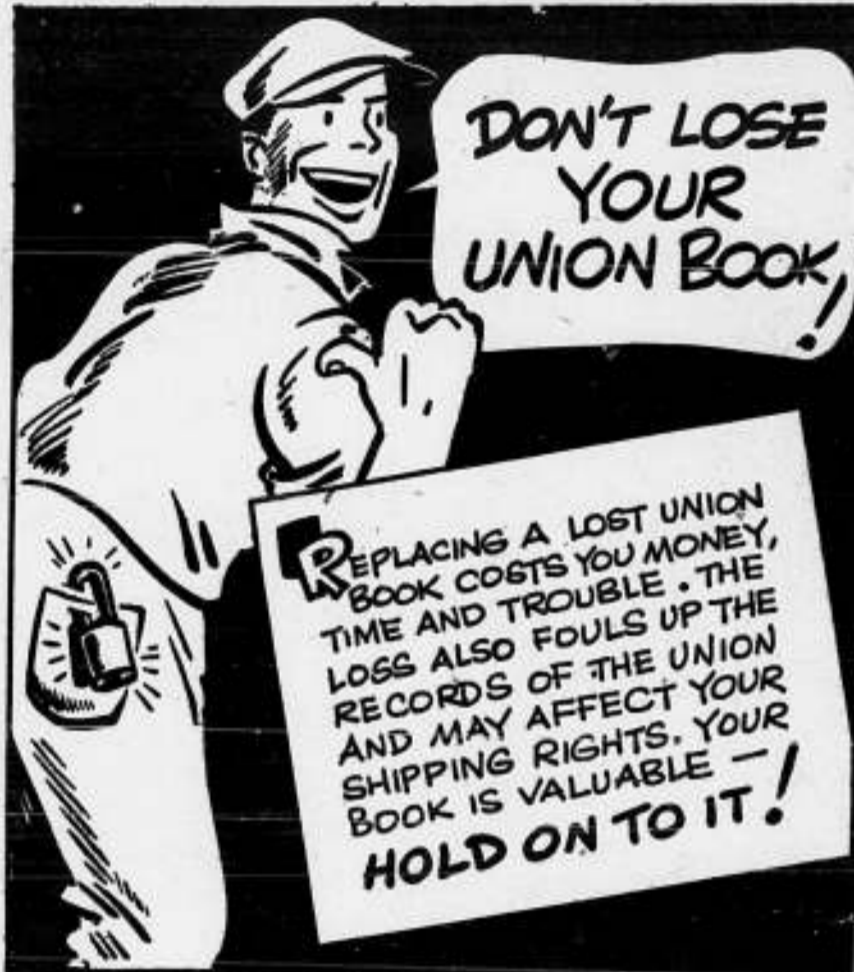
One of the latest developments which has up to now been confined to Ambrose, is a radar beacon system which emits a signal 24 hours a day. Ordinarily, ships having radar on them will see Ambrose as just another "pip" on the radarscope along with any other ships in the vicinity. But

with the new radar beacon system, Ambrose sends out its own radar signal which appears on the 'scope as a long, narrow, pie-shaped wedge. The pip showing where Ambrose is located will appear somewhere within the wedge, enabling the ship to pinpoint Ambrose' location with great accuracy.

Unfortunately conventional radar systems now in operation will not receive this pie-shaped wedge on their 'scopes. The Coast Guard is anxious to install the radar beacon in all its lightships and lighthouses, but is waiting for the ship operators to install the necessary receiving equipment before taking this relatively-expensive step.

Despite all the signals and precautions, Ambrose still has her brushes with ships which for one reason or another stray off course. Some Seafarers will no doubt recall that she was rammed by the Raphael Semmes (Waterman) on January 15 of last year. Another collision took place that same year with the Santa Monica and there have been several such incidents down through the years.

Seafarer Sam Says



REPLACING A LOST UNION BOOK COSTS YOU MONEY, TIME AND TROUBLE. THE LOSS ALSO FOULS UP THE RECORDS OF THE UNION AND MAY AFFECT YOUR SHIPPING RIGHTS. YOUR BOOK IS VALUABLE — HOLD ON TO IT!

'King Coal' Booms Norfolk Shipping

(Continued from page 2) pits, Europe is short some 30,000,000 tons of coal this winter. Hampton Roads, the premier coal port of the US, is on the boom, making up the deficit.

Close to Coal Fields

The leadership of the Virginia port area in the coal trade is largely the product of simple arithmetic—railroad mileage. Hampton Roads is closest of all east coast ports to the bituminous coal fields of western Virginia, eastern Kentucky and the state of West Virginia. With three rail lines from the west, the Norfolk and Western, Virginian, and Chesapeake and Ohio pouring coal into the port, a record-breaking 3,700,000 tons of coal was dumped in the month of October, with more to come this winter.

Total coal dumpings for the year 1951 are estimated at roughly 37,500,000 tons which would be a new record. The tie-in between Europe's coal production and Hampton Roads coal loadings is further illustrated by the fact that the previous record tonnage, 34½ million, was set in 1947. That was the year of Europe's greatest economic crisis, when the British had to shut down their factories for lack of coal and the Marshall Plan was introduced as a means of rescue.

Even in relatively-normal times, Hampton Roads still moved a very large amount of coal tonnage. The lowest figure for the post-war years was 12 million tons in 1950, and most years, pre-war and post-war, have seen higher tonnages than that.

Most ships crewed by the SIU are either vessels of the MSTSS service or are private ships carry-

ing coal for the ECA. A rough estimate for the first eleven months of the year is that 15,000 Seafarers have shipped through this port. Meeting the demand for men has not been easy, but the Norfolk hall has been able to call upon other SIU halls when the occasion demanded. The SIU system of manpower allocation, operating out of New York headquarters, has been able to help out by checking with nearby ports, and then those further away, if necessary, to supply men for Hampton Roads.

Three-River Junction

Geographically, the port of Hampton Roads is formed by the junction of three river valleys, the James, the Elizabeth (in three branches) and the Nansemond, which pour their waters into the lowest part of Chesapeake Bay. The port is a good example of those "drowned river valleys" which are so prevalent all along the east coast of the United States. Lowering of the land level over long periods of time has caused the river-bottoms to sink below the level of the sea. The consequent influx of tidal waters has made for broad channels and many inlets.

The roadstead, proper, leading in from Chesapeake Bay, sets off Newport News on the north shore from Norfolk and Portsmouth on the south side. Total shore frontage in the port area is about 50 miles, of which 30 miles has been developed, principally by the nine railroad lines which run into the port area from all directions.

One of the chief advantages of Hampton Roads as a coal-loading port is the fact that the major rail lines have trackage running right out onto their piers. Coal can be dumped directly into the holds of

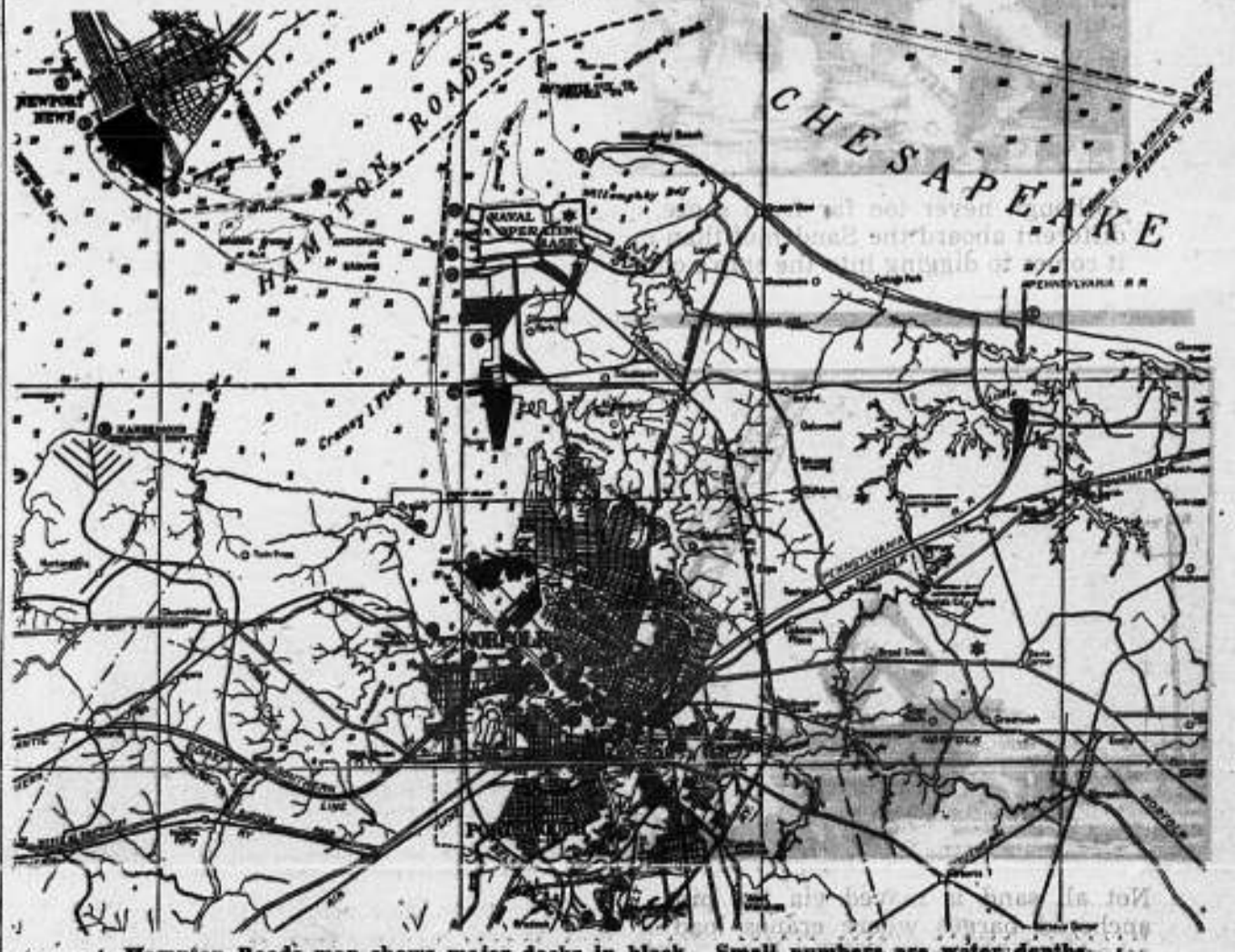
ships from open freight cars, and vice versa. The same applies to other bulky and hard-to-handle products like mahogany logs, potash, industrial bulk ores of various types, and other raw materials. Lighterage needs are further reduced by the Norfolk and Portsmouth Belt Line which runs in a loop around those two cities. It provides for interchanges with all

lines running into Hampton Roads though the C&O has its terminus in Newport News.

Although coal has long been the number one cargo for the port, it was tobacco that got the port started on its way. The country's major tobacco growing areas in Virginia and North Carolina find a natural exit through Hampton Roads.

But basically, as far as Hampton

Roads is concerned, Old King Coal still calls the tune. As long as the coal is pouring down the chutes into the holds, and the coal dust hangs over every pier, Hampton Roads is on the boom and keeps growing bigger daily. The SIU intends to keep pace with the need and meet the demand for crews to help insure smooth and speedy operation of the port.

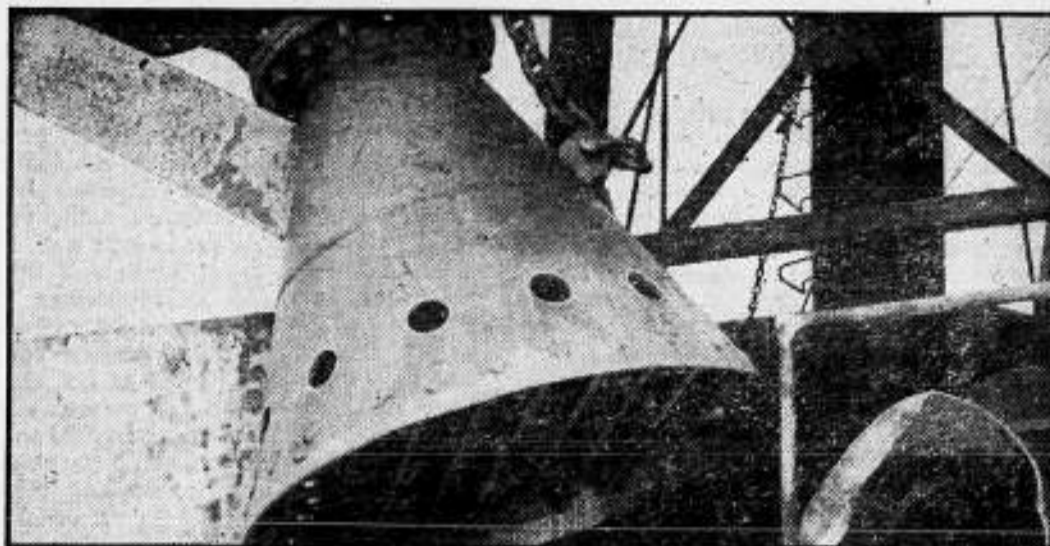


Hampton Roads map shows major docks in black. Small numbers are water depths.



The Sandchief moves in to its mooring fully loaded with thousands of tons of sand for discharge via its unique piping system.

Sand Shuttle To Newark: Seafarers Carry Highway Fill From Coney Island



Scoop which sucks up sand being lowered over the side. Much of the sand is taken up in Ambrose Channel near Coney Island. This keeps the channel deep and clear and offers an excellent sand supply.

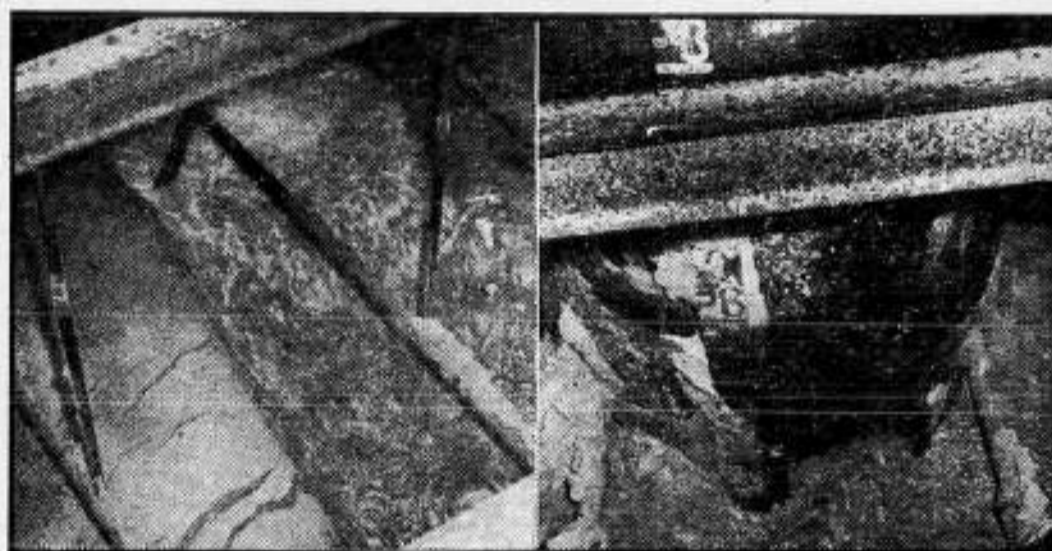
Motorists will soon be driving through the last section of the New Jersey Turnpike, a new super-highway being constructed on sand-fill in the section near Newark. Hauling the sand are Seafarers aboard the Sandchief and Sandcaptain, specially adapted sand-sucking vessels.

The sandboats make two trips a day between Coney Island and Port Newark. They stand off Coney Island about two hours in the course of which they suck up about 5,000 tons of sand from the ocean bottom. When fully loaded they head back to Newark to discharge cargo.

A LOG photographer visited the Sandchief when she tied up at her Newark, N. J., port of discharge to photograph the ship's operation. In order to get the fill to the point where it is needed without intermediate truck hauling, the ship's spout is connected to a 20-inch pipeline which runs about three and one half miles inland to where the road is constructed. Sand is forced under pressure through the pipe to the outlet point.

The sandboats are former Army dredges redesigned to carry huge quantities of sand. In addition to delivering about 20,000 tons of sand daily for the Jersey Turnpike, the vessels also serve as dredges keeping the channels into New York harbor at adequate depth.

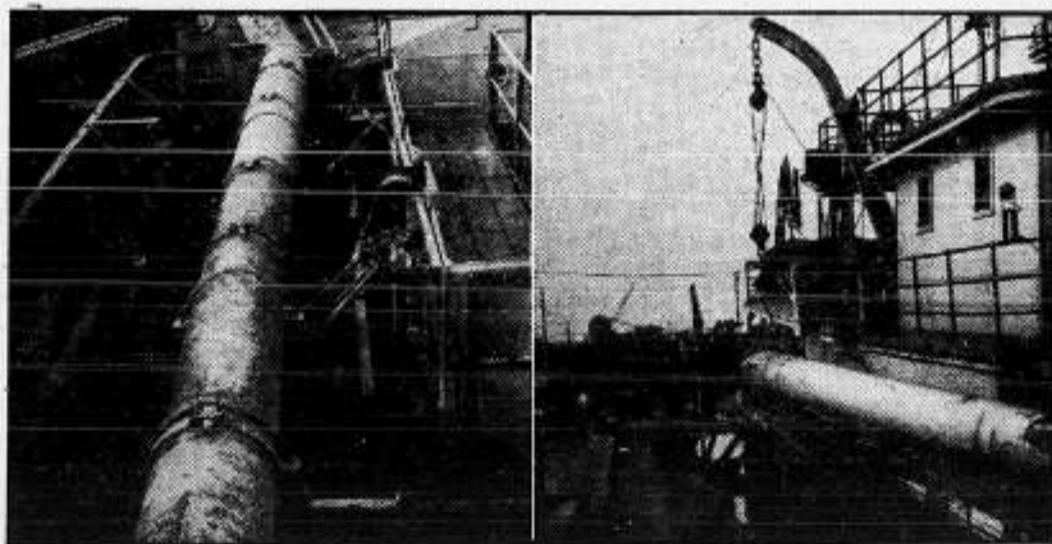
Construction Aggregates Corporation which has contracted to deliver these tremendous amounts of sand had been using four sandboats on this run. At present only the Sandchief and Sandcaptain are in operation, the Sandmate and Sandcraft having been sunk in the last year and a half. They were victims of the treacherous currents and Times-Square-like traffic in the world's busiest port.



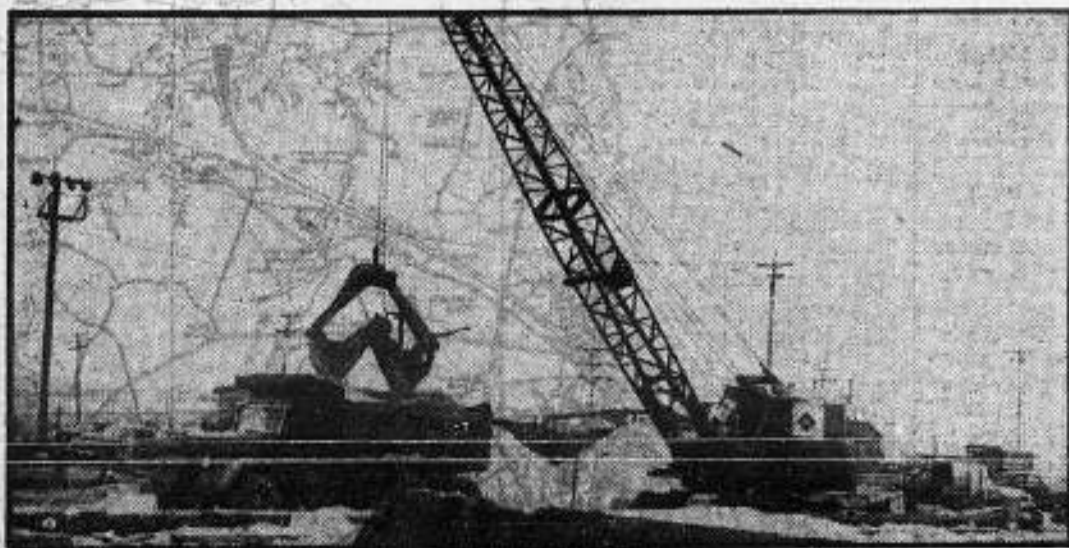
A sand-water mixture enters hold, the sand settling to the bottom as water flows back into ocean. In port, water is forced into holds so that the mixture can be sucked up and forced out.



Although never too far from shore, ship's routine is not much different aboard the Sandchief than other ships, especially when it comes to digging into the ship's chow.



The sand and water mixture from the holds is forced through these pipes aboard ship by pressure generated by the ship's engines.



Not all sand is moved via the pipe. Some of it is stored aboard anchored barges where cranes load it onto trucks which carry it wherever it is needed later on.



The mixture from both holds are joined to this single pipe which runs alongside the ship to a point where it is ready to leave the Sandchief through this coupling permanently fixed on shore.

Seamen Made Tattoos Famous

Tattooing, whether for identification or decoration, has been known to seamen and landsmen alike for several hundred years, although the sailor has long been its sole missionary in most corners of the globe.

A primitive habit dating back to such delights as removing joints of one's fingers for identifying purposes, it developed in the Pacific areas and gained world renown as seamen carried home samples of the art on their own bodies.

A tattoo is made by puncturing the skin and rubbing colors into the skin openings. Sailors adopted the practice as a means of assuring their identity in case of death by shipwreck or drowning and to secure the rites of their church in the event of serious injury or illness by having a religious symbol such as a crucifix tattooed on them.

The practice gained such stature that superstition and legend naturally grew up around the use of various tattoo marks. One such was the belief that a pig tattooed on the foot was a charm against drowning.

A well-appointed studio in London, England, drew royal customers from time to time, an honor not shared by many of the tattooing artists. Most seaports throughout the world have their tattooing colony. Servicemen, not only in the Navy but in all branches, utilize it during wartime because its indelible identifying characteristic makes it more valuable than easily-lost "dog-tags."

Japanese Artistry

Japan was one nation where particularly high artistry was developed in the tattooing art, and this has continued to the present day. They have worked exquisite beauty into their design, reminiscent of the artistic skill of yesteryear, and the flavor and color they obtain are long-lasting.

Conversations with Japanese in the suburbs of Yokohama, Tokyo, Kobe and surrounding villages developed the idea that a good many of the native chieftains in the South Sea islands had their own tattooing crew working solely to inscribe distinguishing marks on fellow tribesmen prior to entering war on neighboring settlements.

The Polynesian chiefs also had specially-designed drawings worked for the backs of their wives or other easily seen parts of their bodies. Of course, there was never a real problem here because very little clothing was used at the time anyway.

The better the standing a wife had with the chief, the finer the tattoo work. Once out of favor, the possessor was usually removed from the scene by decapitation or some other method, since even these original masters of the art could do little in the way of erasing their handiwork.

Tattoos also served as marks of



Sample of Japanese Tattoo

rank for individual tribe leaders, indicating both social status and "political" importance.

Lured from Islands

In time, a visiting sea captain would notice the skilled operators and lured them away from the islands to introduce them to rich merchants in commercial centers where the artists provided amusement indelibly etched onto the bodies of other servitors. Often, tattoos were liberally applied to the bodies of the most beautiful women so that the merchants could vie with each other not only in

comparing their women but the art work each bore.

The tattooers got favored treatment and other distinctions from less artistic employees. Some ate the same food as their bosses, quite different from their treatment on the islands where they were treated simply as laborers.

One other factor which prompted many merchants to conspire for the services of a particular artist was their use to mark bales of merchandise for export. Printing as we know it today was still a laborious and relatively unknown process and this special need for distinguishing the goods of one merchant from another was a special reason for their encouragement of the art.

A natural outgrowth from this was the curiosity of sailors to have similar markings applied to their bodies and thus the continuation of the art down to the present day.

Luis A. Ramirez

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.

'Foursie Club' Gets A Recruit

The day of November 23, 1951, was a highly important one to Brother Aubrey Smith, bosun of the High Point Victory (South Atlantic) because it marked his initiation into the solemnities of the Foursie Club of America.

The Foursie Club, notes Brother M. George Whale, "chairman of the board" and also of the High Point Victory, numbers among its membership only those men who have proven their ability to father a brood of four. Seafarer Smith, already a father of two girls, achieved that distinction recently when his wife Evelyn gave birth to twin boys.

His ascension to the club was

marked by proper pomp and ceremony and the issuance of a formal proclamation, which stated in part: "From this time forward Brother Aubrey Smith will behave himself in a manner becoming a father of four . . . No more hooping it up, no more peeling off the green from a fat bankroll . . . because those days are gone forever. Remember the watchword of the Foursies—Save your money, you'll be needing it!"

In further commemoration of the occasion, a poem was offered up by Brother Whale as lasting tribute to the serang of the High Point Victory.

Twins

Aubrey Smith, new father of twins
So proudly strutting his stuff,
But underneath all that veneer
He's muttering, that's enough.

All troubles small or troubles big
Come in pairs, so I'm told
But twins aren't troubles, no sirree
To one's ego they're solid gold.

So when you pay for things by pair
Instead of a measly single one
Remember it wasn't all your own
doing
Without Evelyn it couldn't be
done.

So pull in that expanded manly
chest
Your own part in it all was small
All fathers think they're important
But there's millions of us,
Aren't we all?

Did You Know . . .

That the Mason and Dixon Line actually was surveyed (1763) by two Englishmen, Charles Mason and Jeremiah Dixon, to settle constant dissension between the Lords Baltimore and the Penn family, the lords proprietor of Maryland and Pennsylvania? The line was originally marked by milestones, every fifth one bearing on one side the coat of arms of Penn and on the other those of Lord Baltimore.

That the Hawaiian Islands got their name from the English spelling of "Owhyhee," where Capt. Cook was killed by natives in 1779?

That the Seafarers International Union is composed of 37 autonomous unions, representing seafaring men, longshoremen, fishermen, cannery workers and allied marine crafts, in the US, Canada and Alaska?

That the city of New Orleans is one of the few cities in the US that has been under three flags? During its turbulent history, the city has been alternately a Spanish and a French possession. The French founded it in 1718 and named it in honor of the Duke of Orleans.

That modern boxing dates back to the ancient Olympic Games? Contestants employing a hodgepodge of boxing and wrestling used to belabor one another with hands

fortified with heavy leather thongs sometimes studded with metal. The first glove fight was between two Englishmen at Aix-la-Chapelle, France, on October 8, 1818.

That 300 merchant ships of 1000 gross tons or over owned by private US operators have been transferred or sold to 31 foreign flags since the end of the war in August, 1945? More than a million and a half gross tons were involved.

That the first American ship to be torpedoed and sent to the bottom by Nazi U-boats in World War II was the SIU-manned Robin Moor on May 21, 1941? The 45 passengers and crewmen were given 20 minutes to abandon ship, without dispatching an SOS, and left adrift, landing in the States a month later.

That those winters in Siberia are really cold? Lowest world temperature ever recorded was -90°F. at Verkhoyansk, Siberia in 1892. The top US figure of -66°F. was real summery compared to that. It was recorded at Yellowstone Park, Wyoming, in 1933.

That the two movies made by the SIU's A&G District have been seen by trade union audiences, estimated at hundreds of thousands of persons, throughout the United States and Europe? The pictures are the "Battle of Wall Street," and "This Is The SIU."

Out in Japan, Ohio's A Time, Not a State

Landing in Japan the first time, a Seafarer will naturally find the language strange, but it's not as tough to pick up as it sounds. Everywhere you go you'll hear "Ohio," and think you're at a reunion of Ohio State graduates.

The pronunciation of Japanese conforms, insofar as the vowels are concerned, with that of the Romance languages like Spanish, French and Italian, or in fact with that of almost any language except English.

Therefore, the A's are pronounced soft, as if they were the A in father; the E's are pronounced like the two E's in enemy; the I's are pronounced EE; the O's are sounded like the O in opal, and the U's always come out as OO, as in boom, and never as the U in united.

Consonants in Japanese offer no difficulty at all and should be pronounced just as you think they should. Japanese has considerably fewer sounds than English, and hence anyone speaking English can handle the vocal and oral aspects of the language without difficulty.

Following is a list of beginning words and phrases which are frequently used or which are useful for transfer of thought when passing the time of day, shopping, and so on, and should come in handy when ashore:

Words	Japanese	Pronunciation
Hello; Good day	Konnichi Wa	Konnechee Wah
Good evening	Komban Wa	Kombahn Wah
How are you	Ikaga Desu Ka	Eekahgah Dess Kah
What time is it	Nanji Desu Ka	Nahnjee Dess Kah
What are you doing	Nani Wo Shite Imasu Ka	Nahnnee Oh Sheetay Eemass Kah
What	Nani	Nahnee
Where	Nan Desu Ka	Nahn Dess Kah
When	Doko	Doekoe
Why	Itsu	Eetsu
Who	Naze	Nahzay
It's a fine day	Dare	Dahray
Beautiful Woman	II Otenki Desu	EE Ohtenkee Dess
Pretty Girl	Bijin	Beejeen
	Kirei Na Onna	Keerayee Nah Ohnnah
Watch out	Ki Wo Tsuke	Kee Oh Tsookay
How much	Ikura Dess Ka	Eekoorah Dess Kah
How many	Ikutsu	Eekootsoo
Daytime	Hiruma	Heerooma
Night	Yoru	Yohroo
Show it to me	Misete Kudassai	Meesaytay Koodah-sahsee
It's too much	Takasugimasu	Tahkahsoogee-masoo
Thank you	Arigato Gozaimasu	Ahreegahtoo Gozahheemahss
Yes	Hai	High
No	Iie	Eeyay
Good morning	Ohaio	Ohio

There are really no accents in Japanese, but speaking English gives the unconscious habit of accenting certain parts of words. Therefore, it would be helpful in overcoming this tendency to stress the syllables accented above.

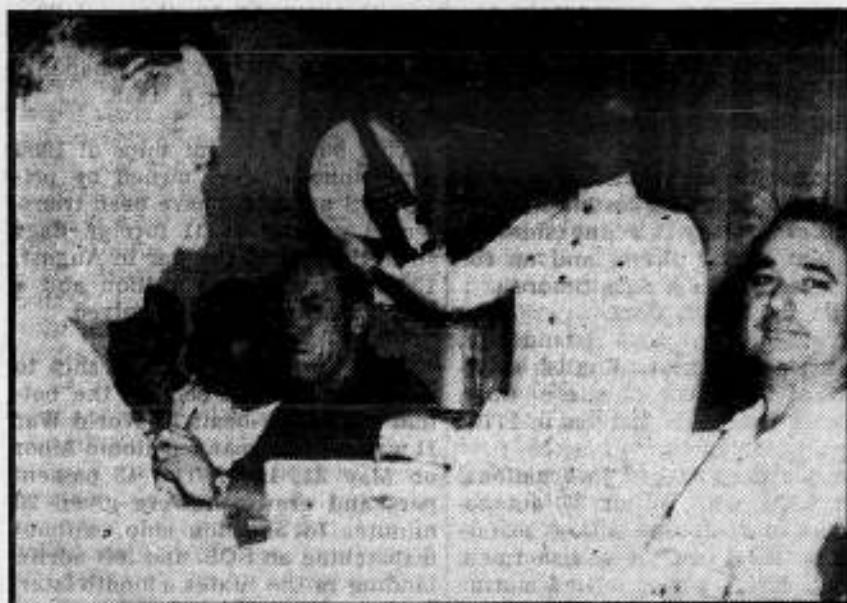
Jack Bren

Work Clothes Get a Workout



Smiling prettily despite their grimy haberdashery, (l-r) Vincent Radcliff, Bosun Foster and G. Dawson pause during a work lull as the Steel Maker was chugging through the Panama Canal. Julius Bang supplied the photo.

Turkey Day Is Pleasant Time For Del Sud Crew



Ship's captain checks up on deck mess to make sure that all goes well on the Delta Line vessel during Thanksgiving Day festivities.



Bakeshop and galley crew knock off for well-earned rest and a few cans of beer after preparing big holiday feed aboard Del Sud.



Stewards department unloosens belts and digs in for feed. Passenger stewards chipped in on serving, helped make everything run smooth.



Engine room gang looks most contented. Photos were sent in by delegates Gould, Brown, Creel, Miorana & Rehm, crew representatives.

LOG-A-RHYTHM:

Rested Forever

By GENE COPELAND

To the Editor:
I read in the LOG (Nov. 16) where a shipmate of mine passed away at sea and was buried by his brother crewmen of the SS Bertram G. Goodhue (Mississippi). The late Jack McCarthy, AB, was a good friend. It would be greatly appreciated if you could publish the following poem in his memory.

We were gathered on deck that morning
Our heads in sorrow, bowed low
For we buried at sea a brother,
A shipmate we all loved so.

Jack spoke the brogue of an Irishman,
And worked every day like a fool
What he knew 'bout ships and rigging
Wasn't learned in maritime school.

Now I'm not much at poetry
But what I have written is true
McCarthy was a sailor and shipmate
Book G-95, SIU.

Wanted: Your Ship Minutes

Readers will note that ship minutes in this issue are printed in smaller type, enabling the use of much more news of shipboard meetings. As part of the effort to make the LOG a bigger and better paper in every way, Seafarers are urged to be sure to send ship minutes to headquarters so that they can be reported to the full membership.

The FOC'SLE FOTOGRAPHER

We Seafarers have the whole world as our background for taking photographs. There isn't a corner of this globe that one of us doesn't visit at one time or another. Most amateur photographers would give their eye-teeth to be able to swing a camera at the people and places that we meet in remote areas and places at our disposal.

The purpose of this column is to get a greater number of "camera bugs" among the membership of our union to take and submit more and better photographs to the LOG. We have a possible photographic staff to rival Life magazine. With the growth of our union and the expansion of our newspaper, more and more space can be devoted to contributions both written and photographic.

We will attempt to keep up with the latest developments in photography and set them down here. All questions and problems that seafaring "shutterbugs" face both on ship and shore are welcome and we will try to answer them. Interesting photographic experiences should be sent in.

This column will not only be addressed to the miniature camera fan with an 8-oz. camera and 2 tons of gear but also to the fellow with the 2 dollar box camera. Whether you own a Minox with a negative one-fourth of a postage stamp in size or you lug around a 16x20 view camera, they both take pictures and we want to see and use them.

The problems faced are exactly alike. They are both light-tight boxes, they each have a lens in one end and a piece of film in the other end. That is all there is basically to any camera. Some of you may remember building a pin hole camera. This didn't even have a lens.

If at all possible have your pix tell a story. Single interesting photos are not excluded but a good series telling a complete story is more effective. Some simple rules to bear in mind are:

1. Get your shipmates in the pictures, unposed if you can.
2. Get them in action doing something interesting.
3. Watch your background. It improves a poor photo and doesn't harm a good one.
4. Close-ups should be taken whenever possible.
5. Don't rush your shooting. Less hurry usually produces better results.
6. If there's more than one person, get them close together for better effect.
7. Whenever possible have your camera with you. Be prepared.

'C'mon 'a New Hall: Salty Dick

Have you seen the new building? The first chance you get come over and see the most beautiful and best-equipped union hall in the country . . . One of the visitors was Paul Warren, who came over from New Orleans. He's going back, though, because he likes sunshine more than cold weather.

Robert Bentick is blowing his top because everything went wrong on his tour of the US. He's back on the Puerto Rico . . . A suggestion has been made for seafarers' wives to visit our sick brothers in the hospitals. The idea is to cheer them up and do little errands such as writing letters and shopping.

Edward "Spanky" Saul arriving here to see the showplace and making arrangements to leave the Army and return to his first love—the sea . . . Tony Carrasco having trouble with the same tooth again. He says it's costing him a fortune. . . He's spending the winter here, but Tex Suit wishes he was back in Texas so he could doff his overcoat . . . Clem Hospidades telling the boys about the time he had a private tutor at the age of 10. According to the story, the teacher was a charming miss of 18 summers.

For a long time, Jose Castellon sailed on ships and saved his money to open a meat market in the Crescent City. He succeeded in this enterprise but was so unhappy about being landlocked he went back to sea. Now he feels like a millionaire.

Something to remember: the more a member participates in the affairs of the Union, the better the Union will function . . . Who was it who brought up at a shipboard meeting that he wanted the cooks to make cabbage with ham bones? Seems the chef complied and all is rosy again.

Reading the minutes of ship's meetings, we see that the washing machine is a constant beef. In the future all ships will have washers, but it's up to the crews to take care of them . . . Several years ago, Asterio Delgado from

Ecuador was working in the Panama Canal when an SIU ship was short-handed. He was hired and has been sailing with us ever since. He's proud of two things—being an SIU member and his chance to become a citizen. We need more men like him.

Frank Smith, no relation to Captain John Smith, whom Pocahontas saved, gets a big kick though when he goes home blowing the horn in his brand-new Mercury . . . What member of the steward's department sailing out of New Orleans operates three laundromats? He often sails as second steward.

We hear a report Blackie Bankston is on a Liberty on a long trip. We knew he couldn't stay away from salt water too long . . . How about getting up a name for the mermaid decorating the bar in our

Brooklyn building? . . . "Razor" Nassar has been saving all his money because he is expecting a little blade.

The only thing that could move Louis Peed off the ship was his 1951 Chrysler. Rumor has it he doesn't take the car out when it rains.

Who's the waiter who telegraphed two dozen red roses from Recife to his love in New Orleans? No doubt he'll deny this . . . One of the best chairmen at shipboard meetings is Eddie Metros. He sure knows his constitution and by-laws . . . Bill Scott did everything he could to make the missus happy by bringing her to the States, but she returned to her native Argentina. Now he's back sailing Delta and, of course, both are happy.

Salty Dick.

Quiz Corner

(Test your wits on these puzzlers. Answers on page 22.)

- (1) Table Top Mountain is a well-known landmark as you enter the harbor in Colombo, Ceylon. True or false?
- (2) How many years elapsed between the US Declaration of Independence and Lincoln's Gettysburg Address (19), (112), (87), (69)?
- (3) If someone said "I'll break every bone in your body," how many would he actually have to break (74), (202), (268), (134)?
- (4) You be the judge. A lady was so insulted at a party she said, "If I had a gun I'd shoot the whole bunch of you." Someone handed her a revolver and chimed in, "Here's a gun." The lady grabbed it and shot a member of the party right on the spot. Whose fault was the killing?
- (5) The US flag has 13 stripes to represent the original 13 states. How many are white?
- (6) The 1951 World Series baseball classic was a "subway series" between two teams from New York City in both leagues. How many others have taken place (3), (0), (11), (9)?
- (7) In England, a man weighing 14 stone would be eligible for what weight division in professional boxing (feather), (heavy), (welter), (fly)?
- (8) You rate high if you guess this in 30 seconds! A's son's father is B's father's son. What's the relationship of A to B?
- (9) You've seen the flag code signal hoisted when your ship was about to sail. What color was it?
- (10) Think fast! When crossing the International Date Line in an easterly direction (from east longitude to west longitude) the date is set forward one day. True or false?

Sketches Aboard SS Florida

Contributed by E. Reyes



AB. "JICOTEA" LARSEN AND NICK GIOSUE, TWO OLDTIMERS ALWAYS READY TO HELP NEWCOMERS.

ORDINARY A. DOMINGUEZ, WHO WAS ONE OF THE BEST MIDDLE WEIGHTS IN THIS PART OF THE COUNTRY AND CUBA.

← GEORGE ROBERTS JR., YOUNGEST WATCHMAN IN THE S.I.U.

← "SPEEDY" ATWELL, BLACKGANG DELEGATE, ALWAYS PUSHING FOR HIS GANG.

QUARTERMASTER DARIO FENDREJO, A GENTLEMAN AND A SCHOLAR, WHO RECENTLY MADE A TRIP TO EUROPE ON THE QUEEN ELIZABETH AS A PASSENGER.

Trip Up Sugar Loaf 'Awesome'

(The following account of a Seafarer's visit to Rio de Janeiro, one of the many places "we seamem visit" during voyages to all corners of the globe.)

My first visit to Rio de Janeiro was on a northbound voyage, with a call at Santos, a few hours' run to the south.

The heavy rainfall of this strip of tropical coast has sculptured the bluffs into weird and beautiful forms. The most striking of them all are found in and about the city of Rio, as everyone calls it. The first intimation that one gets that port is near is when the ship rounds a bold headland. There then bursts into view an old fort on a point, an exposed reef, and Copa Cabana behind them.

Fine as is the famous beach and the residential section behind it, I was surprised that I could not keep my eyes off the weird peaks that seemed to thrust themselves up through the city at random, and ringed the city like a gigantic, cross-cut saw. Small wonder that the word Serra, meaning a saw, is used to designate such a chain of hills. Literally, I had been conditioned all the way from Santos to look, not at a city, but at earth's grotesqueries.

The Sugar Loaf

Dead ahead was a peak that I knew had to be none other than the Pao de Azucar, or Sugar Loaf. All the pictures I'd ever seen had been taken from vantage points ashore to show the famous cable car ascent; but the sea gives the finest perspective. Just off-shore is a high island. Between the two lies the narrow pass into the harbor. As the ship swiftly approached this enchanting entrance, another marvel showed itself to me. A great chunk of the mighty rock's smooth declivity was overhung.

As we passed so near as to seem to almost scrape, my fascinated gaze held the illusion that Sugar Loaf was deliberately bulging at us, and would, in another moment, topple and crush our tiny ship—she, whose thirty-three thousand tons had seemed so great before.

On this first trip, I made the ascent of Sugar Loaf. A taxi delivered me to the foot of a small hill, which I ascended by a few flights of steps. I bought two sets of tickets, as two lifts are required to reach the top.

From the moment of starting, I was thrilled by the rapidly unfolding scenery. Beneath me and to the left was the little jewel known as Botofogo Bay; to the right, a patch of made land, containing a yacht basin. Ahead lay the first port-of-call on this weird piece of navigation, a great cone of rock. Before I reached it, I was impressed with the fact that I was getting up in the world.

The more or less flattop of our way-station, I found to be a charming spot. Landscaped paths encircled this gardenized little world. A fine casino, where one might dine well and drink, while considering what souvenirs to purchase. A couple of hours wiled away on this speck of elevated, natural platform, served to prepare me for the second leg of the aerial voyage.

Swayed in Breeze

As the sturdy car, doubly secured on two suspension cables, commenced its onward way, the feeling of rapid ascent was enhanced by the quick dropping away of the ground that but a moment before had been beneath our feet. Low tongues of land connect the two great rocks with one another, and with the shore.

As I traveled onward and upward, I began the dizzy height. It took but a zephyr to start the giddy vehicle swaying, and the cables' elasticity caused the car to bounce in a manner that no

self-respecting ship would ever have done.

Mentally, we travelers drew closer together. The scenery we viewed seemed to consist of little more than the awesome depth beneath, and the longed-for peak ahead.

At our destination, we eagerly left our acrobatic cradle, a bit gingerly, as though we held an inner fear that Sugar Loaf itself might suffer a tremor, and heave us off into the void. Our trip aloft definitely affected our reaction to the breath-takingly panorama that lay about us. I shall not attempt to describe this. After all, I did not come on a topographical expedition, but upon an emotional one. I will, however, record one humiliation. Corcovado, towered perhaps another thousand feet above us! I then and there determined to return to Rio to ascend it. The trip down was more lenient, so we scanned the city, which seemed like something poured about the bases of sheer, upthrust, piercing pinnacles, occasionally splashing a little way up their seeming unassailabilities.

G. W. Champlin.

Howard Miller Dies at Home

Seafarer Howard S. Miller never did get back to sea after he signed off his last ship in September to join his wife in celebrating their 25th wedding anniversary.

Miller, 50, a machinist, died one night during his shift at a factory near his home in Jersey City, N. J. Unable to sign on a ship because of the ILA tie-up on the East Coast, he took a shoreside job to tide him over until he could get out to sea again.

Born in land-locked Indiana, he spent several years at sea in various engine department rates. He joined the SIU in 1950. Surviving are his wife, Carolyn, and a daughter, Lenora.

'Monkeyshines'



"Mr. Jiggs," chimp mascot on Cities Service tanker Logans Fort, acts playful with crewman Bill Morris. Bill was a voluntary organizer in the CS fleet for two years.

The SPORTS LINE

There are a couple of fighters around who could take Rocky Marciano, recent conqueror of the aging Joe Louis, but chances are that Rocky won't get to meet any of them—not for the present at least.

Not that this is intended as a rap at Rocky, who showed refreshing modesty over the Louis conquest. It's just that his managerial board of strategy is intent on piloting him gently through treacherous waters into a safe anchorage, a title fight with Grandpappy Joe Walcott.

Marciano is several cuts above most of the sorry crop of heavyweights but he is far from championship material. To his credit he is very strong, fast of foot and hits real hard with either hand. He weighs in at around 185, which is in the ideal weight range for a heavy. Every pound over 190 generally slows a fighter down and doesn't add too much in the way of punch.

Rocky has two fatal disadvantages. He has very short arms, which means he has to leap in to deliver his punches at close range. To compound the felony he has a habit of throwing looping round-house rights via third base. When Rocky finishes a right hand swing he has about as much balance left as a bowl of soup on board ship in a howling northeaster. That leaves him wide open for a good counter-puncher.

Ironically two of the fighters that most likely could take him in tow are light heavyweights. One is Harry Matthews, manager Jack Hurley's pride and joy, whom nobody on top wants to fight. Matthews punches splendidly with

either hand, offering an assortment of jabs, hooks, crosses and uppercuts to both head and body. Harry is no combination man. He is methodical, almost deliberate in his punching, saying his ammunition until he has a clear shot. When he lets go, he is on target solidly with plenty of shoulder and body behind it. More important against a fighter with Marciano's power, he finishes his punch squarely on two feet, in position to move. Marciano is just the type of fighter made to order for Matthews, who likes to have his man come to him so that he can counterpunch.

The other light-heavy is the unpredictable Joe Maxim. Maxim believes in fighting as rarely as possible, which qualifies him as one of the smartest in the business. When in proper physical condition Maxim could play toreador to Rocky's bull. By the time round 10 came around, Marciano would be stabbed dizzy with jabs and weary from lunging at a target that isn't there.

Who else could take him? Ezard the Exasperator, the most baffling fighter in the business, could probably turn the trick. There is something about Charles that automatically starts his audience yawning. Boring or not he is still ring-wise enough to tie Marciano up in knots and deliver him to his corner bound hand and foot at the end of each round.

All of which suggests that Marciano's chief claim to fame will be his KO of Louis. Actually it was the US Treasury that knocked Louis over. Rocky just happened to be the man who came to dinner when Joe was all set up.

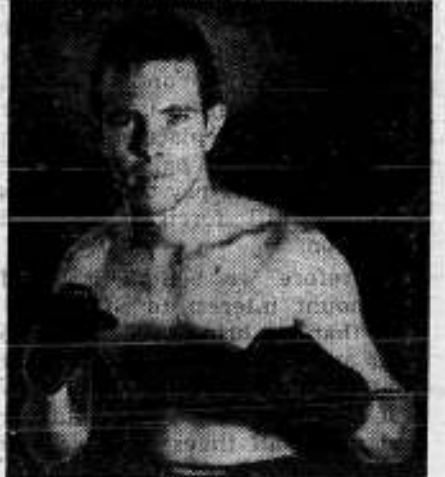
Seafarer Joe Moody Jabs At Record Book Laurels

Seafarer Joe Moody is getting ready for some top-notch bouts this February as a lightweight after running up a string of 61 wins out of 63 as an amateur and a near-perfect 16 out of 17 since he turned pro.

A saloon messman off the SS Fairland (Waterman) Moody has been training vigorously the past few months, getting into shape for some big-time matches around the country. Around the Gulf ports and particularly in Mobile, he's been building up a fine rep at several arenas.

Moody was with the Fairland when it returned recently from Japan and Korea after nearly a 10-month trip. Ship's delegate Lefty Norton reported good food and no major beefs on the run and stated that Captain Helms still retains his title as a good skipper and fine seaman.

He noted that the Fairland crew was looking to see good things



Joe Moody

from Joe Moody in his forthcoming ventures in the square circle the next few months.

How The 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.

Richard Upjohn (Waterman). Architect (1802-78). Born in Shaftesbury, England, he came to the US in 1829. He was founder and first prexy of the American Institute of Architects. Designed many church buildings, notably Trinity Church in New York.

Phillip Barbour (Waterman). Pediatricist (1867-1944). Born in Danville, Ky., he was for many years affiliated with hospitals and

clinics in Louisville specializing in children's diseases.

Robert Lansing (Bull). (Former US Secretary of State (1864-1928). Born in Watertown, N. Y., he became an attorney and represented the US in the Bering Sea claims, Alaska boundary dispute and at the 1918-19 peace conferences. He was State Secretary under Pres. Wilson (1915-20).

Paine Wingate (Bull). Former Congressman (1739-1838). Born in Amesbury, Mass., he received schooling at Harvard and entered the ministry. Member of the New Hampshire Constitutional Convention, Continental Congress (1887) and judge, he was later a US Senator and Representative.

Alien Crew Is Seadream Beef

To the Editor:
Having signed 18-months' articles for the Seadream (Colonial), we have now served half of it and are keeping harmony aboard. However, we believe there are certain matters which should be brought to the attention of the membership.

First, we have only eight of the original crew which signed on in New York, the balance of the crew being aliens, some even without seamen's papers. You can understand that this makes operations difficult at best.

We know for a fact that when we arrived at Curacao, another ship of the same company had many new crew replacements sent from New York, while we only got a first assistant engineer. This meant sailing shorthanded, forcing our regular members to put in a lot of extra hours.

This matter has repeatedly been brought to the attention of Captain Ozolin, but it seems he does not like American crews, and has so stated on several occasions, in hearing of some of our crew, both to agents and American consuls. We now have 11 different nationalities aboard this vessel.

We have asked the master to radio in for replacements, but he has refused to do so, persisting in picking up foreign crews. This, in our opinion, should be brought to the company's attention, as it is difficult to understand and work with a crew that does not speak English.

Dispute Below

There's been constant dissension in the Engine Department. Chief Engineer White interviews his own foreign replacements, giving them his own slant on what to do, overtime, and so on. It has taken a great deal of effort to convince these men that this is an SIU ship with all men working on an equal basis. But the LOG has been of considerable assistance in convincing these men that some of the officers aboard have deliberately misled these men when signing on.

However, we are making every effort to keep things moving along smoothly. As we understand it, there is no saving to the company by not sending replacements from any of our hiring halls, since the companies must pay return fares home for all foreign personnel signed on.

Therefore we believe it is of paramount interest to SIU members that we bring this matter to their attention and get the straight dope for future cases. You may rest assured that we will hold our end up at all times, and we will look forward to a proper settlement of these matters on the pay-off.

We have noted in the LOG with much satisfaction the increased wage scale, vacation pay and other gains and at our last ship's meeting the crew extended a vote of thanks for the splendid job Headquarters is doing.

Ralph W. William,
Ship's delegate

(Ed. Note: Headquarters is contacting the company on your beefs and will issue clarification by letter.)

Crew Lands Aid Of Topside Men

The entire crew of the SS Alexander Stephens (Bull) wishes to say that Captain Thomas J. Parker and officers have treated them 100 percent and cooperated with us in every way possible.

It is suggested that a copy of the LOG containing this item be forwarded to: Captain Parker on behalf of the crew.

Walter E. Bezanon
Ship's delegate

• L E T T E R S •

Captain's Power 'Cause of Death'

To the Editor:
The eyes of the maritime world will be watching the outcome of the trial in the case of the Flying Trader skipper who shot and killed a messman, supposedly in self-defense.

Many sea captains easily convince shore folk of their gentle nature and pleasant authority when ashore, but in the long, monotonous days at sea, they often become taskmasters who enjoy their role.

Their unlimited power over the lives of the men in their command is often misused and it can become a sickness inflicting humiliation and undue hardship upon men who must obey any order.

Rarely in my nine years at sea, sailing over 40 ships with every kind of skipper, have I come across one who had very much respect for the men in the foc'sle. And as a rule, show me any skipper who has his wife or any woman around to impress with his unlimited power over his crew, and I will show you a skipper who will force unnecessary hardships upon his crew.

Whether the messman in this case was right or wrong, there were other means of subduing him besides using a gun: In any case of this kind aboard a ship at sea, regardless of the crew's feeling for their captain, they will handle a situation like this upon the proper orders.

Crew Refused

The fact that the entire unlicensed personnel refused to sail with this captain in a foreign port, knowing they would have to answer individual charges for leaving a ship on articles, proves that this skipper must have been in the wrong.

Any seafaring man can easily read between the lines of this story, for a ship's captain who is able to put handcuffs on a man, and then has to shoot him to defend himself, has no business with a Master's license and is a disgrace to the American merchant marine. A ship's officer is usually reserved in condemning another officer. The story the unlicensed crew of this ship will tell of Captain Weaver will unfold his character, and the Coast Guard should find plenty of evidence to place him where he belongs—behind bars.

Don D. Brown

Ex-Navy Gunners Find Work Hard

To the Editor:
All Chilore (Ore) crewmen pleased with new wage scale and work-hour agreement, but somewhat disappointed because they don't go into effect at once.

Many new men late of the wartime Navy gun crews, seemed surprised because conditions they had no longer prevail and they didn't know the crew had so much work to do.

Here's an easy way to high blood pressure. Had two men painting drain pipes from bridge scuppers. One had a rag wrapped around line, would paint rag and then pull same around pipe. He wouldn't put his hand in paintpot nohow, said he feared lead poison.

The other chappie, unable to find 45 degree angle brush, got a new sash tool, put it in a vise and bent it at the metal binding. Well, it didn't take but a few minutes and the guy was covered with paint bristles like an old porcupine.

H. Collier
Ship's delegate

(Ed. Note: The increases are in effect. Money now being earned will be paid retroactive to Nov. 1 when WSB approval is given.)

Lownsdale's Food Praised Highly

To the Editor:
We the crew of the Daniel H. Lownsdale, most of whom have been on her for two trips to Denmark are taking time out to thank the steward's department. In the two trips there has not been one beef about the food. The only thing said is that most of us have been going to sea for a number of years and never saw the feeding anywhere that's put out like it is on here. Armistice Day and Thanksgiving Day were like being at a little Waldorf-Astoria. If you ever sail with the brothers listed below you can be sure that you are looking forward to a good trip with the best of feeding and service.



Simmons

The steward's department is as follows: Edward U. Smith, steward; Juan Pagan, chief cook; Eddie Potts, 2d cook and baker; James Wilson, galleyman; Roy Justice, Robert Cash, Samuel Horvitz, messmen; Jack Smithy, BR.

R. E. Simmons,
P. V. Millica,
Ships' Delegates.

'Need AB at Sea, Not As Army GI'

To the Editor:
I was reading in the LOG (Nov. 2) about that AB getting discharged from the Army after the SIU started the ball rolling. Well, I believe I'm in the same boat he was.

It would be a good break if the Union would contact the proper authorities and see what could be done in my case. I started sailing in June, 1943, and sailed continuously until I was drafted last October. My present rating is AB, which I have been sailing as since 1946.

At the present time I am in an artillery outfit in Schweinfurt, Germany, and have been in the hospital six different times with the same stomach ailment, the last time for 39 days.

With the shortage of rated seamen these days, perhaps you can arrange my release from the Army as in Eugene Dore's case.

Sgt. Charles Buleca
US 51020776
C. Btry., 44th FABn. F.A. Bn.
APO 39, c/o PM, NY, NY.

(Ed. Note: The Union will inquire into your case and eligibility for discharge, Brother Buleca.)

Uphold Union, Crewmen Told

To the Editor:
We've been having a lot of Union education discussion aboard the Government Camp (Cities Service), but it seems there's never enough.

It's been suggested over and over again that the membership on the ship should try and keep it clean and conduct themselves in a Union manner. It was pointed out that this is an SIU ship and that the men should uphold Union policy to the best of their ability.

It was brought out that if the new men coming on Cities Service ships would only read up on the Union, it would help them conduct themselves in a Union manner. If anyone does not understand the Union it is better for him to ask one of the delegates to clarify a point that than it is for him to get in trouble doing something that he doesn't know anything about.

Devis Gilbert,
Ship's Delegate.

Cheer SIU Crew Aboard Louisiana

To the Editor:
The new Seatrain Louisiana (Seatrain) is about to complete her first round trip without too much difficulty, such as new ships sometimes have.

As good SIU men, a perfect crew arrived in Chester Nov. 15 and immediately turned to on their respective jobs, putting things in shape. Overnight, the ship was changed from a ghost into a real live ship, and we sailed the next day into New York, receiving the salutes of the port.

On this first trip things have been most agreeable with the exception of the drinking water. The Captain and officers have nothing but praise for the unlicensed personnel, some even remarking the difference in having an SIU crew aboard. As with all new ships, many things still remain to be done to improve living and working conditions.

Good Galley

We are happy to have such a good galley staff and steward department in general. Paddy McCann, our ship's delegate, is doing an excellent job as are the other department delegates.

Paul Rogosh, the bosun, is smiling, so all must be going well on deck. I believe the old gal is a little hard to steer, but I guess that will gradually work out okay. Abe Partner, crew mess, keeps the boys happy at meal times.

Quite a few characters with us. In addition, we have several heavyweights—265 pounds and up aboard. These boys can pack away the groceries.

A pat on the back to Ray Brault, electrician, and Charlie the deck engineer who have been more than obliging in doing so many odd jobs for us on this trip. We could use a library, then all will be well.

John Jeltette
Steward

Often Hard Job To Man Ore Ship

To the Editor:
Owing to the fact that few members will take Ore ships like the SS Feltore, it's pretty hard to keep things going Union style. We have men off the dock every day who make one trip, and don't care about anything except to get back and off.

Because of the few SIU men we have it's quite a job to keep these guys in line, but considering the crews we get, we are going along as well as can be expected. By the way, I think there should be more Union educational material provided on these ships for the benefit of Union newcomers.

Richard Forrest.

Hails SIU Help In PR Walkout

To the Editor:
Say, the new LOG sure is something! Plenty of news and features, too, for the brothers to pore over at sea.

One item I noticed right off was about the labor snafu down in Puerto Rico. I was plenty proud to hear that the SIU voted a \$500 assist for those striking radio workers, because they sure need a helping hand down there.

Stateside businessmen think they can get away with murder down there as far as labor conditions go, and this radio station owner thought he could hop on the cut-wage bandwagon. Glad the Union is helping these people. I've been down there and seen the terrible conditions under which they live and work.

Bill Luce.

Dead Brother Aid Stirs Seafarer

To the Editor:
It sure gave me a good feeling at the meeting last month to hear the brothers vote to bring the body of one of our own members home to his family and to heck with this business of freight charges as if he was a case of oranges.

We all know it wasn't the Union's job to assume responsibility even though the government and the shipowners sat on their hands and even asked the kid's family to fork over \$130 to bring him home from Korea.

Too often you hear about cases like this dragging for months and years because nobody has enough heart to spare a guy's loved ones more pain. I'm one proud Seafarer who knows his Union can always be counted on to help out in times of need.

Wallace Smith.

Marine in Korea Eager for Mail

To the Editor:
How about putting my "John Henry" in the LOG so some of my old shipmates can write to me. It sure helps to get a little mail out here.

If possible, how about putting me on the mailing list for the LOG? Thanks.

Pfc. Jimmie Sharp,
Fleet Marine Force,
L. Battery, 11th Marines,
FPO, San Francisco.

(Ed. Note: Brother Sharp was writing from Heartbreak Ridge, North Korea.)

GI Asks to Hear From Shipmates

To the Editor:
Just a few lines to let you know that I'd like to have the LOG sent to me in the Army. I was a member of the SIU and would be pleased if I could find out what's doing these days in the Union.

William V. Molfetto
US 51088844
509th Engrs. Combat Co.
Ft. Benning, Ga.

Sober Bessemer Crew in Japan

To the Editor:
Everything on the Bessemer Victory (South Atlantic) is tiptop. Plenty of women and plenty of sake here in Yokohama, but believe me we don't have many gashounds here. This is about the most sober ship I ever had a chance to sail.



Fitzgerald and soap suds.

Brother Daniel Fitzgerald, BR, reminds us that since the operators are going to install washing machines aboard their ships, now there'll be plenty of soapsuds to do the washing but fewer backaches.

We'll spend Christmas around here in the shuttle between Korea, Okinawa and Japan. Merry Xmas to all the brothers.

Luis A. Ramirez

Top Notch Cooks On Northwestern

To the Editor:

All departments on the Northwestern Victory (Victory Carriers) are working smoothly, but it's been suggested that men not pay off until all issues are clear to the crew.

At the last shipboard meeting, a motion was made to have patrolman clarify the sailing from Le Havre to Rouen, France, as to whether it's a shift or a sailing to another port and if watches should be maintained or the men put on overtime.

The crew has extended thanks to the steward's department for fine meals and service. Charles J. Hartman, steward, notes that thanks should go to Ed Burns, chief cook; G. W. Cobb, 2nd cook and William "Tex" Mays. The honor for the crew's commendation belongs to these men because they earned it, he adds.

Joseph C. Wallace
Ship's delegate

(Ed Note: Under the contract, sailing from Le Havre to Rouen is an inland water shift.)

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Caldwell Crew Hails New Pact

To the Editor:

At a special meeting, crewmembers of the SS James Caldwell (Alcoa) passed on the new agreement unanimously. We wish to go on record thanking the negotiating committee and our officials for bringing about the greatest contract in maritime history, and for steering us through plenty of dangerous channels.

We also wish to take this opportunity to wish our officials continued success and good luck.

The entire crew of this Liberty ship, bound for India, wishes to express its heartiest season's greetings to all members of our good Union, the Seafarers International Union of North America.

Blackie Bankston,
Ship's delegate.

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Pretty Gals Down Mobile Way Too

To the Editor:

Hope this little note finds everyone fine, and that we've moved into the new hall by now. I think this is a fine Union we have and would like to go on record as saying it is the best.

I was reading in a recent LOG where a fellow in Baltimore sent in a picture of his girl friend and urged the boys to come to that



Skippy & Gal

port for some girls. Well, here's a photo of the good-looking girl friend and myself. She's from Mobile and I think we have a few pretty girls down our way too.

I just finished a trip on the Chiwawa for Cities Service, and brother, it was the worse trip I've ever made. Everyone was alright except the skipper and the second mate.

He was the one in 1949 that gave a fellow a letter of recommendation for a full year's good service and then fired him for talking union.

Well so long for now fellows, and keep up the fine work you are doing. Oh yes, Would you please have the LOG sent to my home. My mother loves to read it and I like to keep up with things.

M. P. Skippy Zalick.

(Ed. Note: The LOG will be mailed to your home from now on.)

LETTERS

New Seaman Has Plenty to Learn

To the Editor:

Oh boy, does my stomach feel better after that Thanksgiving week. I had to wait to write for I couldn't have taken my mind off my stomach if I wanted to.

I am not much of a scribe but I would like to say a word for this railroad ocean ferry, the Seatrain Texas. I have been on here for seven months and that is a long time for me, even if I did come on because I was afraid to get away from the shore line after coming right out of the hospital in New Orleans.

But I have met some very good shipmates and some very good union men on this tub. There are not many beefs on this scow and when one comes up it is brought up and taken care of right away in good SIU style, so that when we have the pay-off the patrolman can take care of the business of dues and other things. I wish to say that whenever we had a beef the patrolman really took care of every thing in fine shape.

Of course, at this writing we don't know what we are getting. But I am speaking for the crew and myself. We sure want to extend a lot of thanks to the negotiating committee for what they have gotten for us.

Other unions in the country are jealous of our agreement and have been for a long time because they are different unions than ours and don't live together as we do and have the brotherly spirit we have.

I think we should go a little farther than we are to teach and educate the new man. I had one the other day say "forget the things we have done, that's under the bridge. What are we going to do?"

Well, brothers, you can't forget what is under the bridge because if it didn't mean something you would need no bridge.

I also was asked as a ship's delegate how much I got besides my dues paid. When I told the boy I got nothing and paid my dues, he said, "Oh, no wonder every one gives you such a hard time!"

But I have found that if you have good union shipmates being a ship's delegate can be more than just a delegate. You are helping a brother member that may some day be able to help you.

I was over and seen Frenchy Michelet at the new hall. He showed me around and boy it is swell. I remember when working with him on the New Orleans hall we were pretty well pleased with that job but boy this is really something I don't mean maybe.

Christmas greetings to all.

Bert Manifold
Ship's delegate

Oremar OS Shy On Sea Terms

To the Editor:

On most ships, it's the usual occurrence for the chief mate to follow the bosun around. Here, aboard the Oremar (Ore.), we have a four-month-old kitten who follows our serang around while he's taking the soundings.

We also have an OS aboard who hasn't been going to sea very long, therefore he doesn't know the names and terms used on the ship. Well, here's the topper: The other day he told one AB "the cat was following the bosun while he was measuring the bottom of the ship."

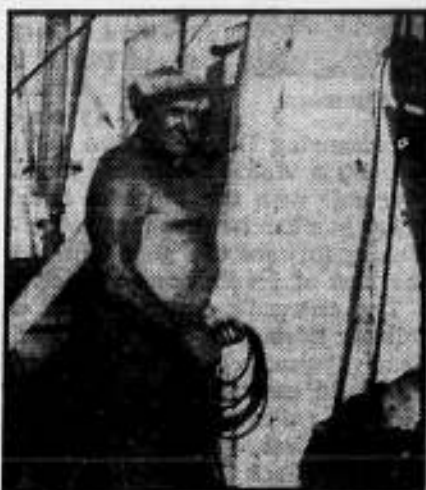
L. J. Brillhart.

Steel Apprentice Back Home Again

To the Editor:

Finally paid off in New York after five and a half months on the steel Apprentice (Itshman) as she wove her way around the world, calling on a bunch of Asian and Middle Eastern ports.

Things didn't go too bad or too well on the old rustbucket so I can't say I'm too unhappy that the run is over.



Taking soundings aboard the Steel Apprentice, Herman Mertz, ship's carpenter, strikes a rugged pose for the lensman.

We were bogged down in Djakarta, Java, for 22 days unloading. Left the States with our decks piled high with crated jeeps and trucks for that stopover.

John Bilko, AB and deck delegate, added a little excitement to the junket when he plucked a 285-pound, nine-foot, three-inch shark out of the briny while the ship was anchored five days in the Straits of Malacca awaiting orders.

Michael J. Carlin

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Hq Is Far Cry From Old Days

To the Editor:

Our first meeting in the new hall was certainly very impressive. The gathering on the whole was so orderly and cooperative that one had to reflect upon the past and think of what we seamen went through in the old days.

I recall the old hiring hall at 2 Stone Street, New York, and also the Union hall on Peter St., New Orleans. When you look around our new place in Brooklyn it makes one stand aghast, thinking perhaps we are in another world.

The old New Orleans hall was an old wooden fire hazard. There was no such thing as amusements, not even a deck of cards. When the hall closed you pounded the pavement frequenting the free lunch saloons and always hoping to get away to sea and from all your misery.

Thanksgiving Day I was one of the many brothers partaking in the dinner provided by the Union and believe me it was good. Afterwards, plenty of recreation was available right here at the hall. A wonderful thanksgiving for which I like many others am very grateful!

All this is to point out to the young seaman what used to be, in the hope he will bend every effort to show his appreciation for the beautiful hall the SIU now has and do his bit to keep it clean. Those receptacles on the deck aren't flower vases, boys, they're there for you to throw in your cigarette butts.

Maddy Farrell.

Greece Skipper Labeled 'Bucko'

To the Editor:

We the crew of the Greece Victory (South Atlantic) want to warn future crews of this ship of the caliber of officers that prevail on this vessel and hope that by exposing them and their methods we may be able to improve relations and conditions.

The captain of this ship is one Benny "Honey" Shaw, with whom lies much of the fault for our grievances. He is critical of all unions and the SIU in particular. He decries the condition of the ship, but admits that the crew is doing much to clean it up. Since it came out of the boneyard, the ship has had seven chief mates in seven trips.

The crew on the ship is above-average and even the captain concedes this. We have no alcoholics, no foul-ups. Realizing this fact but ignoring it, the captain persists in making things uncomfortable for us, aided by the chief engineer.

Our captain has been caught in the act of painting the radio operator's room together with sparks, showing how much importance he attaches to the agreement. He maintains that the ship is unclean but forgets that he has a big dog running around cluttering it up. He's reluctant to pay overtime to have the interior of the house cleaned up, preferring to have it all done by spot soogee. This is impossible as we have a bad soot problem.

He ignores safety regulations. Two trips previously he had a bosun who was his fair-haired boy. Under that bosun, the crew was sent aloft in bad weather and again later in England while cargo was being worked. The stack was painted in a snowstorm. The crew wanted him pulled off as he had no concern for its safety and finally he left at payoff.

Bosun Hardtimed

A new oldtime bosun who had an interest in the crew's welfare and pointed out unsafe working conditions is now being given a hard time by the captain but the crew is steadfast behind him.

The life of everyone aboard is further endangered because lifeboats are inadequately stored with water and food and some have no plugs. Among other things, on a three day holiday weekend, he called the crew back to work each day saying he did not care if the crew ever got to their homes. This was in New York.

All of this has tended to make a dissatisfied bunch out of what was once a smooth, well-formed crew. The chief engineer hasn't helped because of his spying on the deck gang and stewards and interference with shipboard union meetings.

Although feeling among some of the officers is that they're gentlemen, the last trip in Bremerhaven a couple of them were drunk and made nuisances of themselves.

Deficiencies in work by some officers caused failure of windlasses to work on several occasions and hit and miss navigation which at one time took us 50 miles off course when we were entering the English Channel.

However, this is not a blanket disapproval of all the officers. But the bad joes persist in a policy that blocks progress. The time has long since passed when a privileged minority can inflict antiquated ideas upon their employees. Labor organizations see to it that the worker gets a just reward for his efforts.

Laud Boston SIU For Blood Gifts

To the Editor:

The family of Mrs. Sarah Molloy, Everett, Mass., grandmother of Ronald Thompson and mother of Mrs. James Enwright, extend their heartfelt thanks to the Seafarer's International Union at 278 State Street, Boston, for their prompt response to an urgent request for blood donors.

In particular, we wish to thank the three young men, now on the high seas, who gave their blood for Mrs. Molloy at the Massachusetts General Hospital on September 11th, as well as those others who volunteered and were not needed. It makes us very happy to tell all concerned that Mrs. Molloy is now at home and in good health.

The prompt action and cooperation of the Agent and Dispatcher, James Sheehan and James Sweeney, contributed greatly toward putting the family at ease during such a trying time and we shall never forget their kindness.

Members of the SIU, whether at home or away from their loved ones, can be eternally grateful for their Union; for the wonderful men operating it and for the splendid men who are part of it; they are a credit to the land and the sea.

Mrs. James Enwright

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Baseball Battles Enliven SA Run

To the Editor:

Crew members of three Delta Line ships showed their skill in both baseball and softball in two tight, well-played ball games in Brazil at the Santos Athletic Club.

A large crowd of Brazilians watched the second game of the doubleheader, and were evidently much impressed. Baseball fever has really caught on as far as the Del Alba is concerned with an ambitious schedule of games planned for both north and south-bound trips.

The first contest was a five inning baseball game between the Del Alba and Del Santos nines, which ended in a 4-4 deadlock. The second game saw the formidable Del Norte team edge a combined all-star club from Del Alba and Del Santos by a score of 2-1 in eight innings of softball, or "jungle ball" in that the pitchers were allowed to throw overhand.

The baseball game was loaded with thrills as situations of just about every type came up. Hit and run plays, base stealing, squeeze plays, slugging and masterful pitching were all part of the repertoire. The game started as a pitching duel with that old campaigner, "Flat Top" Kendrick starting for the Albas, opposing "Boats" Graham for the Santos. Both teams scored a run apiece in the fourth after three scoreless innings. Santos pushed across three runs in the top of the fifth as a light rain hampered the effectiveness of Kendrick's knuckler. But the Albas came back in the bottom of the fifth to knot it up.

Pitching Duel

The second game was a pitching duel throughout, with Sistrum for Del Norte opposing McInis for the All-Stars. Sistrum, a southpaw, depended on a variety of slow stuff against McInis' fast ball. With the game tied 1-1 after seven innings Del Forte managed to load the bases in the bottom half of the eighth with two out and Suarez hit safely to drive in the winning run. Outstanding performance in the game was the defensive play of Jack Balle in center field and Fred Ingram behind the plate.

Captain Rogers, a radio baseball enthusiast, was instrumental in arranging both games and acquiring the field. He is completely behind the Alba nine and believes it will be a top notch team with more practice.

Signed by 24 Crew Members

On the Job

While US shipping is still three to five years away from atomic propulsion and other equally fantastic developments which will revolutionize the shipping industry, there are enough new gimmicks coming into service to make quite a change in the duties of unlicensed personnel who have the jobs of maintenance and operation.

Cooks and stewards will be interested to learn that electronic cookers, known as "Radaranges" have already been installed on ocean-going ships and could conceivably become standard galley equipment.

The chief advantage of the "Radarange" is in its speed of operation. Foods which would take anywhere from a few minutes up to several hours to prepare under ordinary conditions can be cooked in a few seconds in the radar cooker. Without getting too technical about it, the "radarange" is a device for producing microwaves which enter the food and generate heat, cooking it in the process.

Of course cooking electronically will involve the use of an entirely new set of recipes and working techniques geared to doing things in the twinkling of an eye rather than in several hours as formerly.

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Another gadget for the galley is an electrically-operated scouring device for scrubbing, scouring and polishing cooking utensils, work surfaces and galley equipment. The machine consists of a motor and drive shaft and a hand piece with two interchangeable brushes, one of stainless steel wire and the other of nylon. The steel brush is for cleaning ovens, broilers, grills, gratings and the like while the nylon brush is for the various cooking utensils. All in all, it is an electrical substitute for good old-fashioned elbow grease.

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Deck gang hands can be saved a lot of labor by the adaptation of the paint roller for shipboard use. Paint rollers have become increasingly popular in recent years as replacement for brushes when painting large surfaces such as walls and ceilings. The paint is poured inside the roller and is released as the roller is pressed over the surface.

The heavy-duty paint roller for shipboard use consists simply enough of a paint roller mounted on the end of a long handle. Coming in sizes as long as 18 inches, use of the roller makes possible a good deal of overhead painting from a standing position on the deck, making it unnecessary to use scaffolds and ladders in many instances. The roller is also supposed to apply paint much faster than the conventional brush. When it comes to painting smokestacks however, the old rig and brush method still applies.

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Talking about paints and painting brings to mind an ingenious device for controlling insects aboard ship. A company in Allentown, Pa. called the Dianol Sales Corporation is putting out an insecticide which is mixed with paint. The manufacturer says that the product can be mixed with all types of paints and finishes including whitewash, cement, casein, oil, water and dry paints. Once mixed with the paint, it will kill any insect passing over the surface, and is claimed to be completely odorless and not harmful to humans. The insecticide is supposed to remain effective for the life of the paint job, up to four or five years.

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New refinements have been made in the "metal mike," the automatic steering robot device manufactured by the Sperry Corporation. The latest model of the Gyro-Pilot can hold a given course with much more accuracy, and can steer a vessel on a new course without overshooting.

The old "metal mike" used a system known as displacement steering when changing course. In this system the rudder was not returned amidships until the vessel had completed the amount of turn desired. But by the time the rudder was returned, the momentum of the ship caused it to overshoot. The newest gyro-pilot model is designed to eliminate this condition by adding "rate" control in steering. In other words, the speed of the vessel (and its consequent natural momentum) is taken into account by the Gyro-Pilot, and a greater or lesser amount of rudder angle applied to compensate for the momentum.

The newer model is also more accurate in compensating for wind conditions and other factors which will affect the steering of the vessel.

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After several years of experimentation, aluminum is coming into more general use in the construction of ships. Many parts of the super-structures of vessels, including such accessories as lifeboats are being made of aluminum on the newer ships now being constructed. The Alcoa Steamship Company has been one of the pioneers in the use of this material instead of steel on several of its newer ships.

The major advantages of the use of aluminum as far as Seafarers are concerned are its corrosive-resistant qualities and its lighter weight. This means considerable less maintenance work in the way of painting, chipping, etc. as well as greater ease in handling of movable deck gear. Chief obstacle to the adoption of aluminum construction throughout the ship is its greater cost as compared to steel.

THE LABOR ROUND-UP

Keep the Spigots Open—Unions and employers in the alcoholic beverage industry have joined hands in a united plan to fight prohibitionists who have been campaigning actively to dry up the country in local option elections and through restrictive legislation. Local option dry laws cover communities, counties and states with a population of 28,000,000 Americans. With the increase in liquor taxes, labor unions in the field also fear a rise in bootlegging. Unions which participated in a joint conference with employers recently were the Hotel and Restaurant Employees (AFL); Brewery Workers (CIO) and Distillery Workers (AFL).

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Milking the Public — Talking about liquid refreshment, the Detroit Federation of Labor has protested a recent half-cent a quart increase in milk prices in that city. The Federation complained that although distributors are paying farmers less for whole milk than they did four to five years ago, the price has gone up several cents a quart during that period. The public, says the DFL, should be enjoying a reduction in prices instead of having to face another increase.

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Three Showings Daily — AFL Papermakers Union is following in the footsteps of the SIU and other unions by making a motion picture about its activities. The film, called "Union in the Mill," is scheduled for release sometime toward the end of December and will be a review of the union's activities in the paper industry.

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We Hope It Fits Nicely—A new wage pattern is certain to emerge from current negotiations between the million-member United Steelworkers (CIO) and the giant United States Steel Corporation. Under present wage freeze regulations, steel workers would not be entitled to more than a six-cent an hour increase, but all expectations are that the government will come through with a new formula which would prevent a strike at the contract's deadline date, New Year's day.

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It's Red, Not Black—We always thought it was printer's ink, but members of Typographical Union No. 6, New York, proved they have real red blood in their veins when 385 men turned up at the Red Cross in one day to donate blood. Another 200 made appointments for a later date. Included among the donors were workers in the shop where the LOG is made up and printed.

MARITIME

Ocean-going ships and coastal craft moved more cargo over the Delaware River last year than on any other waterway in the country, states a report just released. Commercial cargo amounting to 76,132,523 tons was moved over the river. The Mississippi and Ohio Rivers ranked second and third, respectively, while New York's Hudson took the eleventh spot. For an over-all picture, a total of 28 rivers and canals carried over 2,000,000 tons of commerce in 1950.

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One of the most important innovations in the industry is said to be the entry into regular service of the Shell tanker Auris, which is partially powered by gas-turbine machinery. This new propulsion set-up offers several advantages over commercial engines, particularly the fact that there are only two moving parts in a gas-turbine plant, as compared with more than a dozen in others. Also important is the smaller space needed, less weight over-all, probable lower operating costs and reduced chance for conk-outs.

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A runaway engineless hulk with 12 men aboard was cluttering up the sealanes on the western coast of Norway at last reports. The ship is the former German freighter Aachen, salvaged by a Norwegian concern from the bottom of Narvik harbor, where she was sunk during the fighting in 1940. She was drifting in a sea snowstorm after breaking away from a tug . . . A "sea demon" reported in the streets of Roslyn, Long Island, turned out to be the massive bronze statue of a "sea monster" which thieves dismantled from a nearby estate and sold for scrap.

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The Federal Maritime Board reported 83 more vessels added to the active merchant fleet during October, bringing the number of ships (1,000 gross tons or more) to 1,951. Private ownership accounts for 1,292 of these . . . A giant shipping terminal on the shores of San Leandro Bay in Oakland, Cal., is in the works after completion of negotiations for 145 acres of land. Located north of the Municipal Airport, the site will be partly reclaimed from tideland.

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Japan, which has been crimping shipping from west coast SIU ports, is branching out still further. Latest move is an attempt to boost trade with Indonesia . . . The ICC denied an application by another operator seeking to move Dupont chemical cargoes between Gulf and North Atlantic ports already served by Seatrain and Pan-Atlantic, SIU-contracted companies . . . New low-fare transatlantic air service at a "tourist class" rate of \$270 one way will be available next Spring.

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Acting on its own in the absence of U. S. approval, Canada, has a begun to set wheels in motion for the St. Lawrence Seaway, water link between the Great Lakes and the Atlantic. Government officials asserted its need to stimulate Canadian economic development and defense programs . . . Another new wrinkle in ship propulsion is the announced plan of a Cleveland iron concern to install single boilers instead of the traditional two on three conventional Great Lakes ore carriers. The firm is willing to gamble on the lone boiler not conking out at sea, citing a 30-year record without a boiler failure.

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Providence AFL longshoremen set a new port record in unloading cargo from the freighter Texan recently, pulling an average 15,000 feet of lumber an hour out of her holds . . . Orion Shipping and Trading Co. has ordered two "supertankers" at an estimated cost of six million dollars each from the Quincy, Mass. yards of the Bethlehem Steel Co. The new ships, keels for which will be laid in mid-1952, will be over 29,000 tons, 644 feet long, 85 feet wide and will make up to 16 knots.

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An experimental method departing from the normal launching operation was proven successful when a 90-foot steel railroad scow was catapulted into the Kill Van Kull at Mariner's Harbor, Staten Island, from the end of a construction line. Hydraulic dollies propelled the scow along a track and shot it into the water from the bulkhead at the end of a pier. Tugs took over from there.

~ ~ ~

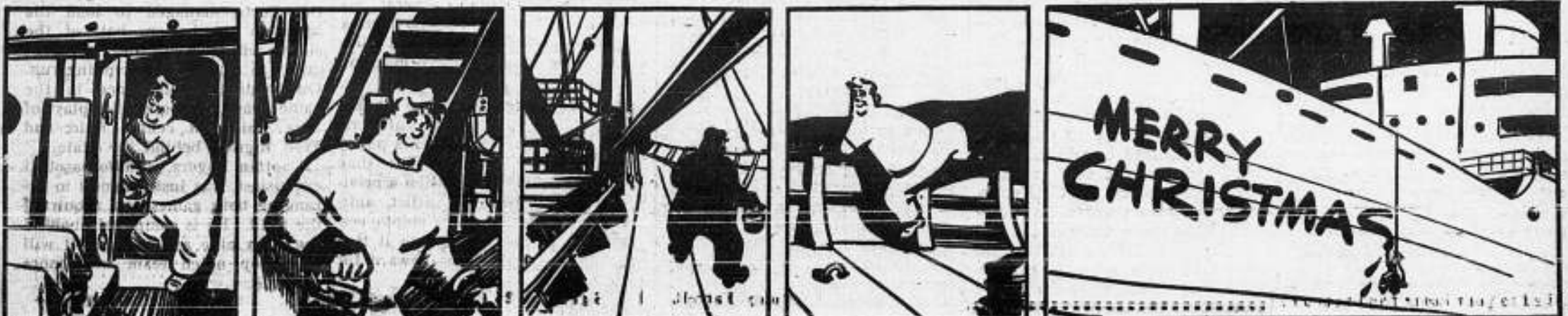
Wing stabilizers to reduce rolling in heavy seas will be tried out by the Cunard Line next year. Useful during the war when the British Navy developed them to steady ships for more accurate shooting, the stabilizers are reported to have corrected rolling in a matter of seconds aboard a 24,000-ton passenger vessel in Far East service. They are described as somewhat similar to airplane wings with moveable flaps that can be projected from the ship's side when it starts to roll in heavy weather.

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The first jetty pier ever constructed in Brazil is now in use. An experimental project, the Rio pier can berth four large steamers. If it should prove its usefulness, it is reported the Brazilian government will modernize the entire docking system and do away with bulkhead docks now in use. Port congestion has been further created by the need for larger warehouse facilities, 14 ships at one time waiting to dock because of no dockside cargo space.

Burly

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SIU Urges Coal Speed-Up To Europe

(Continued from page 3)
ditional funds for aid to Europe, and discussions are already underway on this score. But as stated in the SIU letter, "immediate government action is imperative" as the Europeans need the coal now. Reducing the cost of coal at European ports via the suggested methods would have the same effect as increasing economic aid. What it would do is accomplish

that same end faster, and is liable to meet with a more favorable reception in Congress.

Since the US government will have to pick up the tab either way, the SIU feels that its suggestions will mean a speedier and less cumbersome procedure which will get the coal to Europe now when the Europeans need it. Further, if the European governments knew that they were assured a plentiful supply of low cost coal, they would not move cautiously on their rearmament programs as much as they are now doing.

The full text of the letter is as follows:
Mr. Charles E. Wilson,
Director, The Office of
Defense Mobilization,
Washington, D. C.

Dear Mr. Wilson:
"We have read reports of an extremely paradoxical situation in view of the rearmament programs being pushed now by the United States and the European democracies.

"Reports have it that our European friends are in critical need of more coal to carry out their double objectives of rearmament and economic reconstruction, while the United States has a coal surplus and miners are working a short week.

"The United Mine Workers of America and its president, John L. Lewis, have, together with the coal industry, called attention to this situation and have suggested that some formula be worked out to permit transfer of the coal we have in such abundance to the North Atlantic pact countries where it is so vitally needed.

"It is our understanding that European democracies are forced to resort to the purchase of coal

from Poland in restricted quantity and very high in price.

"With the democracies' rearmament programs and our own defense effort dependent to large degree upon quick solution of this problem, it appears that immediate governmental action is imperative.

"Mr. Lewis and the coal industry leaders have announced their willingness to cooperate in dealing with this problem, and have reportedly urged that ships be made available for transfer of the coal. Responsibility for setting up any such program rests with our federal government.

"Perhaps the government will see fit to establish some agency or commission to provide a subsidy to meet the cost differential that is preventing European nations from getting enough of our coal in American bottoms at a price they can more easily afford. This coal is being paid for by ECA dollars which could be better applied to other European economic needs. By reducing the cost of such shipments in a manner such as suggested above, Europeans will be in a position to devote more of these dollars for the purposes for which they were originally intended.

"Inasmuch as there appears to be some doubt as to which government office would have jurisdiction over the problem, perhaps you can use your good offices to expedite the vitally-needed solution. With the defense of the West involved, there should be no delay in arriving at a solution which will enable coal shipments to be sent abroad in needed quantities as speedily as possible."

Yours sincerely,
Paul Hall,
Secretary-Treasurer.

WELFARE BENEFITS

REPORT NO. 17
By Robert Matthews, Asst. Secretary-Treasurer
Period Covered By This Report—Nov. 18-Dec. 1

Cash on hand	\$244,672.43
US Government Bonds	754,023.44
Estimated accounts receivable	150,000.00
Hospital Benefits Paid in Period	4,464
Total Hospital Benefits paid since July 1, 1950	\$9,071
Death Benefits Paid in Period	13,000
Death Benefits paid since July 1, 1950	139,666.66

USPHS HOSPITAL
STATEN ISLAND, N. Y.

John Brown	\$15.00
Maurice Burnstine	30.00
Nicholas Bechivannis	30.00
Domingo Camacho	15.00
Thomas J. Caffrey	45.00
C. U. Francis	30.00
William Glosen	45.00
I. B. Grierson	45.00
R. J. Hampton	30.00
Joseph Humphreys	15.00
Karl Jarve	15.00
H. C. Johnson	15.00
James Keahinul	80.00
V. Keikinen	20.00
Alex Keller	30.00
Sylvester Kettunen	30.00
John Kosinski	15.00
Peter Krupinski	60.00
Thomas Kustas	45.00
Robert F. Larsen	30.00
Michael Linko	30.00
Harold Lumt	45.00
A. McGuigan	45.00
John McLaughlin	15.00
Sam Merckerson	60.00
Vic Milano	60.00
Eugene O'Brien	15.00
John Parra	30.00
Earl H. Poe	30.00
Otto Preussler	45.00
Toivo Pukki	25.00
John Ramey	45.00
Juan Rueda	30.00
Jose Salgado	15.00
Frank Shipp	30.00
John Snyder	15.00
James Stickney	45.00
Stanley Swienkoski	45.00
John Tarko	60.00
Paul Turner	15.00
Samuel L. Vidal	15.00
C. Wallander	45.00
Henry Watson	45.00
Samuel White	15.00
George L. Wise	10.00
Clifford Womack	30.00
Total	1,515.00

USPHS HOSPITAL
GALVESTON, TEXAS

Tobe Beams	15.00
Morris J. Black	15.00
Charles J. Clark	15.00
Angelo Ferrie	15.00
Mark B. Hairelson	30.00
Frank P. Kelley	30.00
E. A. LaFarge	15.00
W. W. Lipscomb	30.00
James P. Lord	15.00
L. E. McCune	30.00
Albert M. Morse	30.00
Charles Scherhans	30.00
Saville B. Tribble	15.00
Total	285.00

USPHS HOSPITAL
NORFOLK, VA.

Lonnie C. Cole	15.00
L. A. DuBeau	15.00
Isaac P. Hancock	15.00
Frank Morris	30.00
William H. Strickland	30.00
M. Walker	15.00
Lewis J. Williams	30.00
Alven A. Willis, Jr.	15.00
Henry O. Cooper	10.00
Henry Everhart	15.00
Leonard G. Murphy	135.00
Shirley Rountree	30.00
Total	355.00

USPHS HOSPITAL
NEW ORLEANS, LA.

J. L. Arch	15.00
J. Bryant	15.00
Oliver Celestine	30.00
Lawrence D. Cook	15.00
Rogelio Cruz	30.00
Jessie T. Everett	15.00
F. H. Garretson	15.00
Paul G. Goodman	30.00
E. E. Gross	30.00
H. A. Jeffery	30.00
D. D. Kelly	30.00
Leo H. Lang	30.00
William Lynaugh	30.00
John Maybat	30.00
Sam McDonald	30.00
R. R. McLish	15.00
J. A. Morris	15.00
W. C. Paris	15.00
J. F. Pantiff	30.00
K. Raana	30.00
Claude A. Ray	30.00
Claburn E. Reed	15.00
Wilfred C. Sonnier	15.00
C. M. Tanehill	15.00
Horace Tostet	30.00
Lomie B. Tickle	30.00
Louis J. Willis	30.00
John W. Young	30.00
Total	675.00

USPHS HOSPITAL
MOBILE, ALA.

A. C. Ezell	45.00
Tim Burke	30.00
Allen B. Lynn	15.00
Joseph Saxon	30.00
Thomas Scanlon	30.00
Herman P. Stokes	10.00
Howard O. Williams	15.00
J. L. Buckelew	30.00
Thomas D. Dailey	30.00
J. H. Jones	30.00
Charles L. Knight	15.00
S. P. Morris	15.00
Total	295.00

USPHS HOSPITAL
SEATTLE, WASH.

Ralph Martin	15.00
SEASIDE GENERAL HOSPITAL LONG BEACH, CALIF.	
Julian Adams	15.00
Don L. McCombs	15.00
Total	30.00

VETERANS HOSPITAL
LONG BEACH, CALIF.

E. L. Pritchard	25.00
USPHS RELIEF STATION PONCE, PUERTO RICO	
Daniel Mejias	10.00
USPHS HOSPITAL SAN JUAN, P. R.	
Juan De La Paz	14.00
Rafael M. Vidal	10.00
Total	24.00

MANHATTAN BEACH HOSPITAL
BROOKLYN, N. Y.

Raymond Hassan	45.00
Clifford Middleton	45.00
Total	100.00

USPHS HOSPITAL
VINEYARD HAVEN, MASS.

James R. Porter	45.00
BELLEVUE HOSPITAL NEW YORK, N. Y.	
Woodrow Leving	60.00
USPHS HOSPITAL FORT STANTON, N. M.	
Charles Burton	30.00
USPHS HOSPITAL FORT WORTH, TEXAS	
J. H. Ashurst	30.00
VA HOSPITAL FORT HOWARD, MD.	
Virgil M. Hall	45.00
DEATH BENEFITS	
Edward J. Kelly	\$2,000.00
Howard S. Miller	2,500.00
Robert Pardo	2,800.00
Edward J. Kelly	500.00
Americo Durante	2,500.00
Daniel B. Gardner	1,500.00
Richard C. Meekins	1,500.00
Total	\$13,000.00

PERSONALS

Edward C. Johnson
A benefit check for sick time at San Juan Hospital is waiting for you at the SIU Welfare Office, 11 Broadway, N.Y.C.

J. Bowber
Get in touch with Wanda Bowber, 233 E. 32d St., N.Y.C.

Douglas Foulds
Your Coast Guard ticket is being held at the SIU Mailroom, 675 4th Ave., Brooklyn 32, N.Y.

Barney Speegle
Please call your wife as soon as possible at Dickens 9763, Baltimore.

George F. Martin
Your family is anxious to hear from you at 541 W. Rich Ave., De Land, Fla.

Eddie Driggers
Please leave papers, discharges and passport belonging to Lewis J. Williams at Norfolk Hall or mail to his home address.

Robert (Buck) Marowitz
Bill Scarlett, Europe-bound on John Priestley, wants to hear from you. Write to 2909 Ponce De Leon, New Orleans. Telephone is Victor 4029.

Sagteal Esahakian
Contact I. Duke Avnet, 602 Knickerbocker Building, Baltimore, regarding a legal settlement.
Creth L. Harrold
The Union Welfare Office advises that you haven't signed a death beneficiary card as required.

NOTICES

The following men have overtime checks coming to them from Cities Service ships. They may be picked up at any time at 23 Pearl Street, New York, N. Y.:
ABIQUA: D. Alt, H. J. Byer, Jr., W. Crusier, J. Hartman, Juan Leston, W. McIntyre, Robert Michael, Julius Moore, J. C. Munden, J. Permuy, Manuel Re. C. Tyler.
ARCHERS HOPE: Leonard Ellis, R. F. Jacobs.
CHIWAHA: R. Jackson, H. Staples, Hugh Williams.
COUNCIL GROVE: Ivan Bradbury, Edward Crosby, Edward Farrell, J. San Filippo, Peter Jomides, J. Magauly, Willard Parks, Edward Sarythe, Thomas Walker.

BENTS FORT: Alfred Case, Albert Eikenberry, Timothy Griffin, R. J. Henninger, James Ray, Walter Stubbe.
BRADFORD ISLAND: John Capozzi, T. McCann, James Preston, Edmund Spencer.
FRENCH CREEK: Salvatore Abu, Ernest Bossert, A. Carrano, Stune Christianson, Joseph Collins, P. Fitzsimmons, Daniel Haggerty, Maylon O. King, Paul Krumborgs, W. F. Lawless, C. B. Mahoney, Spyro Pandeledes, Manuel Poperman, Sidney Secree, W. E. Treadway, William Wendland, Elmer G. Wetmore.
GOVERNMENT CAMP: Thomas P. Conden, Joseph Foley, E. Molineaux, J. Staniecki, Jose Tablas, Arnold Valente.
LOGANS FORT: Robert L. Mays, John B. Schilling.
FORT HOSKINS: Robert Anderson, Edward Corral, Olav Gustavson, Antoni Przybylski, William Watts.

ROYAL OAK: Louis W. Boren, George Brown, David Demarets, John Di Pietronitono, Cecil Gray, John Levack, Albert Peterson, James Romano, Joseph Stodolski.
SALEM MARITIME: Edward A. De Felice—Only Relay Sent, Nathan Benenate, Clarence Brace, William Carraway, Delvin Reynolds, Hans Richardson, Francoise Savdie, Harvey Shero.
WINTER HILL: Thomas W. Brennan, Raymond Averitt, Percy O. Mays.
ALSO: Vincent Carmen, James A. Phillips, Walter Ramin, William Berks, Maurice A. Gray, Henry Hansen, Eugene Roberts, Elvis Warren, Patrick Coponiti, Charles Seney, Otho Ware, Ralph Todd, David Cullory, Mack Galligan, Robert Krug, Gayland Bahan, William Stephens, Jesse Melton, John Michelle, William Meijer.

Commie-Led CSU Bows Out

(Continued from page 2)
board unanimously recommended a settlement which included a wage increase and other improvements. But labor peace was not what the CSU was after. The political policy of the Communist Party dictated a fight against Marshall Plan aid to Europe. The CSU leadership obediently went along. Without even consulting the membership, it overrode the recommendation of its own representative on the conciliation board and called a strike.
That was the last straw for the long-suffering members of the CSU. They began to flock in droves to the SIU, and the SIU signed an agreement with Canadian shippers on the basis of the conciliation board recommendation, an agreement which was perfectly satisfactory to the Canadian seamen themselves.

Few Kicks Left
While the unnecessary political strike was the crusher for the CSU, they still had a few kicks left in their locker. In a desperate bid to regain their fast-slipping grip, the CSU leaders sent out their musclemen to assault Canadian seamen who dared defy their leadership. Blackjacks, baseball bats, pick handles and meat hooks were used in a reign of terror on the waterfront. This too proved futile as Canadian seamen vigorously defended themselves and the police cracked down on CSU "arsenals" and arrested CSU officials for possession of deadly weapons.

Without the support of other waterfront unions, with an empty treasury depleted by political fund raids, and with its own membership slipping away, the CSU virtually gave up the ghost in the spring of 1949. Its last counter-attack was an attempt to tie up SIU-manned ships in British ports via a Communist-led strike of dockworkers. Canadian seamen, who have been

enjoying SIU representation for the past two years will not shed a tear at seeing the CSU go.

Union-Backed Polio Campaign Begins

(Continued from page 2)
tributed and turns it over to the March of Dimes.

SIU Amounts Rise
In the last three years since the SIU has endorsed the campaign, the amounts contributed by SIU members have shown a steady increase. In 1948-49 Seafarers contributed a total of \$912.33. This jumped to \$3,207.82 in 1949-50 and \$4,738.57 in 1950-51.

Money given to the March of Dimes fund campaign is used to help pay the medical expenses of infantile paralysis victims as well as to finance scientific research.

Seafarers are reminded that no organization is authorized to solicit funds through the SIU without the prior approval of the membership. Thus far the March of Dimes is the only organization which has received such approval.

Puzzle Answer

BAR	COLON	SAL
ODE	ARENA	ETA
AES	REMUS	ATE
SLING	SANTA	
TAPIOCA	LATCH	
LEAVE	ELKS	
ERR	SNELL	EST
LAON	ARMED	
LIANA	TONIGHT	
SNERD	TELAE	
RIO	RADIO	AIN
INK	AMATI	STE
AGE	SEWED	SIT

Quiz Answers

- False. Table Top is in Capetown, South Africa.
87. Remember "Four score and seven years ago..."
- 202.
- The lady was found not guilty. The "Helpful" fellow with the gun was at fault. He set "a deadly agency" in motion, the court said.
- Six white, seven red.
- Nine.
- Heavyweight. An English stone is 14 pounds.
- A is B's wife.
- Blue Peter (code letter P) is blue with a white square.
- False. It's set back a day going east.

... DIGEST of SHIPS' MEETINGS ...

CECIL H. BEAN (Dry-Trans), November 9—Chairman, Gerald Maher; Secretary, Lief Hope. Ship's delegate reported that a wire was sent to have a patrolman meet the ship on arrival because of an injured man. Steward F. Gardner gave a vote of thanks to the ship's delegate for his cooperation on the two trips that he has made as ship's delegate.

SEADREAM (Colonial), November 31—Chairman, Ralph Williams; Secretary (not given). Delegates reported everything okay, no beefs. Chairman took over and explained to many of the new members the functioning of SIU contract; that men will be assisted by the Union on any questions arising regarding their papers, etc. He also explained benefits derived from the new contract. A vote of thanks was extended to the officers at New York headquarters for the splendid job they have been doing with respect to protecting the membership under the contract, raises, etc. The matter of smoking on the bridge was brought up.

WILLIAM BURDEN (Western Tankers), November 15—Chairman, Gene Flowers; Secretary, Jim Van Sant. Delegates reported no beefs. The washing machine is to be kept clean at all times. Suggestion was made to have more of a variety in salads. The membership was asked to keep the messrooms clean and wash out dirty cups.

STEEL RANGER (Isthmian), November 4—Chairman, Robert Pridoux; Secretary, John Bachus. Delegates reported no beefs. The steward requested cooperation in turning in linen at conclusion of voyage. Chairman instructed department delegate to make up repair lists and submit them to him.

SANTORE (Ore), no date—Chairman, F. Allgeir; Secretary, T. A. Patroquin. Delegates reported no beefs. Chairman read literature from headquarters and explained to the crew the new benefits. Motion made and carried to approve and accept all literature from headquarters. Discussion on lack of silverware. The lockbox in the mess halls have been going out of order and the chief engineer has promised to fix them personally. The crew donated 50 cents to repair the washing machine and all hands are to help keep it clean. All oldtimers tried to explain the benefits of the SIU to the men who comprise the bulk of the crew. All seemed interested and asked many questions about union activities.



November 19—Chairman, W. Logan; Secretary, W. Moore. Delegates reported no beefs. While in Algiers the member ship will try to keep all outside doors locked except gangway door to prevent longshoremen from entering. Discussion on sending repair list to company so that repairs will be done as soon as possible.

ALICE BROWN (Bloomfield), November 11—Chairman, James Prestwood; Secretary, Eddie Bender. Delegates reported that a brother voluntarily added \$5.50 to ship's fund to buy a new agitator for washing machine. Motion made and carried that delegates see somebody about the leaks in the ship. A suggestion was made that 25 cents be donated in Honolulu so that the steward can buy some extras for Christmas.

BEATRICE (Bull), November 27—Chairman, W. Rhone; Secretary, L. Thomas. Delegates reported no beefs. One crew member missed the ship in New York. Motion made and carried for performers and noise makers to be reported to the patrolman. Suggested to have ventilation repaired on starboard side. Motion made that night lunch or any other beef pertaining to the steward's department be reported directly to the chief steward.

ROYAL OAK (Cities Service), November 25—Chairman, E. Duxbury; Secretary, T. J. Moore. Delegates reported no beefs. The crew was told how to operate the washing machine properly. Discussion on two men who piled on a few hours before sailing in Lake Charles. Discussion on the supply of milk. All hands agreed that a larger quantity should be obtained.

THOMAS LEATHER (Eastern), November 22—Chairman, D. R. Reynolds; Secretary, C. Nelson. Delegates reported everything okay. Discussion on keeping laundry clean. Suggestion that scupper be made on port side. Suggestion that the passageway be kept clean in all departments.

STEEL APPRENTICE (Isthmian), November 14—Chairman, J. Bilko; Secretary, C. Hitchcock. A letter was sent to headquarters regarding crew ice box not being repaired. Action was taken and ice box was repaired after a month. It was suggested that the steward have the messrooms painted if the deck department hasn't the time. Vote of thanks to the 2nd cook and baker for coffee time cakes.

STEEL CHEMIST (Isthmian), October 28—Chairman, M. Bass; Secretary, M. Lorenze. Delegates reported all smooth, some disputed overtime. Carpenter asked the steward to keep in closer contact with the crew. The crew was reminded that no ship's gear would be carried ashore.

DAVID JOHNSON (Mississippi), November 18—Chairman, Jo Touart; Secretary, Ben Blackmon. All repairs are to be listed and handed over to the steward who in turn will type it. Sanitary men outlined their respective duties. The stewards department is to take care of the recreation room and the engine and deck are to take care of the laundry room.

SWEETWATER (Mar Trade), November 18—Chairman, Robert H. Bridge; Secretary, T. Maher. Delegates reported everything in order. Steward asked to secure some fresh vegetables in the next port and to include squash and egg plant. The crew was asked to turn in all cots and extra linen to the steward.

HARRY T. (Palmer), November 22—Chairman, Nick Swokle; Secretary, D. M. Ravosa. Delegates reported everything satisfactory. Discussion of drinking aboard ship settled. Everyone using washing machine was requested to clean up when finished. Crew also extends sincere thanks to entire committee who negotiated the new agreement.

SEATRAN TEXAS (Seatrains), November 18—Chairman, H. Nichols; Secretary, E. Jones. Delegates reported no beefs, all is going along satisfactorily. A vote of thanks to the steward department for the wonderful Thanksgiving dinner. A collection will be taken up for Christmas decorations.

SEATRAN NEW YORK (Seatrains), November 18—Chairman, R. Sweeney; Secretary, G. Goldstein. Delegates reported no beefs. The memorandum of agreement on the new contract gains was read. Motion made and carried that the Seatrain New York go on record for praising the SIU negotiating committee for a job well done. Keys can be obtained for fifty cents deposit on each key. The ship's delegate told the delegates to get their repair list ready by the time the ship docks in New York.

SEATRAN LOUISIANA (Seatrains), December 2—Chairman, John Jelliffe; Secretary, Edward Hill. Complaints from men in regard to drinking water which is to be turned over to the patrolman on arrival in New York. At payoff there will be a \$1 contribution from each crew member for the ships fund. A letter from Paul Hall was read regarding the new LOG. Request for a library aboard.

SOUTHSTAR (South Atlantic), October 19—Chairman, C. McDowell; Secretary, R. Musselwhite. Delegates reported no beefs. Suggestion made to have educational meetings. Motion made and carried for each man to clean up laundry after using it.

SOUTHERN DISTRICTS (Southern Trading), November 18—Chairman, John Wolder; Secretary, Cecil Parrish. Delegates reported no beefs. Repair lists made out and given to the ship's delegate to be turned in at Norfolk. Vote of thanks to the stewards department for the good chow.

MADAKET (Waterman), November 10—Chairman, A. Sistrunk; Secretary, G. Gavros. Delegates reported no beefs. All correspondence from headquarters is to be posted on the bulletin board. The new contract was talked about and then voted upon by the members.

WARHAWK (Waterman), November 4—Chairman, J. Stringfellow; Secretary, J. Kane. Suggestion made to post meeting date and time at breakfast so that all hands will know. All members were asked to be on time when ship sails as there is a \$50 fine for not doing so.

MONTEBELLO HILLS (Western Tankers), November 14—Chairman, R. Blake; Secretary, H. W. Ryan. Delegates reported no beefs. Engine delegate complaint of performers at sea to be turned over to the patrolman upon arrival. Bosun spoke on the actions of bookmen and stated that they should set a better example for the new men. Rusty wash water caused much agitation. Ship's delegate is to look into the situation.

PECONIC BAY (Aegean), November 25—Chairman, Alexis Crichton; Secretary, Steve Wartelsky. Delegates reported beef on no shower or wash water on the ship. A well done to the steward for the way he is preparing the chow and the cold drinks every day. All hands wish to thank the Union leaders who protect seamen's benefits and rights on the sea.

ALEXANDER H. STEPHENS (Bull), Nov. 11—Chairman, H. Moodson; Secretary, M. Irvin. Delegates reported no beefs. Members asked to stop loud talking as shipmates off watch are sleeping. Suggestion to purchase flat iron from the ship's fund. Members were asked to bring books back to the recreation room so that everyone can get a chance to look at them.



CALMAR (Calmar), Nov. 18—Chairman, W. E. Ekins; Secretary, T. R. Plice. Delegates reported that the food was exceptionally poor. Motion made and carried that the steward be requested to get off. Suggested that a sufficient amount of crockery be brought aboard.

GOVERNMENT CAMP (Cities Service), Nov. 11—Chairman, Davis Gilbert; Secretary, Edward Gladner. The ship's delegate asked for the cooperation of the men when beefs arise. Motion made and carried to donate \$1 to the ship's fund. If new men on Liberties would read up on some of the Union literature it would help them to conduct themselves in a Union manner.

Dec. 1—Chairman, W. C. Craven; Secretary, Robert Bowes. Vote was taken by the crew as to whether the radio is to stay in the messroom. \$43 in the treasury, and some of this is to be used in Linden for recreational purposes.

LOGANS FORT (Cities Service), Nov. 30—Chairman, Martin J. Hitchcock; Secretary, Kenneth P. Goldman. Delegates reported no beefs, considerable disputed

overtime. There was an open discussion on how to register. All department repair lists checked at the meeting.

DANIEL H. LOWNSDALE (Isthmian), Nov. 25—Chairman, P. V. Milliole; Secretary, Edward V. Smith. Delegates reported no beefs. Ship's delegate is to call for a new library of books for the next trip. All new hands will donate money for the washing machine.

STEEL DIRECTOR (Isthmian), Nov. 22—Chairman, W. A. Fahn; Secretary, W. M. Stark. Ship's delegate read letter from headquarters regarding new contract. Discussion on benefits of new men, as to their full right and voice in meetings aboard ship. All agreed that the trip has been good so far and to try and keep it that way at payoff.



STEEL SEAFARER (Isthmian), Nov. 4—Chairman, W. Lawton; Secretary, J. Bryant. Delegates reported everything smooth except disputed overtime. Discussion on slopchest prices. Differences in slopchest price and order sheets to be brought up in the next meeting. Discussion on sailing time not being posted.

Nov. 25—Chairman, W. Lawton; Secretary, J. Bryant. Delegates reported all major beefs are to be straightened out with the patrolman on arrival. Discussion on cots and sheets. Some of the men were refused cots when steward had some in linen locker.

OREMAY (Ore), Nov. 15—Chairman, L. J. Brillant; Secretary, H. Girder. Delegates reported no beefs. \$6 in ship's fund which is to be used to buy a ship's electric flat iron.

SEATRAN TEXAS (Seatrains), Nov. 11—Chairman, W. Seuby; Secretary, E. Jones. A good and hectic meeting was held when it came to good and welfare. Ship's delegate spoke to meeting and told all hands to blow their top and they did in good old SIU style. The main topic was the steward and his stores. The steward promised to take care of all beefs and so another meeting came to an end.

W. E. DOWNING (State Fuel), Nov. 18—Chairman, Thomas Fleming; Secretary, George Hiar. Delegates reported no beefs. A list of repairs that will be taken care of in Boston were read to the membership. Watertight doors to be changed from messhall to lower house. A vote of confidence to the steward's department for the fine food and service.

NORTHWESTERN VICTORY (Victory Carriers), Nov. 25—Chairman, C. White; Secretary, C. Hartman. Suggestion was made that the crew help keep the messroom clean after messman leaves it in the evening. Motion made to mail the repair list from Europe to the union headquarters due to the fact that the turnover is so fast.

Nov. 11—Chairman, J. McBride; Secretary, C. Hartman. Ship's delegate will receive all donations for the ship's fund at payoff.

GOLDEN CITY (Waterman), Nov. 26—Chairman, Joe Simmons; Secretary, J. Malozinsky. Delegates reported everything in order, no beefs. Memorandum of agreement was read to the crew and voted on. A BR was picked up in Hamburg who happened to be an NMU man and was invited to attend one of the shipboard meetings. He stated that he would like to ship with the SIU.

Nov. 4—Chairman, J. Malozinsky; Secretary, G. Benz. Delegates reported everything okay. Complaints on beef being tough. The steward asked the 1st assistant engineer to repair the steam table and crew scuttlebutt. No action was taken and the matter was turned over to the ship's delegate.

LAFAYETTE (Waterman), Nov. 18—Chairman, H. Brown; Secretary, Peter Partick. Delegates reported no beefs. Memorandum read to the members. Ship's delegate suggested action be taken on performers during voyage.

RICHARD J. GATLING (Waterman), Nov. 4—Chairman, J. Newman; Secretary, W. Van Dyne. A suggestion was made that all hands be sure to turn off washing machine and leave it in clean condition. Ship's delegate is to see mate in regard to book shelves in the recreation room.

Nov. 18—Chairman, O. Kase; Secretary, W. Van Dyne. Motion made and carried to give vote of thanks to the negotiating committee for good work done in getting the first 40-hour week for seamen. There was a suggestion that meetings be held every two weeks at 1:00 p.m. and 6:00 p.m. to give all hands a chance to attend.

CUBORE (Ore), November 14—Chairman, Clarence Davis; Secretary, P. Kere. Delegates reported no beefs. Motion made and accepted to favor the new contract. A vote of thanks to the negotiating committee for getting such a good contract and wage increase. Everyone has been asked to clean out the laundry tubs after using them.

GENEVIEVE PETERKIN (Bloomfield), November 18—Chairman, Jack Kenedy; Secretary, C. H. Foster. Ship's delegate contacted the captain in regard to cleaning up ship and sougeeing fo'c'sles before arrival in port. No disputed overtime; everything in order. Steward reported that he will order mattresses and pillows for all crew fo'c'sles.

KATHRYN (Bull), November 1—Chairman, P. Caludiz; Secretary, G. Burke. Delegates reported no beefs. All crew members were asked to take their hats

off during meal hour. Library books should be kept in their places.

ALCOA PILGRIM (Alcoa), November 19—Chairman, Roy Mullins; Secretary, W. M. Scott. Delegates reported everything okay. Discussion on fans in crew fo'c'sle. The crew is to renew library on arrival in Baltimore in exchange for old one. Each watch to leave messhall clean after watch.

BETHORE (Ore), October 2—Chairman, Dan Cherry; Secretary, Bill Dillman. Delegates reported everything running smooth, no beefs. During rainy weather water leaks through port holes as they need new gaskets. Men are complaining about food. Steward said company kept sitting him down on food all the time.

TRINITY (Carras), November 11—Chairman, Charles Everett; Secretary, C. R. Smith. Delegates reported no beefs. Questions were asked on men missing watch. Men missing watch will donate \$10 to ship's fund and \$10 to the man who stands watch for him.

CAROLYN (Bull), November 19—Chairman, Ben Lawson; Secretary, Dickey. \$52 in the ship's fund. Delegates reported no beefs. Suggestion made to have a party for the crew with the money from the fund. The steward was asked to prepare better meals. Discussion about passenger who signed on as a crewmember.

BENTS FORT (Cities Service), November 23—Chairman, H. Kelly; Secretary, Paul Simski. Delegates reported no beefs. Motion made and carried to obtain 140 quarts of milk in each port. Motion made to obtain awning for the fantail. Discussion about overtime for carrying slopchest supplies aboard ship. A letter from SIU was read concerning the new agreement.

CHIWAHA (Cities Service), November 25—Chairman, James A. Phillips; Secretary, Richard J. Koch. Delegates reported beefs are to be taken up with commissioner at Marcus Hook. Motion made that a vote be taken on the new contract gains. New iron and ironing board cover to be bought out of ship's fund.

PONCE (Puerto Rico), no date—Chairman, T. Viera; Secretary, G. Switzer. The ship's delegate reported all in good order. The memorandum agreement was read and discussed. Under good and welfare the repair list was forwarded to the San Juan agent.

ANTINOUS (Waterman), November 18—Chairman, B. John; Secretary, La. Allen. Delegates reported no beefs. The new memorandum agreement was read carefully and discussed fully. The treasurer asked all the membership if they would donate \$1 to the ship's fund.

BRADFORD ISLAND (Cities Service), November 18—Chairman, Frank Lambert; Secretary, Chester F. Just. Chief engineer is to see the company about new fans. Delegates reported no beefs. Pamphlets from the Union were read and approved. Discussion on ship's fund. \$42.54 in ship's fund.

YOUNG AMERICA (Waterman), November 11—Chairman, Neils Larson; Secretary, Ralph Tindell. Delegates reported everything okay. Motion made and carried that steward make copies of the new agreement and post them on bulletin board. Suggestion made that the crew members take up another collection and send it to the marine hospital as an Xmas present to the brothers there. Agreed upon that each man donate \$3 for the Merchant Marine Memorial Chapel Fund.

CANTIGNY (Cities Service), November 30—Chairman, Jesse M. Ross; Secretary, Antonio Da Costa Goncalves. Everything running smoothly. Letter read from bosun leaving ship commending deck department. Jesse M. Ross elected ship's delegate. Ship's fund voted, one dollar from each man at payoff. Suggested headquarters see if more milk can be put aboard. Crew asked to cooperate in keeping messroom clean.



SEATIGER (Colonial), November 28—Chairman, C. Goodwin; Secretary, C. Kentfield. Captain won't have log lifted from several men logged. He passed ruling that all deck watches must stand their own watches. Anyone failing to turn in will be logged. Second pumpman beefed that due to hospitalization of chief he is only one left to pump out cargo. Chief engineer refused to allow freeman who is pumpman to help out while short a pumpman. Anchor pool of 5000 francs voted. Suggested educational session at future meetings.

FRANCIS E. WARREN (Mississippi), November 1—Chairman, A. C. Mitchell; Secretary, F. A. Hamilton. Matthew Gichenke newly elected ship's delegate. Bosun complained not enough water had been taken on in Seattle and that water was cut off from washing machine making washing clothes impossible. Evaporator cannot supply enough water, so chief engineer's to be asked to supply water for washer so that clothing, especially for stewards, can be kept clean.

KATHRYN (Bull), December 3—Chairman, L. Guellnitz; Secretary, E. Jimenez. Delegates reported no beefs. Chief electrician thanked entire steward department for a good job and fine dinner on Thanksgiving Day.

SEABEAVER (Colonial), November 29—Chairman, Bill Thompson; Secretary, Bill Cannon. Engine delegate beefed that first engineer is too overbearing on the men. Need engine repairs before leav-

ing Aruba. Water situation bad, ship's delegate to see captain about it. Suggestion that fans and ventilation systems be checked. Crew asked steward to secure cots, there being none aboard.

ZANE GREY (Isthmian), November 28—Chairman, none given; Secretary, none given. No problems noted in all departments. New ship's delegate O. J. Jones stated he did not consider his job to be wet nurse to crew. Beefs to be aired at meetings, not topside. New memorandum agreement for pay, overtime and other welcome advantages read and discussed. Crew voted unanimous approval. Minor improvements for a more comfortable voyage to be suggested to department heads involved.

SEAWIND (Seafarers), November 11—Chairman, D. Bell; Secretary, E. Boyd. No beefs. Suggested that matter of purchasing plaque in memory of deceased Charles Rohrer be deferred to last meeting before arrival in States. Request that crew be furnished a memo of draws, slops, etc., before arrival in Rio; ship's delegate to see master. Discussion on garbage. Should be placed in a central spot, and collected more often in port. Fo'c'sles need painting.

PETROLITE (Mathiasen), November 4—Chairman, Stanley Schuyler; Secretary, Philip J. Capling. Ship's delegate reported complaint by captain was straightened out in crew's favor. Suggestion that watches keep messrooms clean at night. Availability of DDT bombs for ants made known. Vote of thanks to stewards department from all hands and to pumpman for installing pipeline to washing machine. Attention of crew was directed to keeping quarters clean as SIU ships are clean ships and we want to keep them that way. Permission granted to licensed personnel to use crew's washing machine.

November 22—Chairman, Stanley Schuyler; Secretary, Philip J. Capling. No special beefs. Treasurer reported \$42.08 in ship's fund. Stewards thanked for good job on Thanksgiving. Discussion concerning draws, mail, and Japanese dock hands working on ship. Suggestion turned down to buy more phonograph records with ship's fund. Suggestion to change time of meeting, so men that have been on duty during previous meetings will have chance to attend.



DEL ORO (Mississippi), November 19—Chairman, Jack Procell; Secretary, Grant Tarbell. Repairs not made will be taken care of. Steward delegate said ship needs more dust pans and waste baskets for crew's quarters. Motions carried to enlarge crew's lockers to store more personal gear and to find out method used to determine port time in reference to discharges given, some means of identification being needed to fix vacation time. Crew urged to keep laundry room clean and posting of times each department is to keep it clean.

ELLY (Dianex), November 12—Chairman, William Carey; Secretary, Edward Gravin. Overtime for deck department last trip was settled. Fo'c'sles are being painted as agreed last voyage. Ship's delegate outlined for new men how an SIU ship should function, that all must work together to keep ship clean and in order.

SOUTHSTAR (South Atlantic), November 2—Chairman, C. F. McDowell; Secretary, W. E. Porter. Captain has requested all who are willing to do so to chip and paint number cargo holds number three and four. No beefs. Discussion on having larger variety of clothing and sizes in slopchest, on changing present brand of coffee and improving laundry and library.

CATHERINE (Trans-Fuel), November 11—Chairman, W. J. Reidy; Secretary, Agripino Despinol. Everything is shipshape with all beefs settled to crew's satisfaction. Some disputed overtime in engine department. Discussion on baker. Motion carried he not be allowed to soil at that rating until he can qualify for same. Stewards voted thanks for pleasant trip. Vote of confidence in SIU officials for their untiring efforts in setting the top wages and conditions in the maritime industry. Captain Gundersen came in for praise. He was always glad to do everything to keep crew happy.

SEA COMET (Orion), November 20—Chairman, Brown; Secretary, Dan Varday. No complaints in any department. Steward claimed a shortage in linen count. Suggested those who are getting a complete set or change of linen should return soiled linen to steward so it can be cleaned up for next trip. Expecting to arrive in Genoa Thanksgiving Day, crew approved putting off holiday dinner until ship was out to sea again.

YORKMAR (Calmar), November 14—Chairman, Edgel Luzier; Secretary, W. Schoenborn. Crew extended vote of thanks to SIU negotiating committee on contract gains and voted 100 percent approval of same. Discussion on shipboard harmony and minor beefs straightened out in Union style. Crew hopeful it will be home for Christmas.

PUERTO RICO (Bull), December 2—Chairman, Jim Murphy; Secretary, Allan Lake. Engine delegate reported a bad leak chased oilers from their rooms but has since been repaired. Smooth trip noted by stewards. Motion carried to give \$25 from ship's fund to "Ship's Service Division." Volunteers asked to help on ship's paper. Motion to fix amplifier for meetings.



LETTERS

You can "bat the breeze" with old friends thousands of miles away by dropping us a line now and then and letting us know how you're doing. It keeps a man in touch.

PHOTOS

You may be no great shakes on the drawing board but everybody can click a camera shutter. There's a great deal of pleasure for friends and family in seeing photos of Seafarers they know in the LOG.

STORIES

Lots of unusual, interesting things happen on many voyages. If you or your shipmates have any experiences aboard ship or in foreign ports which would interest other Seafarers, write them up and send them in.

CARTOONS

Feel an artistic urge? Got a rib-tickling idea? Cartoons and drawings are always welcome, particularly when they illustrate shipboard life. It makes the LOG a more attractive and more readable paper to have on-the-spot drawings.

POETRY

"If your pen runs to a poetic turn, Send your rhyme in, don't let it burn." We'll run it in our Log-a-rhythms column.

NEWS

There's nothing like on-the-spot news to keep Seafarers informed of what's going on 'round the world. If you run across anything with news value, or if something interesting happens to your ship, don't be bashful. Write it up as best you can and send it in. We'll handle the rest of it.

FEATURES

Last but not least, we want to hear from Seafarers on matters of special interest. If you have an unusual hobby, have discovered some little-known information, or taken a trip to some out of the way place not usually visited by Seafarers, write us all about it so others can share the experience.