

GOV'T OPENS DOOR TO SHIP TRANSFER

Foreign Flags Get US Tankers

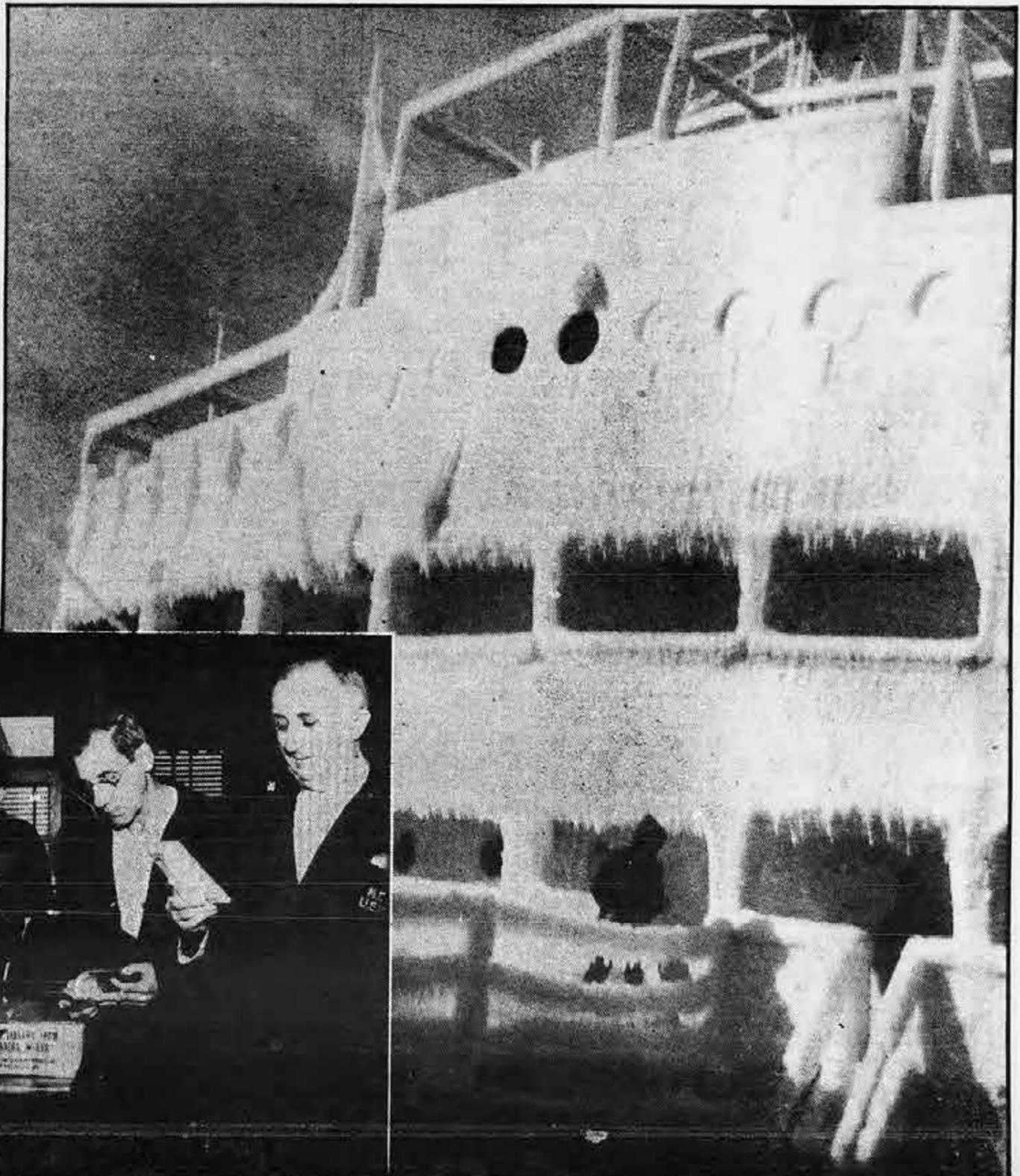
Story On Page 3

Plenty Of Frosting.

Caught in Portland, Me., last Sunday on the coldest day of the year, the SIU-manned Queenston Heights (Seatrade) wound up (right) with as perfect a frosting as any birthday cake. Seafarers aboard the iced-up tanker weathered temperatures of nine degrees below zero while hacking at the thick crust of ice to put deck gear back in order.

Hospital Libraries.

As part of mass distribution of SIU ships' libraries at marine hospitals, a 200-book selection is delivered to the Manhattan Beach Hospital, where Seafarer-patients look over the brand-new titles. Although small libraries were donated earlier, the response was so great that mass distribution was instituted. Among those examining the books are Seafarers A. McGuigan, L. Kristiansen, A. Diaz, E. Delgado, J. Keenan and F. Landry. (Story on Page 3.)



MCS-AFL Confident As Election Begins

SAN FRANCISCO—With Harry Bridges still calling for a "no-union" vote, steward department men on West Coast ships began voting on February 10 in a National Labor Relations Board election to determine which union shall represent them. Opposing each other on the ballot are the Marine Cooks and Stewards, AFL, and the Communist-dominated National Union of Marine Cooks and Stewards (Independent).

The voting got underway in the offices of the National Labor Relations Board at 630 Sansome Street, San Francisco, and will continue for 90 days. Steward department personnel aboard West Coast passenger ships will vote at the NLRB offices when they are in port. The others will vote via a mail ballot.

Right up to the voting deadline, propaganda put out by Bridges' "Local 100" urged stewards to vote against union representation. The reason given for the stand was that it was the only way that the cooks and stewards could get rid of the present hiring hall system, whereby all stewards register in a hall operated by the Pacific Maritime Association.

Ridicule Argument

MCS-AFL representatives ridiculed the Bridges' argument, pointing out that once the election was over there was nothing to stop the SIU-affiliated union from negotiating a contract with standard hiring provisions such as are maintained by unions of deck and engine room seamen on the West Coast.

They pointed out that Bridges' recommendations would mean that steward department men on West Coast ships would be deprived of all union representation. That would put an end to contract conditions and leave the shipowner free to run things as he pleased.

The PMA hiring hall was set up as a makeshift, temporary device until the final decision would be reached on representation for West Coast stewards. It was established in the first instance to assure that members of MCS-AFL would not be discriminated against in hiring by the NUMC&S which held the contract with the Pacific Maritime Association until the new union entered the picture.

Voting on the first day in New

York City were the Hawaiian Educator and the Hawaiian Fisherman. Stewards on these ships received mail ballots when the vessel hit port. All told, 16 ships are scheduled to vote in the New York area.

Challenge Votes

Since the voting will include all men who were employed as of February 10, men on the beach after that date will be entitled to vote under challenge. Arrangements have been made by the NLRB to handle such votes in its regional offices from 10 AM to 12 noon every Wednesday for the duration of the voting period. Such ballots will be challenged until the men's employment records can be checked to see if they are eligible in the election.

With nearly 6,000 men eligible to vote, the West Coast election will be the largest ever conducted by the Labor Board on the shipboard side of the maritime industry.

MCS-AFL officials were confident of the outcome, pointing out that the rival union had virtually ceased to function, maintaining halls only in the ports of San Francisco and New York. The Bridges' call for a "no union" vote, they said, would only serve to split the opposition and strengthen the chances of victory for the SIU-affiliated stewards' union.



Members of the MCS-AFL in San Francisco, top, display confidence in the representation election underway on the West Coast. Below, two members of the stewards department, right, talk to NLRB official while waiting to cast their ballots.

Labor Board Sanction Aids Excello Delay

National Labor Relations Board approval of a company bid for an extension of time in which to file briefs has pushed the expected Government decision on the SIU's petition for bargaining rights among employees of the motor ship Excello further into the future.

With the Excello Corporation having obtained more time in which to throw in objections and legal motions stemming from the recently-concluded NLRB hearings in New Haven, Conn., board action on a report originally due sometime this month halted altogether. The company received a respite until March 11.

Company Union Set-Up

The report is expected to order the disestablishment of a company union set up by Excello, reinstatement with back pay for SIU sympathizers fired off the ship and either immediate bargaining by the company with the SIU or a representation election in which the SIU would be the only Union on the ballot.

Target of a lightning sign-up campaign by the SIU in January, 1953, the Excello is a converted LST hauling formaldehyde on regular runs between New Haven and the Texas area. The company is reportedly dickering for another tanker to put into operation immediately, as part of an expected build-up of its service.

Permanent 50-50 Law, Curbs On MSTs, Sought By Senators

Proposals for a permanent 50-50 law and a strict limit on shipping operations by the Military Sea Transportation Service highlighted the preliminary report of the special Senate subcommittee headed by Senator Charles Potter of Michigan. The committee also agreed that the US was woefully deficient in modern ships.

The Potter subcommittee was appointed last April to undertake a thorough study of Government subsidies in the maritime field and other maritime problems. It held a large number of hearings in Washington and other parts of the country, while one of the committee members, Senator John Butler of Maryland, studied shipping and shipbuilding in Europe. The third committeeman was Senator Warren Magnuson (Dem., Wash.).

It was expected at the time the committee was holding its hearings that it would put its recommendations in the form of amendments to the 1936 Merchant Marine Act and other legislative proposals. However, the fact that the committee characterized its report as a "preliminary" one makes it highly unlikely that any legislation will

be introduced on this score at this session of Congress.

Committee Findings

The committee's preliminary conclusions are as follows:

- The country could use an additional 165 cargo ships, six large passenger ships and 43 large tankers to meet defense needs.

- Eighty percent of the active fleet is ten or more years old and will become obsolete after 1962. Other nations are modernizing their fleets at a rapid rate.

- US shipbuilding is in a sorry state with no orders for vessels over 1,000 tons placed during the entire year 1953.

- The need for passenger vessels is very great, but no new applications have been made to build them because of disagreement over construction subsidies.

- The committee doubts that the law to encourage private financing of ships will have any practical effect.

- The committee found continuing foreign discrimination against US ships.

- The tendency of MSTs to dominate shipping was criticized as a menace to a civilian maritime industry.

- The 50-50 policy should be continued without question and written into basic law so that the issue would not arise time and again.

- The reserve fleet has little potential use unless steps are taken to modernize the ships.

The three-man group recom-

mended that further study should be undertaken on both operating and construction subsidies and on the nation's minimum merchant fleet needs. Along these lines it proposed study of subsidies for tramp vessels. It declared that the law on private ship financing should be investigated and amended to make it workable. As it stands now, it is not satisfactory.

Girl-Sans Come To Seattle



Girl-sans from the Orient come to Seattle, Washington, to show the wares of commercial company at Washington State Trade Fair, Gil Parker, steward, took picture.

Meeting Night Every 2 Weeks

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

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

SEAFARERS LOG

February 19, 1954 Vol. XVI. No. 4

As I See It	Page 4
Committees In Action	Page 4
Crossword Puzzle	Page 12
Editorial	Page 13
Foc'sle Photographer	Page 19
Galley Gleanings	Page 20
Inquiring Seafarer	Page 12
In The Wake	Page 12
Labor Round-Up	Page 13
Letters	Pages 21, 22
Maritime	Page 16
Meet The Seafarer	Page 12
On The Job	Page 16
Personals	Page 25
Quiz	Page 19
Seafarers In Action	Page 16
Ships' Minutes	Pages 24, 25
SIU History Cartoon	Page 9
Sports Line	Page 20
Ten Years Ago	Page 1
Top Of The News	Page 7
Wash. News Letter	Page 6
Welfare Benefits	Pages 26, 27
Welfare Report	Page 8
Your Constitution	Page 5
Your Dollar's Worth	Page 7

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Seafarer-patients at the Manhattan Beach hospital look over some of the new books presented by the SIU to the institution, as part of the SIU ships' library program started last year. Pictured (l-r) are: Archibald McGuigan, unidentified, John Keenan, unidentified and Frederick Landry.

SIU Steps Up Library Service To Hospitals

With SIU libraries getting a warm response from hospitalized Seafarers in New York and the various outports, the Union is stepping up distribution of reading matter to the men in the hospitals. Trial runs on the same library se-

lections as go to the ships have shown that the Union libraries provided a welcome and refreshing diversion for Seafarer patients. As a result, they will be a regular feature of SIU hospital services from now on, on a mass scale. These libraries, provided by the SEAFARERS LOG through the LOG fund, are distributed to all SIU ships by the SIU Sea Chest. SIU representatives in the various ports, who handle the weekly hospital visits, are taking the reading matter along with them for use by the patients.

The SIU library packages, containing 50 volumes of paper-bound books, have been a popular ship-board feature since their inauguration. Designed to meet the crying need for fresh, interesting reading matter aboard ships, the libraries are placed on board once every three months.

Wide Assortment

Each assortment of books consists of ten novels, 16 western stories, 16 mysteries, four non-fiction books, two on sports and two humor books. Arrangements for the distribution of the volumes through Pocketbooks, a major distributor of paper-backs, assures plenty of variety. Pocketbooks has rights to several thousand titles with new books constantly being added to the list as they are published.

With Seafarers convalescing in the hospitals in equal need of diverting reading matter, the service was extended to include men in the various USPHS hospitals. While some of the hospitals have libraries of their own, reading facilities in others is limited as on the ships. And in most instances, either on ship or ashore, collection of books for seamen to read is dependent on the spasmodic efforts of volunteer agencies.

Many such books are in poor condition, or are on subjects that hold very little general interest for the average reader.

Seafarers in the hospitals who have suggestions as to the kind of reading matter they would like to have are invited to pass them along to the editor of the LOG.

CG Changes Regulations On Screening

Conforming to a US Court decision, the Coast Guard has rewritten its security regulations on clearance of merchant seamen. From now on, any seaman who is denied validated papers will have to be furnished a bill of particulars in writing on which to base his appeal.

The change in regulations comes as a result of a ruling in a Federal Appeals court which stated that seamen and waterfront workers were being deprived of their rights by the Coast Guard screening procedure as it stood.

The change is expected to have little immediate effect on the industry since the screening program has been virtually completed with the exception of the small number of new men coming into the maritime industry. Recently the Coast Guard extended the life of existing validated papers from two to six years.

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

Gov't Opens Door To Large Scale Ship Transfers

In the face of attempts by the Committee of American Maritime Unions to limit transfers of US shipping to foreign flags, the Maritime Administration has announced that it has "relaxed" its policies on the transfer of Liberty tankers.

As a result, owners of 15 of these vessels, some of them still in active service, have applied for such transfers to Panamanian, Honduran and Liberian flags. They will not be required to replace the transferred vessels with new tonnage.

At the same time, a new foreign-flag fleet is set to put in its appearance with the announcement by Aristotle Onassis, multi-millionaire shipowner, that he would place about 25 tankers under the Saudi Arabian flag. The tankers would carry oil from Saudi Arabia under arrangement with the Government of that country. It is feared that this is the entering wedge in a move to drive American-flag tankers out of the Saudi Arabian run.

Swift Reversal

The Liberty tanker transfer arrangements represent a swift reversal by the Maritime Administration of its recently stated position that transfers of obsolete ships would be permitted when the owners of those vessels showed that they were providing newer, more modern ships to take their place under the American flag. Transfers without such requirements, if extended, could mean

the loss of much of the American-flag tramp shipping fleet.

American tramp shipowners have already raised quite a fuss in Washington about such transfers. They have told Maritime Administrator Louis Rothschild that if they didn't receive Government operating subsidies, they would ask to transfer their ships.

The general opinion in Washington is that the tramp shipowners have little or no chance of getting subsidies at this time. Consequently, it is expected they will apply for permission to transfer to foreign flags.

Just recently, on February 1, the legislative committee representing the conference of all non-Communist sea unions, the CAMU, met with Rothschild on the question of transfers. They were assured at the time that the Government's policy was to see to it that transfers were replaced by new tonnage. However, the Maritime Administrator balked at two other union demands. He said that he could not hold public hearings on proposed transfers and that no provisions could be written in to the transfers barring the ships from competing with the American flag.

While some of the transfer ap-

plications are based on the argument that the tonnage can no longer operate under the American flag in competition with more modern ships, others are still running and have been running steadily for the past several years, such as the Catahoula and Carrabelle, molasses carriers for National Distillers, an SIU-contracted outfit.

Should this new policy be car-



Aristotle Onassis

ried through and extended it is likely to produce a head-on clash between the CAMU and the administration. One of the planks in the CAMU platform is that efforts should be made to limit the fleets under Panamanian, Honduran, Liberian and other runaway flags.

Saudi Arabian Oil

The Onassis venture under the Saudi Arabian flag has stirred up a lot of excitement among major US oil companies and the State Department. Since Saudi Arabian and other Middle Eastern oil supplies are considered vital to US economy, US officials are reported fearful that the country would be dependent on Onassis for oil shipments if he should obtain a stranglehold on the Saudi Arabian trade.

Onassis, who currently holds Argentine citizenship, is under indictment in the US on charges that he conspired to defraud the Government in the purchase of tankers operated by US Petroleum

(Continued on page 17)

'Nobody Knows Why'—Leave Ban Sticks

With the Defense Department in Washington still sitting tight on its promised announcement of a uniform policy of shore leave for American merchant seamen at US military

bases all over the world, Seafarers continue to be victimized on this score, despite strong protests by the SIU.

A recent instance in a mounting series of incidents at installations maintained by the various armed forces at different points around the globe concerns the restrictions of crewmembers aboard the Lawrence Victory (Mississippi) and other vessels calling at St. Georges' Bay, Newfoundland, site of the Ernest Harmon Air Force Base.

In a typical show of Government red tape and "buck-passing," an Air Force investigation of the situation at the Harmon base revealed that there was no valid reason for restricting the men from going ashore, although the base itself was admittedly off-limits to seamen and other unauthorized persons.

In the face of this, however, stands the ruling by the Military Sea Transportation Service, which merely handles the delivery of cargo and stores to the base, that St. Georges' Bay itself is restricted, and that ship's crews must be confined to their ships while in port there.

A letter to this effect was given to the captain of the Lawrence Victory, signed by a "W. F. Crosson, MSTS, APO 862." In its turn, the letter was submitted to the Union by Mississippi to account for

the fact that no overtime was being paid to the crew as a result of the restriction.

Meanwhile, officials of the Royal Canadian Mounted Police, the security force which polices the area, reveal that as far as they know, there is no restriction at St. Georges' Bay or anywhere else in Canadian territory which would cover foreign seamen, including Americans. That's where the matter stands at the moment, with no one able to say where the merry-go-round will end.

SIU attorneys are continuing to study the legal aspects of the shore leave restrictions with a view to determining if the military has any legal right to restrict civilian seamen. Their conclusions would have an important bearing on claims for overtime payments as a result of unauthorized restrictions.

Some weeks ago, Union officials and representatives of SIU-contracted operators laid the problem in the lap of the Defense Department because of the mounting abuses of seamen by local military commanders. Meetings with Assistant Secretary of Defense John Fanning and representatives of the three armed forces yielded the concession by Government authorities that they themselves could find no valid excuse for the different bans at various bases and the promise to draft a uniform set of regulations.

Bull Line Wins SS Evelyn Claim

The A. H. Bull Steamship Company has won settlement of \$175,000 from the US in final payment for the old Evelyn, a pre-World War I ship that was sunk during World War II.

The Evelyn, a 5,000-ton dry cargo vessel, was requisitioned by the War Shipping Administration in September, 1943. Subsequently, the WSA offered the company \$247,000 for the ship which was declined. The company refused, filing claim in the courts and accepting 75 percent of the payment offered pending the court decision. That amounted to slightly over \$187,000.

The total payment for the ship came to slightly better than \$362,000 in reparation claims.

Sea Danger For Gasparilla Day Celebrants



Gasparilla Day in Tampa, Florida, had wet ending, above, as civilians and Coast Guard Auxiliary fought high seas to bring 55 passengers safely ashore from the 65-foot pleasure craft, Miss Birmingham, grounded in the surf off Treasure Island. The boat broke up minutes after the last passengers were cleared.

Seafarers Mailing Art Entries

The first mail entries in the Third Annual SIU Art Contest began filtering into headquarters this week, as Seafarers in the outports got the 1954 competition off to an early start. Entries will be accepted at headquarters through midnight, April 30, after which the judging will be held.

Under this year's contest rules, Seafarers can submit up to five entries in each of the four classifications: oils, watercolors, drawings and handicrafts. Three prizes will be awarded in each classification, a total of 12 awards in all.

Last year's contest prizes were 14-carat gold SIU emblem rings, and in 1952, the winners received waterproof, shockproof watches. Prizes for this year's contest have not yet been determined.

Judging of the third annual contest, as in previous years, will be

conducted by a panel of established experts in the field, including the art editor of the SEAFARERS LOG, who has assisted at the judging of the earlier contests.

Previous judging panels included at least one art museum representative and professional artists.

The work so far submitted includes handicraft items as well as entries for the other three divisions of the contest. The initial entries bore out the hope that as the contest becomes established as an annual SIU tradition, more and more Seafarers would submit their

work and attempt new forms of art work not previously exhibited.

Following the judging this spring, all entries will be displayed for a full week at a public exhibit in headquarters. Thus, Seafarers interested in selling their work should tag those entries with the desired selling price. Several entries, especially in handicrafts, were purchased on the spot by visitors during the week-long exhibit last year.

No Mounting Needed

All entries should be addressed to the Art Editor, c/o SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY. Paintings and drawings do not have to be mounted or framed if the materials are not right at hand because they will be judged solely on their artistic merits.

Where entries are submitted without mounting, the union will mount them on white cardboard so that they can be hung up for display.

Wrap Entries Carefully

All mailed entries, however, should be carefully wrapped, and the name and address of the entrant attached carefully so that the work may be returned at the close of the exhibition. To assure delivery, it is advisable to send all entries by special delivery or registered mail. Entries can also be submitted by bringing them to the LOG office at headquarters.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

BROTHER CHAIRMAN!

Seafarers at the last Savannah port meeting, February 10, had their meeting conducted by three rank and file Union members. Eddie Janowski of Baltimore was chairman of the meeting while Tom Burke and Douglas Acker, both of Savannah, served as recording secretary and reading clerk respectively.



Acker

Janowski, who sails in the steward's department, has been a member of the SIU for nearly 13 years. He joined the Union in the port of Baltimore on June 25, 1941. He is a native of Maryland and is 32 years of age.

Burke, who sails in the engine department, was born in Florida on July 17, 1926. He joined the SIU in Savannah in July, 1944, and makes his home in the Georgia port city. Acker, a deck department man, is 29 years old and an 11-year member of the SIU, joining in Savannah on January 6, 1943. He's married and lives in Savannah.

A couple of New Yorkers were out in Seattle for the Seattle port membership meeting of last week, Edmund L. Erlksen, was the chairman, and George Frank, recording secretary.

Erlksen was born in New York

41 years ago and became an SIU member in Baltimore on February 21, 1948. He sails in the engine department and still makes his home in New York City. Frank is a native of the Dodecanese Islands, in the Aegean Sea, but now lives in New York. He joined the Union in New York on April 4, 1949. The 27-year-old Seafarer sails in the engine department.

Philadelphia's last port meeting was chaired by Burton Hirsch, a deck seaman and veteran Union member who has been with the

SIU for 15 years now. Hirsch joined the Union in Mobile back on February 6, 1939. He's a native of Philadelphia, but he and his wife now make their home across the river in Camden, New Jersey. He will be 37 years old this month.

Recording secretary William Devenny has been a member of the SIU for just seven months now, receiving his membership book in New York on July 6, 1953. He's a resident of Philadelphia, 25 years old and sails in the deck department. John Gallagher, the reading clerk, has been with the SIU for 11 years. He also sails on deck and lives in the Pennsylvania metropolis.



Gallagher

As I See It . . .

Paul Hall



FOR MANY YEARS NOW IT HAS BEEN THE STANDARD PRACTICE aboard SIU ships to elect shipboard delegates and hold regular shipboard meetings. The results of these meetings have been duly reported in the pages of your SEAFARERS LOG and put on file as part of your Union's official records.

Your Union has found that these meetings have been extremely valuable. The reports of these meetings have served many purposes. Headquarters has found that they enable your officials to keep close touch with the sentiments and problems of the membership on board the ships, and is able to take necessary action accordingly with promptness. The meetings have also offered very valuable suggestions as to the conduct of Union business in dealings with the shipowners.

In many specific cases, where the crew has a problem of contract violation or other difficulties aboard ship, the reports received through the minutes have often enabled the Union to be right on top of a situation and either correct things before the ship comes in, or be prepared to take immediate action at the time of payoff.

Further, the holding of shipboard meetings has generally been the best way of bringing beefs and difficulties to the surface in a wholesome and constructive manner. While it would be impractical for a shoreside meeting to take up and act on problems of individual ships, the shipboard meeting has always proved the best place for kicking these matters around and arriving at a solution. It has been the experience of your Union in some instances that lack of regular shipboard meetings has aggravated existing grievances because it appeared to members of the crew and to the officers, that nothing would be done about them at the moment.

The meetings also serve as a good means of acquainting new men in the industry and the Union with the terms of the Union contract and the manner in which the SIU operates.

It is your Union's firm belief that active participation in such meetings is the mark of a good Union member. And even when the delegates, as in many instances, have nothing to report, that of itself is a sign that the meeting is serving its purpose in helping to assure a smooth-running ship.



A NEWS ITEM APPEARED RECENTLY TO THE EFFECT THAT

the Department of Agriculture is using 180 more Liberty ships as wheat and corn bins. These ships, located in boneyards at Astoria, Oregon; Puget Sound and the James River in Virginia will be loaded up with surplus grain that the Government has purchased from farmers to keep prices up. They are in addition to quite a few other ships similarly loaded for storage. About 125 of these have their holds filled to the brim while they sit at anchor up on the Hudson River in New York and down in Virginia.

It appears likely that if things continue as they are, the Government will have to turn over more ships for this purpose. And for every ship that is so loaded with grain, there are quite a few large storage bins back inland in the wheat and corn country that are also filled up with the overflow from the farms.

Of course, all this is going on while we are told that many people in other parts of the world are having trouble finding enough food to fill their bellies from day to day. Yet little or nothing is heard of transporting the wheat and corn to where it will do some good.

It seems a pretty obvious thing to all that the supplies are there, the ships are there and the demand is self-evident across the ocean in many parts of the world. Your Union is certain that there are those in Washington capable of figuring out a way whereby this surplus food could be put to good use. Certainly, at present, all that is being done with this food is to raise a fine crop of fat rats.

TALKING ABOUT FOOD BRINGS TO MIND A SUBJECT THAT

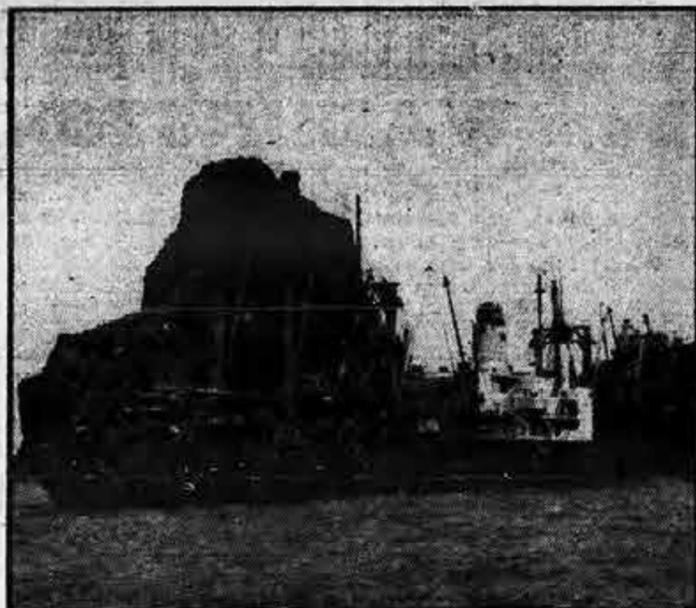
people are quite worked up about in this country, namely the morning cup of coffee. The subject of coffee prices has aroused a great deal of excitement and indignation in certain quarters. We have been told that official action is being taken by our Government, and that the US Senate is investigating the entire situation to see if some speculators are rigging the prices of the country's favorite morning brew.

Seafarers may not be experts on the subject, although it is true that the beverage gets quite a play on SIU ships where coffee time has been a standing contract feature for many years. However, there does seem to be one important factor overlooked in all the excitement, and that is the obvious fact that our morning cup of coffee depends on ships and seamen to deliver it to every breakfast table.

Naturally there would be considerable excitement and dismay in many quarters if in some emergency coffee would have to be severely rationed or not available for lack of ships and seamen. And what could be true of coffee would apply equally well to quite a few items that are important and necessary to our daily living—items like aluminum ore, iron ore, copper, tin, oil, wool, rubber, nitrates, hemp, manila, sugar, and a long list of other things that play a key role in our economy.

There are many who for some reason or another, cannot or will not recognize the vital need for US ships in our economy. Your Union intends to keep on emphasizing these facts until they are generally recognized by all.





The Cornhusker Mariner aground in Korea's Pusan harbor. A Congressional investigation is being launched into why the ship is to be scrapped. When towed to Japan, the lowest repair bid on the Cornhusker was \$2,600,000.

Cornhusker Fate Under Study

WASHINGTON—A Congressional investigation of the fate of the disabled Cornhusker Mariner is in the offing as the House Merchant Marine Committee voted to look into a decision to scrap the vessel.

The \$10 million SIU-maned ship ran aground off Pusan, Korea, on her third voyage and had to be cut in half before it could be towed to a shipyard in Sasebo, Japan. Subsequently, the Maritime Administration decided that the vessel should be sold for scrap and her remaining internal machinery and equipment should be salvaged.

The decision ran into immediate opposition in Congress with Senators Dennis Chavez (Dem., New Mexico) and Allen Ellender (Dem., La.) introducing a resolution to stop the sale of the ship. The two Senators declared that \$600,000 had been spent in salvage operations up until now, and that it could be made seaworthy for an additional investment of \$2½ million. They estimated that sale of the vessel for scrap would mean a loss of \$7½ million to the Government.

Apparently, with the other Mariners going in the boneyard, the

Government did not deem it worth while to invest the extra money to recondition the ship and bring it back to the States.

The Cornhusker was blown onto rocks in Pusan harbor during a bad storm last July. The rocks penetrated deeply into the ship's bottom with the result that tugs were unable to pull her off and the ship had to be cut in two.

In the course of lengthy salvage operations, it was reported that the vessel had been cannibalized of a great many parts and removable gear.

Finally, the ship's stern was hauled to Sasebo, Japan, where it remains pending Government action on the fate of the ship.

At the time of the grounding, the ship was on her third voyage under charter to the Seas Shipping Company. Consequently, the ship was virtually in brand-new condition, one of the reasons why scrapping is not deemed advisable.

The Cornhusker Mariner is one of 35 high-speed cargo vessels

NLRB Orders Hearing On AFL's Dock Vote Charges

With organizing operations proceeding on all fronts, AFL-ILA representatives are looking forward to hearings set by the National Labor Relations Board in Washington on the disposition of the New York dock election. Meanwhile, the new union continued its ground-

work for eventual take-over on the piers with the election of over 80 pier shop stewards for longshoremen and 32 stewards for checkers in the Port of New York.

A decision to hold a hearing was issued Wednesday from the Labor Board in Washington. The hearing will take up AFL charges of collusion, intimidation and other irregularities in the pre-Christmas election contest between the AFL-ILA and the old ILA.

The hearing, which will take place in New York, beginning March 1, will get evidence from the AFL-ILA in the form of movies, photographs, affidavits and

other material of large scale intimidation of longshoremen by the old ILA in the course of the dock election.

Confident of Outcome

AFL-ILA representatives are confident that the evidence presented will be sufficient to cause the Labor Board to throw out the entire dock vote and order new proceedings to determine the bargaining representative for Port of New York longshore workers.

The very fact that the NLRB issued a call for a hearing instead of certifying the results of the election was taken as evidence that the Board believed the AFL's charges had weight.

More action took place in Atlantic Coast outports when the old ILA signed an eight-cent-an-hour contract for workers in seven Atlantic ports—Boston, Providence, Philadelphia, Baltimore, Hampton Roads, Chester, Pa., and Portland, Maine.

The terms of the new contract were the same as those which ex-president Joe Ryan offered to shipowners in New York at the time the AFL-ILA was organized last September. At that time, the old ILA hastily withdrew its offer under a storm of protest from the new union which charged that the settlement representing nothing more or less than a sellout of the longshore membership.

AFL Demands

By contrast, the AFL-ILA has presented demands for a 20-cent wage increase, 12 paid holidays, and improvements in vacations, pensions and welfare benefits, as well as other fringe issues. The old ILA admitted the inferiority of the outport contract by signing a proviso with the shipowners that any gains in New York over and above those obtained in New York would apply in the outports.

It was believed that through this clause the old ILA was preparing itself for a retreat to the outports in the event the AFL-ILA wins representation for New York longshoremen and signs a contract for them. Such a contract would no doubt be superior to the eight-cent settlement negotiated in the outports.

While these developments were taking place, the AFL-ILA has been concentrating efforts on solidify-

ing and expanding its organization. Three new AFL locals have been chartered on the Jersey side of the Hudson River, one for Jersey City and two for Port Newark.

Shop steward elections, which provide the basis for direct pier-side representation for AFL longshoremen, are still going on. In the past week alone 16 stewards were elected in such areas as the Brooklyn Army Base, New York Docks, Staten Island, Yonkers, and Jersey City.

In most instances, stevedoring companies have recognized the stewards as representatives of their employees. Where they have refused, the new union has struck the piers. Walkouts on Pier 25, North River, the 5th Street Pier, Hoboken, and Piers 10, 11 and 12, New York Docks in Brooklyn were settled in short order.

So were the two most recent walkouts, one on Staten Island pier 20 and the other on United Fruit Co. piers 2, 3 and 7, Manhattan's west side. United Fruit longshoremen struck the piers for three weeks before the company capitulated, and agreed to recognize the AFL longshore shop steward.

Bills Propose Language Rule

WASHINGTON—A bill would require all seamen aboard US ships to understand orders given in the English language, both in speech and writing, has been introduced in the House of Representatives by Rep. Horace Seely-Brown of Connecticut. The bill is identical to a similar measure that has already been introduced in the Senate.

Both bills are based on recommendations by the Treasury Department. The Department explained that operating and safety mechanisms on ships are becoming more complex day by day, with the result that it is increasingly important for crewmembers to be able to read and understand printed instructions dealing with action in emergency situations.

built by the Government as a result of the Korean war emergency. The Maritime Administration has been attempting to sell these ships to private operators, but with little success thus far.

Missing Son May Be On Waterfront

An appeal on behalf of a missing son who may possibly be working around the waterfront has been received by the SEAFARERS LOG from the parents of Thomas Mounier, of Tucson, Arizona. The boy has been missing from his home since November 2, 1953.



Mounier

Mounier's mother wrote the LOG that Tom was very much interested in the sea and ships, and might be located in some port city.

The missing boy is 15½ years old, 5 feet 9 inches tall and weighs 145 pounds. He has blond hair, blue eyes and freckles.

Indications are that Mounier might be a victim of amnesia, since his mother reports that he has suffered from headaches for the past three years since he was a victim of a severe sunstroke. In that circumstance, he might be living under another name.

Anybody knowing of his whereabouts is asked to communicate with the editor of the SEAFARERS LOG, or with his parents at 2807 East 22nd Street, Tucson, Arizona.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.



Newark longshoremen smile happily as they look over their new AFL-ILA charter. They join a number of other New Jersey locals who have repudiated the old ILA.

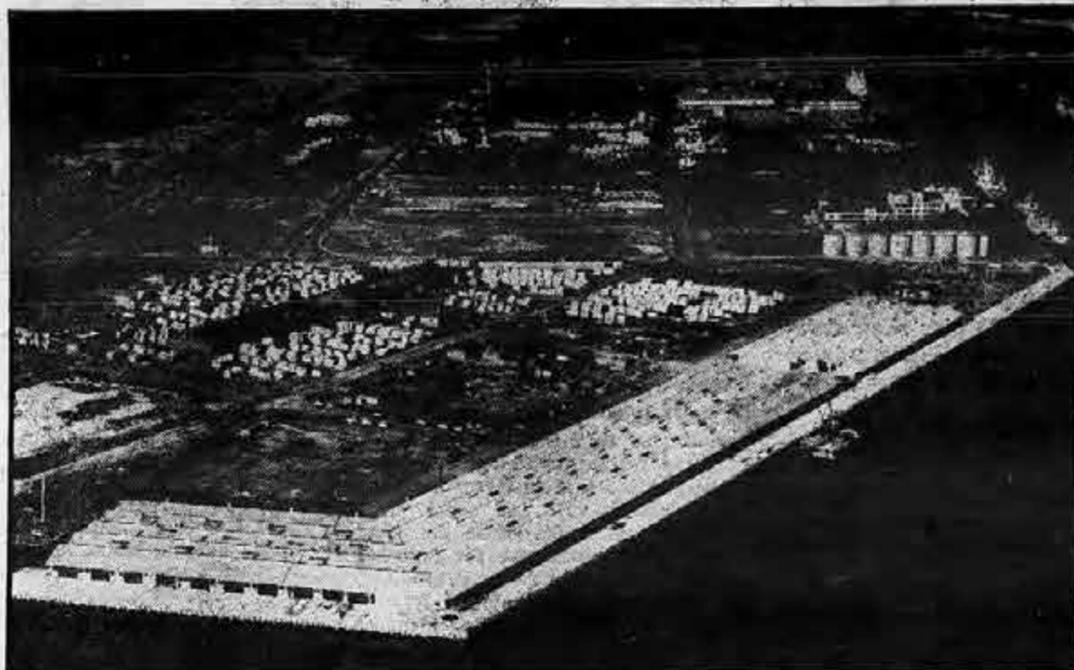
YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "All reports by committees and the Secretary-Treasurer under this article, except those of the Polls committees, shall be entered in the minutes of the port where headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions."

As part of the permanent record, headquarters, as well as the other ports, maintains complete reports of all committees and officials. On file in headquarters and the SIU port offices are records of all reports made in the Union.





Waterman's new general cargo terminal in Port Newark, shown above, is scheduled to go into operation April 1. The development is expected to handle 600,000 tons of cargo annually at three berths in the terminal, each of which is fed by two rail tracks. It was constructed by the Port of New York Authority.

Newark Terminal Opening Near

Due to begin operations by April 1, a brand-new Waterman Terminal will consolidate all of the company's New York operations at Port Newark on that date. According to present plans, Waterman will be moved out of Pier 6, Bush Terminal, Brooklyn, as of March 31.

The new Waterman development is expected to handle at least 600,000 tons of general cargo annually at three modern berths. For Port Newark, it will mean that for the first time, one of the largest US-flag shipping lines will use the port for its regular common carrier service in the North European and Far Eastern trade routes. It is expected that the terminal will average about four ships per week, as a result of the combined foreign, coastwise and intercoastal service.

South Side

The wharves and cargo terminal buildings of the new development were constructed on the undevel-

oped portion of the south side of Port Newark channel and along Newark Bay to form a continuous L-shaped wharf. Each of the new berths is 550 feet long and served by a cargo terminal building 450 feet long and 200 feet wide. An apron between the cargo terminal buildings and the stringpiece is 50 feet wide and equipped with two rail tracks.

Additional railroad tracks are located at the rear of two of the three cargo terminals, alongside a canopied loading platform which can serve trucks and rail cars alike. Extending along the full length of the rear of the buildings is a continuous, hard-surfaced area 100

feet wide to accommodate both truck and railroad traffic. Under the terms of its ten-year lease, the Waterman Corp. will pay the Port of New York Authority, which handled the actual construction of the terminal, \$370,000 a year for the first five years and \$410,000 a year for the second five years. The agreement with the PNYA calling for the construction of the terminal was first made in March, 1952, and completion of the project scheduled for the spring of this year.

Credit Given Aboard Ship By Sea Chest

A system of credit sales of merchandise to Seafarers aboard ships at no extra charge is being put into effect by the New York retail store of the SIU Sea Chest. The system will be extended to Mobile, New Orleans and Baltimore when retail outlets start up in those ports in the near future.

The credit sales will cover items not normally stocked in shipboard slop chests, such as dress wear, watches, radios, luggage and the like. Under the system, the Seafarer can order these items and have them delivered on board ship in the harbor. The charge for the item will be placed on his slop chest bill as if he purchased the item from the shipboard slop chest.

Up until now, a Seafarer who wanted to buy on credit found himself faced with the excessive charges of waterfront peddlers. They charge extra for the credit service on top of the high prices they normally charge for their merchandise. And of course, such purchases carry no guarantee of quality.

Items sold by the Sea Chest will be priced to the Seafarer the same as if they had been bought for cash in the shoreside retail outlet, permitting Seafarers to equip themselves before paying off the vessel.

Another important section of the committee's work deals with checks on receipt books in the various ports. A complete inventory of all books was taken for the ports and headquarters.

Once the quarterly committee completes its checks, it has power to make recommendations to the membership as to changes in the Union's financial procedures. Earlier in the year, the Union instituted a system of posting all dues receipts by machine, and making use of National Cash Register bookkeeping machines for other Union business. The secretary-treasurers' financial report was also revised in line with new financial systems installed in headquarters.

The current committee examined the manner in which the report has been drafted under the revised system and expressed approval of the way the report is being handled. They recommended that Headquarters be empowered to make necessary changes to improve the form or content of the report.



Douglas

SIU COMMITTEES

AT WORK

The SIU's financial operations for the fourth quarter, October 1 to December 31, 1953, have been checked by the quarterly financial committee elected by the membership and all books found in order. The rank and file committee was chosen at the January 27 membership meeting in headquarters. Consisting, as always, of two men from each of the three ship's departments, its membership was Cecil Leader, Frank Douglas, Edward Hansen, E. W. Goulding, Alexandur Dudde and A. Schiavone.

As part of its regular procedure, the committee checked the weekly financial reports from the outports against the weekly report at headquarters covering the whole district and found that all expenses and receipts tallied. It then went ahead to check the Union's financial

operations through the secretary-treasurer's office and examined the Union's safe deposit box where Government bonds owned by the Union are kept. All was found to be satisfactory.



Leader

SIU NEWSLETTER from WASHINGTON

Tempers have been flaring on Capitol Hill, in the House Merchant Marine Committee, for a long time. The Committee is known in some quarters as a "do nothing" group. The current chairman, Representative Weichel, Ohio, has been notorious in his attempted one-man control of the Committee. However, this iron-clad grip on the Committee by its chairman now has been broken somewhat.

Recently, while Chairman Weichel was away from the Committee, the group met in closed session, voted to make Representative Tollefson, Washington, acting chairman, so that the Committee could function while its chairman was recuperating. The group also voted to have meetings every week instead of one a month, and it's this last action that assures the individual members some say in the activities of the Committee in pushing legislation.

In the meantime, some powerful figures on the Committee, staunch defenders of the American merchant marine, are thinking seriously of quitting the House Merchant Marine Committee and joining some other Congressional Committee. These particular men are tired of the "do nothing" attitude of their chairman, believing, as they do, that there is much that can be done, in the way of hearings and investigations concerning the shipping field.

On the Senate side of the Capitol, major changes have taken place in the important Maritime Subcommittee of the Senate Committee on Interstate and Foreign Commerce. Senator Potter, Michigan, has been dethroned as Subcommittee chairman and replaced by Senator Butler, Maryland. This means, as predicted in the LOG several months ago, that Senator Bricker, Ohio, head of the full Committee, has reverted to the seniority rule to put Senator Butler in the driver's seat of the Maritime Subcommittee.

One of the first things that Senator Butler did was to discharge the Subcommittee counsel.

The move certainly amounts to changing horses in the middle of the stream, as the Subcommittee is only about half way through with its investigation of the problems confronting the American merchant marine.

The entire shipping industry is watching this one closely as their future certainly will be affected by the ultimate recommendations to come from the Senate Subcommittee.

The Department of Commerce is ready to go to Congress to ask for funds sufficient to acquire 40 traded-in tankers under a new program it will urge on the lawmakers. This is a carry-over move from last year when a bill embracing this move was blocked in the closing days of the last session of Congress.

In effect, the program will be that the Government will allow tanker companies to trade-in tankers that are at least 10 years old, as an allowance of credit for the construction of new tankers. The purpose of this program is two-fold: (1) To gain new tanker tonnage under the U.S. flag; and (2) to enlarge the number of the tankers in the reserve fleet.

Commerce is hoping to acquire up to 40 tankers, 10 years or better, in the move.

A distinct trend that has been growing over the years is that the American businessman usually is negligent of his right to choose the flag of the ship on which he does business, while, on the other hand, foreign exporters and importers have become increasingly ship-minded and are highly nationalistic in their feelings. Particularly, in the Scandinavian areas, and in some South American nations, the foreign exporters-importers favor their own national lines wherever possible.

In some trades, the preponderance of the cargo movement is controlled, in one direction, by the government and/or businessmen in particular nations who, in turn, direct that the movement be via ships of their own country.

From time to time, US Government agencies will take action or set policies with their fingers crossed, not knowing just what will happen. This is true of recent policy adopted by the Maritime Administration in relaxing its position on the transfer of Liberty-type tankers to foreign flag. In the past, Maritime had allowed such transfers, but, among other things, only if the US operator would agree to build new tonnage. However, the new tonnage requirement is not tied in with the new relaxed policy on Liberty tankers.

Officials of MA now are afraid of the impact on other operators of their new tanker transfer policy. As a matter of fact, operators of dry cargo ships now are making overtures in this direction.

Transfer of US-flag ships is allowed only to those countries where this Government has agreements to repossess them if needed in a national emergency. Generally, these nations include Venezuela, Liberia, Panama, and Honduras.

For the past eight years, there has been a rapid decrease in the US-flag competitive position with respect to the carriage of our imports and exports. With the exception of the 1951 shipping emergency, every year since 1946 has seen further decline in the US fleet's transportation of our dry cargo exports.

During the first half of 1953, it had fallen to only 22 percent from 42 percent in 1951, and 31 percent in 1952.

As for import side of the picture, US-flag participation in our dry cargo import trade last year was only 33 percent, a postwar low watermark rapidly approaching the prewar level. Percentage-wise, our fleet participation in the export trade was reduced alarmingly in the European and Northern Far East trades. Only in the West African, South China, Formosa and Philippines areas did our competitive position show signs of strengthening. As to imports, our competitive position has grown weaker in all trades other than Portugal and Spanish Atlantic and the Southern Far East area.

Your SIU Washington Reporter

Top of the News

COMMUNISM IN THE WESTERN HEMISPHERE—Guatemala, which has been under Communist influence since a revolution in 1944, last week expelled two United States news correspondents for "systematically defaming and slandering the republic." Earlier, the Guatemalan Government charged that its neighbors were "plotting" to invade the country with the aid of "the government to the North," clearly an illusion to the United States. In Washington, the situation is regarded with intense concern. The State Department must approach the highly explosive problem with extreme care, because any hint of US intervention might arouse resentment throughout Latin America.

GREENWICH VILLAGE POET AND WIFE MURDERED—New York City witnessed the passing of one of its last legendary figures when ragabond poet, Maxwell Bodenheim, was found murdered with his wife in a cheap, Greenwich Village apartment. Bodenheim had been shot and his wife stabbed to death. The once famous tyro of the Village's arty set had been down on his heels since the early 1930's, and had become a New York character by peddling his poetry in the streets for enough change to buy liquor. Friends had reported that recently he walked the streets with an "I am Blind" sign in imitation of the famous Paris beggars, who belong to a guild and solicit money by faking crippling defects. New York's police moved swiftly and within days arrested a 25-year-old youth, Harold Weinberg, who reportedly confessed to the double murders.

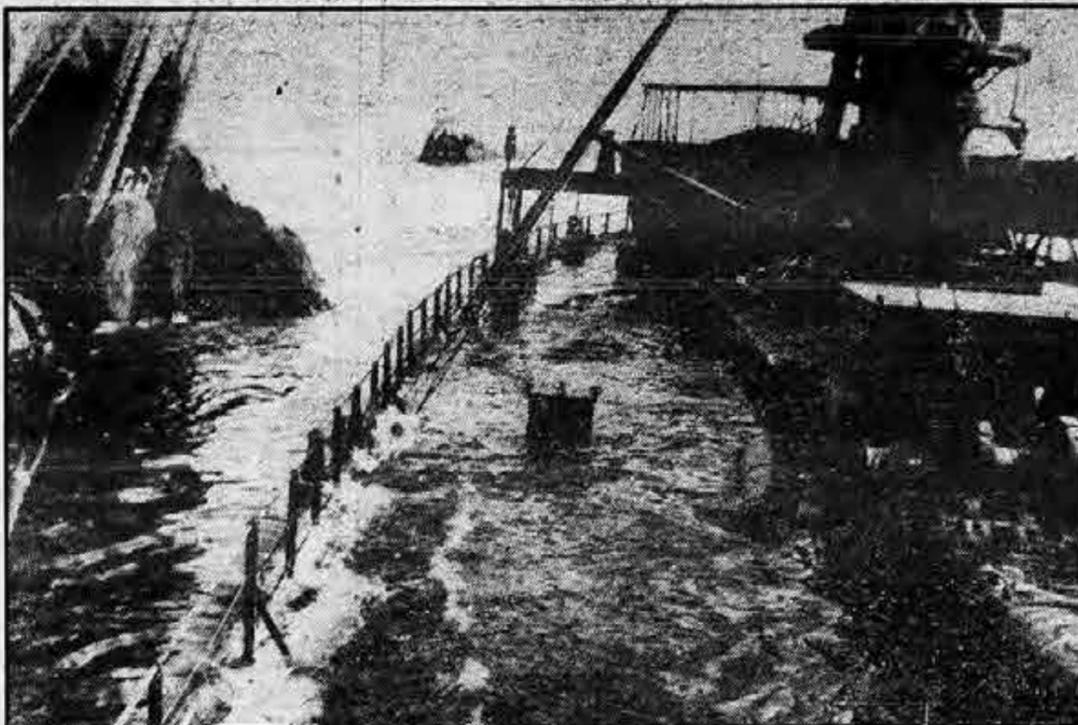
AN AMERICAN COMES HOME—After two years as a Communist prisoner in Czechoslovakia and twenty-one months as a fugitive in the Iron Curtain country, John Hvasta, twenty-six year-old naturalized American, returned to the United States. In 1948, Hvasta was going to college in Czechoslovakia under the GI Bill of Rights, when the Communists sentenced him to ten years as a "spy." On January 2, 1952, Hvasta tunneled his way to freedom. He was then successful in hiding from the Communist police with the help of the Czech underground. Then, on October 2, 1953, Hvasta walked into the American Embassy in Prague. The Embassy protected him and after four months of argument, succeeded in getting him out of the country. Hvasta has promised to tell the story soon of his twenty-one month flight from terror.



Ex-GI John Hvasta grins happily at arrival in US after successful escape from Czech prison.

INDO-CHINA ANOTHER KO-REAN?—The war grew hotter in sorely besieged Indo-China as Communist rebels again invaded the Kingdom of Laos in a savage sustained drive before which the French were reported fleeing. The repercussions quickly spread to Washington where Secretary of Defense Wilson and President Eisenhower, came under fire from a number of Democratic and Republican Senators. The United States has furnished arms, ammunition and planes and also has about 200 Air Force technicians aiding the French in the beleaguered Asiatic state. Some senators charged that the presence of a US military mission there was a mistake and that it would not be wise to send more technicians.

Disaster Hits SUP-Manned Freighter



With both ship and cargo reported a total loss, the SUP-contracted Panamanian freighter Harry Lundberg lies awash on rocks at the tip of Lower California, several hundred miles south of San Diego, where it went aground last week. No loss of life was suffered as crewmembers took to the lifeboats when the ship was crushed aft for 20 feet. She was carrying 3,500 tons of gypsum.

'Close Kings Pt.' Congress Told

WASHINGTON—Closing of the Kings Point Merchant Marine Academy and diversion of its funds to training for unlicensed seamen was advocated in testimony before a House Appropriations sub-committee by a spokesman for the Conference of American Maritime Unions.

Captain John M. Bishop of the Masters, Mates and Pilots (AFL) told the committee that funds should be withheld from Kings Point and four state officer-training academies because of the "great over-supply of licensed deck and engine room officers in the maritime industry."

Captain Bishop is a member of the special legislative committee representing all non-Communist maritime unions including the SIU. As such he was presenting the views of the recent conference of these unions held in Washington.

He pointed out that the Sheepshead Bay, New York, and Alameda, California, stations for training men already in the industry had been closed even though there were funds appropriated through June, 1954. On the other hand,

the Government plans to put in \$2½ millions into schools to train new officers from outside the industry.

The captain challenged the argument that training is needed in case of emergency, declaring there are more than enough officers available to man all ships in existence, including those in the boneyard.

No Shortages
Citing figures from the Korean War, he stated there were 1,162 ocean-going ships at the start of the fighting, and 2,045 ships in operation at the peak, February, 1952. No shortages of officers in deck and engine departments resulted from this expansion.

Where shortages existed, they were in the unlicensed categories and in radio officers, two groups not serviced by Kings Point or the

state academies. In case more officers are needed, he pointed out that upgrade schools could train men out of the force in far less time than the three and four year courses at the academies.

Bishop asked that the Maritime Administration conduct a survey to find out how many academy graduates got to sea for a living. He declared that most graduates end up in shoreside jobs after brief service at sea.

"We urge this committee," he concluded, "to appropriate sufficient funds for the operation of the upgrading training stations at Sheepshead Bay and Alameda, and for the correspondence courses given to seamen at sea. Also, we urge you not to appropriate funds for the operation of Kings Point and the four state academies."

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Television Price Cuts

Usually prices of television sets are lowered in the spring and go up again in the fall when the new models are introduced. But the price cuts this year have come well in advance of spring, and are deeper than usual too. The fact is, there are a lot more television sets and other household appliances right now than customers, and manufacturers as well as retailers are slashing their price tags to induce the food and rent-poor public to buy sets. Now, comparatively good values are available.

A number of manufacturers have reduced prices, but among the outstanding values now are Emerson, Philco and Admiral. Emerson is lowest priced of all the so-called full-quality sets, offering a 17-inch table model at a list price of \$150 and a 21-inch at \$180. Philco also offers a 21-inch table model at \$180. RCA and Westinghouse have also reduced prices on TV sets, although their tags are still bigger than those of Emerson and Philco.

Moreover, as previously pointed out in the SEAFARERS LOG, you can also get discounts off the list price from many retailers. These discounts frequently are 20 per cent on the lower-priced TV sets, 25 on the costlier ones. Thus you can now buy full-quality 17-inch sets for as little as \$120, and the 21-inch sets at about \$145. Discounts are larger on the higher-priced sets which are moving slowly because of the understandable fear of the public that a \$250-\$300 investment may be made obsolete soon by color television.

But don't be coaxed into a big investment because you can get a bigger discount. A 17-inch table model is ade-

quate for most families, and you don't sink a lot of money into a costly cabinet.

As previously reported here, there are some sets on the market with as few as 16-18 tubes, known as "metropolitan receivers." These may be satisfactory if you live less than 15-20 miles from the broadcasting center and in a good reception area. But in fringe areas particularly, the full-quality sets with 22 or more tubes give better reception. As shown above, by picking a set carefully and insisting on the retail discount which is so widespread these days, you can buy a full-quality set for no more than the cost of a metropolitan receiver.

The number of tubes, however, is just one factor in the quality of a set. Also compare the clarity and steadiness of the picture and watch out for distortion, especially at the edges of the screen. Experts suggest that a good way to judge how well different sets focus, is to make sure the horizontal lines composing the picture are equally spaced and sharp over the whole face of the tube. Of the different types of tuners now found on various makes, some experts say the "turret cascade" type generally needs least servicing and is easier to convert to UHF channels.

Not the least cost of a television set is service, especially since there has been so much bilking and excessive charging for repairs, and frequent failure to satisfactorily fulfill service contracts.

Some authorities say it's vital to get a service contract when you buy a television set. But if you don't require antenna installation, either because the set is to be connected to an existing antenna or used with an indoor type, you might consider that the set has a 90-day parts war-

ranty anyway, and the expensive picture tube has a full year's warranty on many sets. Repairs are more likely the second year than the first, especially if the set is used heavily. Some families "use up" their sets by leaving them turned on like a radio when not actually watching the screen. This causes tubes to wear out rapidly. Also, the heat generated in the sets breaks down other components.

If you do use a set heavily, a service contract may have an advantage. But families that use a set moderately may find they do well enough by using a qualified neighborhood television serviceman.

Also, rebuilt picture tubes are now available at costs almost half those of new tubes. They are quite satisfactory. Good rebuilt tubes are guaranteed for a year while the new ones are often guaranteed only for shorter periods. They are generally available from specialists in electronics equipment like the Lafayette radio stores in New York, Boston and other Eastern cities. Or your own serviceman may be able to secure a rebuilt picture tube for you.

A TV set owner who can replace a picture tube himself can buy new ones at discounts from electronics supply houses like Lafayette, or the big mail-order semi-wholesale source for electronics equipment, Allied Radio Corp., 833 W. Jackson Blvd., Chicago 7, Ill.

Remember, too, that your TV set will last longer and need fewer repairs if you avoid placing the set too closely to the wall. Also avoid using a heavy pad underneath. TV sets generate much heat and need air circulation in back and underneath to prevent deterioration and even guard against fires.



Photo shows new SUP hall in Seattle under construction at First Avenue and Wall Street, overlooking Puget Sound. Hall will offer facilities for Seafarers shipping out of the Northwest Washington port.

SUP's Seattle Hall Rounding Into Shape

SEATTLE—Final construction and interior decorating is going forward on the new SUP hall and sailors' home in this port, now expected to be open for business in about 60 days.

The new Sailors Union hall, located at First Avenue and Wall Street, and commanding a view of Puget Sound, is a two-story affair, supplemented by basement space housing a gymnasium, baggage room, restaurant, bar, barber shop, cigar store and a shower room. Ground-breaking ceremonies at the site were held last June.

First Floor Auditorium

Office space and a combination auditorium-dispatch hall occupy

the first floor, of the building, while the upper story is taken up with the sailors' home, 22 living units for the use of union old-timers, and the ill and disabled. The first floor auditorium will be named after Peter B. Gill, who was SUP agent here for 30 years.

Prior to the official opening of the new building, SUP and SIU-A&G offices for the port will continue to be maintained at the old hall, at 2700 First Avenue. Following the opening, SIU offices will shift to the new site, in line with the reciprocal office and shipping hall arrangement shared by the SIU and the SUP on the East and West Coasts.

Construction Authorized

Construction of the new hall was authorized by the SUP membership on December 22, 1952, after a recommendation by SUP building trustees. The rank-and-file action followed by 16 days the opening of a new SUP hall in Wilmington.

The next new hall to be opened for seamen will be the SIU A&G District's new building in the port of Baltimore.

Now under construction, the building will provide the same kind of facilities for seamen as are available in the New York headquarters of the SIU. They will include a cafeteria, bar, barber shop, recreation room, baggage room, sun deck, Sea Chest and modern shipping hall for men on the beach.

Olde Photos Wanted by LOG

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

Come and get it!

EAT DELICIOUSLY PREPARED FOOD AT THE **SIU CAFETERIA**...

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 2-1-54 To 2-12-54

No. Seafarers Receiving Benefits this Period	1064		
Average Benefits Paid Each Seafarer	71 70		
Total Benefits Paid this Period		76,295	93

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,030 00		
Death Benefits	27,559 30		
Disability Benefits	1,200 00		
Maternity Benefits	6,200 00		
Vacation Benefits	34,206 63		
Total		76,295	93

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	445,140 00		
Death Benefits Paid Since July 1, 1950*	825,028 35		
Disability Benefits Paid Since May 1, 1952*	32,415 00		
Maternity Benefits Paid Since April 1, 1952*	221,000 00		
Vacation Benefits Paid Since Feb. 11, 1952*	3,057,290 27		
Total		4,590,873	62
* Date Benefits Began			

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	553,893 26		
	Welfare	209,946 45		
Estimated Accounts Receivable	Vacation	262,756 00		
	Welfare	242,444 00		
US Government Bonds (Welfare)		2,278,310 38		
Real Estate (Welfare)		526,530 95		
Other Assets - Training Ship (Welfare)		119,060 97		
TOTAL ASSETS			4,292,922	01

COMMENTS:

Some applicants for hospital benefits are not qualifying for benefits due to their failure to get notice of claim into the Welfare office. Payment of benefits will only be made provided that the applications for benefits are presented in writing not later than fourteen (14) days from the date the employee is physically discharged from the hospital as an in-patient or personally contacts an SIU agent within the fourteen (14) day period.

The assets of the Plans continue to grow, with the present assets of the Plans combined, totaling \$4,292,922.01

Al Kerr

Submitted 2-15-54

Al Kerr, Assistant Administrator

... and, remember this ...

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

Libertys Being Sold At Cut Rate Prices

Want to buy a Liberty ship? If you can cough up a down-payment on a \$275,000 price you can get one for the asking, or perhaps less. Figures issued by ship brokers on domestic prices for the Libertys have fallen off about 40 percent since last March. At that time a Liberty on the American market would cost a buyer about \$575,000.

Prices on foreign markets have suffered also, but not as badly as in the US. Figures from British brokers show that Liberty ships, which commanded \$784,000 in March, 1953, had gone down to \$500,000 in September and were still declining. Libertys that can be registered under a foreign flag carry a higher price tag because of the greater profits obtainable

under low-cost foreign-flag operations.

High Point in '52

The high point for the Liberty ships on the foreign market was January, 1952, when the demands of the Korean War and the coal shortage in Europe put tremendous pressure on the shipping industry with more cargoes than there were takers. At that time, a foreign-flag Liberty in England commanded a price of better than \$1.6 million.

Consequently, even under foreign flags, the prices of Libertys have dropped off tremendously, reflecting a world-wide slump in cargoes for the shipping industry.

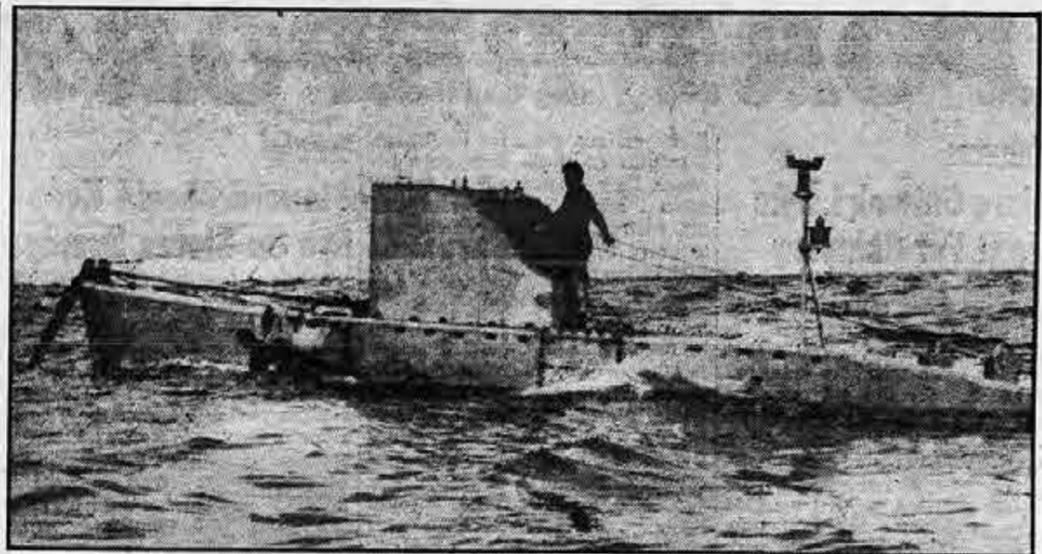
While Libertys were the worst hit by the price decline because of the fact that they are largely obsolete by today's standards, T-2 tankers have been hard hit also. On the foreign market, one British-owned T-2 sold for \$3½ million in 1952. But by September, 1953, the price of a T-2 had dropped to \$1,138,000.

It's agreed though, by men in the ship brokerage business, that more modern ships carry a much stiffer price tag, and are less subject to market changes. The Libertys only have value when the element of competition is not so strong and most any ship can get cargo.

Since it is estimated that construction of a new cargo ship equivalent to the C-3 or better in American shipyards would run close to \$4 millions a ship, the \$275,000 price for a Liberty could be considered dirt cheap for an ocean-going vessel—provided, of course, the owner could keep it in steady employment.

Keep Those Letters Coming

With Congress back in session, Seafarers are urged to keep on writing their Senators and Representatives in favor of retaining the US Public Health Service hospitals. The flow of mail has been heavy up to now, but from now on in is the time that it really counts.



This odd-looking craft is the diving ship in which a French Naval officer, Georges Houot, and an engineer's mate went 13,284 feet below the surface of the Atlantic, 140 miles off the coast of Africa.

Built-In Hole Aids Record Dive

PARIS—Utilizing an odd-looking, diving bell contraption—a craft with a built-in hole in the bottom, two French naval officers this week plunged to a record depth of 13,284 feet below the surface of the Atlantic, 140 miles west of Dakar, French West Africa.

Ironically, the descent was made in a rebuilt "bathyscaphe" first invented by a Swiss scientist, Prof. Auguste Piccard, who set the most recent record for an undersea dive, 10,339 feet, off the coast of Italy last September.

Fifteen years ago, Piccard, who first conceived and experimented with the idea of a "bathyscaphe" for deep-sea observation, planned an underwater craft consisting of a diving sphere supported by a steel balloon or float filled with a fluid lighter than water. The French "bathyscaphe," the FRNS-3, in which the record was set this week, was the execution of that idea, with Piccard even serving as scientific adviser to its development for a time.

Like Midget Sub

The FRNS-3, looking very much like a midget submarine sitting on a ball, is 49 feet long overall and weighs 32 tons without gasoline or ballast. It features an 11-ton sphere made of steel three and a half inches thick, which accommodates two men and houses a maze of controls and instruments. A plex-

iglass porthole permits those inside to observe their surroundings.

The buoyancy of the sphere is maintained by a steel float like a submarine hull, filled with gasoline which is in constant contact with the surrounding water through an opening in the belly of the float. As a result, inside and outside pressures remain almost the same at all times.

The occupants enter the sphere through a vertical lock chamber amidships, which then fills with water, causing the "bathyscaphe" to sink. Its vertical acceleration is increased when the gasoline in the float is compressed by the pressure of the incoming sea water. As the gasoline diminishes in volume and more water enters, the craft gets heavier and sinks deeper.

In other words, the vessel sinks from the weight of sea water entering through the built-in hole.

Magnets Hold Ballast

Steel pellets used for ballast are carried in four wells built into the float, and help pull the craft to the bottom. The "bathyscaphe" surfaces immediately when this ballast, held on by magnets, is released at the touch of a switch.

The French craft is able to move horizontally with the aid of two small, battery-driven motors attached to the float like fins.

The French officers who piloted the FRNS-3 sent the craft down by itself in an experimental dive which reached a depth of 13,448 feet two weeks ago. Previous to that and the prior record descent by Piccard in September, they went down to a record depth of 5,082 feet and then passed their own mark two days later by going down to 6,888 feet, both times in the Mediterranean. The original record was set by an American explorer, William Beebe, in 1934, when he took a diving bell down 3,028 feet.

In their latest descent, the French specialists reported the weather fine, the bottom hilly and water cloudy. However, they reported having seen no unusual creature in the course of their dive. The actual descent lasted five hours and 11 minutes.

The purpose of the dive, aside from seeing how far down the craft could go, was to gather a variety of scientific data on the ocean depths.

Bids Out For Gas Turbine Installations

Bids for the installation of gas turbine propulsion systems have been asked for by the Maritime Administration as the next step in its program to convert Libertys in the reserve fleet into modern, high-speed cargo vessels.

The MA has issued a prospectus to the companies with the requirements for the gas turbine system. It intends to install the new power plant in one of four experimental Libertys. The others will get new steam turbine machinery, geared diesel drive and diesel-electric drive.

Conversions For Speed

The object of the conversions is to get Libertys capable of speeds of 18 or 19 knots as compared to the ten knots that the present low-pressure Libertys can handle.

If the experiments are successful, they will pave the way for modernizing the reserve fleet for defense purposes, and also make possible conversion of commercially-operated Liberty ships for private use. Costs of such conversions, while not small, would be far less than the cost of building a brand new ship with comparable speed, cargo space and size.

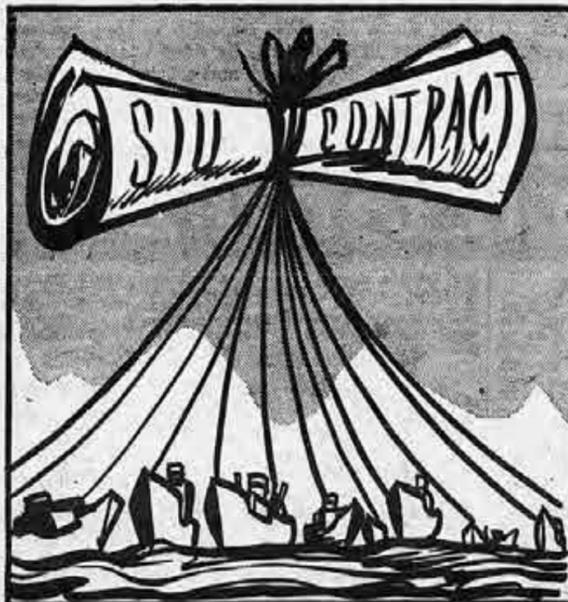
Cartoon History Of The SIU

Progress Report

No. 57



The fourth biennial convention of the SIU of NA, held in Baltimore in March, 1949, proved to be the most successful SIU convention ever held. All districts showed progress and new gains for the membership. The progress report of the SIU-A&G District revealed broad gains in members, jobs and assets.



On the organizational front, the SIU-A&G report noted that the Union had brought 32 new companies under contract in two years, two-thirds of them in the tanker field. The organizing record included the campaign in Isthmian, won by the SIU in 1947 after the largest NLRB election ever held in maritime.



SIU delegates also reported on the drive in Cities Service, where voting had just ended. They pointed out that the company, having failed to lick the SIU so far despite the long, dragged-out campaign, was bringing in a platoon of lawyers to try and upset the obvious verdict by objections and legal gimmicks.

PORT REPORTS

Baltimore:

Future Outlook Looks Bright For Shipping

Shipping slowed up in the last two weeks. We shipped about a hundred men less than in the previous two weeks. Naturally that made for more members being on the beach. We did get our first break on Tuesday by crewing up the Sea Cloud which took on a full crew and is bound for Trieste. Here's hoping that she does not tie up when she gets back. I am glad to report that for the first time in quite awhile, she is solid with bookmen so there shouldn't be any beefs at the payoff on this job.

More bookmen are taking the Ore Line scows. This makes for better conditions and also is a big help in reorganizing this outfit. The outlook for the coming week looks very favorable as we have several Isthmians, one Robin Line and practically an Ore ship every day paying off. Also several Bull Lines and Waterman ships going coastwise make the overall picture look pretty bright. In conclusion, you can readily see that the bookmen have a pretty good chance of shipping out of here.

Ships Paying Off

Ships paying off here in the last two weeks were the Elizabeth and Mae (Bull); Steel Director, Steel Inventor, Steel Ranger and Steel Flyer (Isthmian); Cubore, Chilore, Baltore, Steelore and Venore (Ore); Hastings (Waterman); Bethcoaster and Oremar (Calmar) and Archers Hope (Cities Service).

Ships signing on were the Oremar, Steel Director, Cubore, Yorkmar, Chilore, Baltore, Mae, Steelore, Bethcoaster, Hastings, Venore and Oremar.

We sent a delegation to Annapolis on a legislative meeting headed by W. O. Wandell, BME representative and Rex E. Dickey, SIU Representative. Topics discussed included better conditions, a seventy-five cents an hour minimum wage scale, forty-hour work week, better injury benefits and safer working conditions. The delegates were informed by the president of the Maryland State Federation that there are no anti-labor bills pending in the House. To us it seems as though the Maryland legislators are labor minded. Last night the SIU delegates, BME delegates, SUP delegates and MM&P delegates all were sworn in by the Baltimore Federation of Labor and within the next two weeks we expect the MFOW and the Radio Operators to send five delegates each.

At this time I would like to express my thanks to Roland Williams, Frank Pagano, Joseph Basch, Raymond Bowman, Pete Sheldrake, Charlie Pafford, and Frank J. Balasia, for the good work

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 fall to comply.

that they have done for the Union. I mentioned these men only because they responded so readily when I asked for volunteers, and did such a good job which goes to prove that they really have the SIU at heart.

In Hospital

We have had the following men in the Marine Hospital since our last report; J. L. Millner, John Sercu, Arther Brooks, Elmer Shipp, Jimmie L. Norris, Jimmie Priddy, George R. Black, James Didson, Leslie R. Aaron, Robert Chapline, Donald J. Heyson, Jessie A. Clarke, Paul M. Wood, Lorenzo Bridgia, John Selferth, Peter Sadowski, W. M. Ivins, Lloyd G. Linthicum and Hinrich Wiese.

With us this week is Michael (Poodle Bomb) Pugaczewski, who has been a member since 1944. He sails as AB and has been deck and ship's delegate at various times and always does a very good job. He said, after doing a hitch in the Army for Uncle, even though he always did appreciate what the SIU stood for, that goes double now. He is very grateful for the benefits that



Pugaczewski

Union have worked for so hard and knows that we will continue to forge ahead.

Earl Sheppard
Baltimore Port Agent

San Francisco:

In-Transits Bulk Of West Coast Activity

Shipping has been slow, and the future doesn't hold too much promise either. Two ships paid off and signed on, the Alawai and Arizpa (Waterman). Ships in-transit include the Raphael Semmes, Fairport, Yaka, Jean LaFitte and Bienville (Waterman), Steel Traveler and Steel Director (Isthmian), Alcoa Pioneer (Alcoa), Marymar (Calmar) and Western Rancher (Western Navigation).

There have been no beefs about shipping, but McCarthy was at San Mateo recently. Enough said. Oldtimers on the beach include C. Nien, S. Torina, A. Smith, F. Fonila, A. Kavel, J. Goude, R. Bowman, and C. Christensen. Men in the marine hospitals are B. Foster, A. Keller, O. Gustavsen, P. S. Yuzon, J. Childs, H. Y. Choe, W. Timmerman, W. Singleton, F. Schembri, J. Perreira, E. D. Hope, and Raymond Frye.

Tom Banning
San Francisco Port Agent

Seattle:

Steward Should Keep Eye On Stores Supply

Shipping is still on the slow bell and more ships are being laid up, but the future looks good with four payoffs and sign-ons due, and the Choctaw (Waterman) will call for a full crew on Feb. 18.

Ships paying off were the Transatlantic (Pacific Waterways), Western Trader (Western Navigation), Choctaw (Waterman), Coe Victory (Victory Carriers) and Liberty Bell (Tramp Cargo). No ships signed on, but ships in-transit included the Madaket (Waterman), Marymar (Calmar), and Liberty Bell (Tramp Cargo).

Object Lesson
Not mentioning any names with regard to the responsibilities of a steward, particularly when taking on voyage stores, we want to point out that it is imperative that he should be on board ship and on the docks with a sharp eye on the quantity and quality of the stores. Just recently we had a steward disregard his responsibilities and detail the decking of the stores to a messman for a few hours, as he had to attend to some business ashore. Consequently, this steward didn't know what he had.

This ship went coastwise for three weeks and came back into Seattle to take bunkers and additional cargo for a foreign voyage. The steward made out supplementary requisitions for stores, stating that he had on hand certain amounts and needed the extra stores. After a thorough check it was found that on several items, his inventory was way off and he didn't need the stores. Result, we shipped another steward.

On Beach

Oldtimers on the beach are Jack Stough, Jack Williams, H. V. Knaflch and W. E. Harris. Men in the marine hospitals are W. K. Gully, J. Wells, S. K. Ming, G. C. Farnum, Sverre Johannessen, J. Macunchuck and E. L. Woods.

Seafarer E. L. Eriksen, was chairman of our regular meeting on February 10, 1954. Eriksen joined the SIU in Baltimore in 1948. He is 41 years old and has been going to sea 21 years in the black gang. On the majority of the ships Eriksen sails, he does a good job as department and ship's delegate. His last ship was the Greenstar (Traders), which is



Eriksen

laid up temporarily in Portland, Oregon.

From all indications, our winter weather is behind us and spring seems to be just around the corner, but which corner? Anyway, we have had mild spring weather and sunshine for the last couple of weeks and we all enjoyed it.

Jeff Gillette
Seattle Port Agent

Lake Charles:

Cities Service Ships Keep Port Active

Shipping has been fair here for the past two weeks. We shipped a total of 88 men to various jobs around the harbor, but we don't advise anyone coming here to expect to ship out in a hurry. We have men on the beach in all ratings and it might take a while to get a berth.

Shipping through here in the recent period were these Cities Service scows: Winter Hill, Abiqua, Government Camp, Bents Fort, Bradford Island, Lone Jack, Fort Hoskins, Council Grove and Chawawa. Paying off for the same company were the Archers Hope, Logans Fort and Cantigny.

We had the Schuyler Otis Bland of Waterman in for payoff and the Republic of Trafalgar in on a coastwise run, all taking some jobs off the board. The Steel Surveyor of Isthmian was also in port and took a job or two.

On the labor front we find the Building, Construction and Trades Council still out on strike against the Associated General Contractors. Meetings are going on between the disputants and the strike may be settled at any time now. Some progress is being made in wage contract talks, with the contractors feeling the pinch worse than the men. Some work is going on and is being divided among the various union workers.

We have no men in the hospital here at this time, and glad of it. Among the men on the beach we find Barney Kimberly, A. G. "Tex" Alexander, J. A. Phillips, Bill Lowe, J. Dawson, A. Knighton, I. Torre, H. Romero, Jesse Henry, "Big Wahoo" Boren, J. Lawson, E. Cox, J. Pedersen, L. Fontenot, "Whitey" Pritchett, J. Paulette, B. N. Broderick, J. E. Tillman and R. Fontenot.

"Whitey," by the way, sails as a pumpman and drives a big Cadillac. He hails from Montana, but makes his home in Texas now. He says he's worked at various trades, but nowhere can he find the contract, wages and conditions as he has in the SIU.

Leroy Clarke
Lake Charles Port Agent

Wilmington:

Miss Universe Pageant Liven's Up Wilmington

Shipping picked up a little in the last two weeks when two payoffs hopped into port to remove some men from the beach. However, don't start heading for this port as we have men here to take care of all jobs.

Both the Jean LaFitte of Waterman and the Longview of Victory Carriers were clean payoffs with a minimum of beefs. We removed some allens from the Jean LaFitte whom the skipper wanted to keep aboard, but who asked to get off. A little talk with the captain soon straightened that out.

The Jean LaFitte signed on again, while in-transit vessels were the Seamar, Massmar and Pennmar of Calmar; Lafayette, Yaka, Golden City and Fairport of Waterman; the Steel Designer of Isthmian and the Barbara Fritchie of Liberty Navigation.

While nothing much has been happening in the vacationland of the West, the boys are starting to show a little interest in the forthcoming Miss Universe beauty pageant in Long Beach, California. Nothing like a bevy of beautiful girls to arouse ardor around here.

Quite a few old timers are still drifting through the port as we note Joe Penner, Mike Conley, Jimmy Fitzgerald, Jesse Puckett, Bill Adams and others. We are happy to report no men in the marine hospital, but mourn the passing of Brother Jack Gridley who passed away in Hemet, California.

Sam Cohen
Wilmington Port Agent

Boston:

Large New Tanker Will Be Ready To Sail Soon

Shipping is on the slow bell in the Port of Boston, with little prospect of it improving too much in the near future.

Ships paying off were the Trinity of Carras, Petrol Tankers' Bull Run, and the Abiqua of Cities Service. The same ships signed on again, while in-transit vessels were the Badger Mariner of South Atlantic; Antinous, Wacosta, Gateway City and Chickasaw of Waterman; Steel Rover of Isthmian; Robin Locksley of Seas, and the Bents Fort of Cities Service.

Fixing House

Mrs. John Waller, widow of the Seafarer who was killed on the Atlantic Dealer, has been repairing her house in order to keep busy. She said that her husband had always wanted to fix up the house so that it would be more comfortable for her and the children, and that she intended to carry out his wishes.

On the beach are L. Campbell, R. Johnston and the Ruggiero brothers, C. and L., all waiting to ship out. In the local drydock are T. Mastaler, E. Belkner, R. Rogers, F. Mallory, R. Churchill and E. Dacey.

The Dow Chemical Company has a new tanker. It is said to be the largest ship of its kind ever made. It will be ready to sail at the end of March or the beginning of April, according to reports.

James Sheehan
Boston Port Agent

SIU HALL DIRECTORY

SIU, A&G District		SIU, SUP District		SIU, Canadian District	
BALTIMORE	14 North Gay St.	HONOLULU	18 Merchant St.	MONTREAL	634 St. James St. West
BOSTON	276 State St.	PORTLAND	522 N. W. Everett St.	HALIFAX, N.S.	128 1/2 Hollis St.
BUFFALO	276 State St.	RICHMOND, CALIF.	257 5th St.		
BURTON	276 State St.	SAN FRANCISCO	450 Harrison St.		
CALIFORNIA	308 1/2 23rd St.	SEATTLE	2700 1st Ave.		
CHICAGO	308 1/2 23rd St.	WILMINGTON	505 Marine Ave.		
CLEVELAND	308 1/2 23rd St.	NEW YORK	675 4th Ave.		
DALLAS	308 1/2 23rd St.				
DENVER	308 1/2 23rd St.				
DETROIT	308 1/2 23rd St.				
DULUTH	308 1/2 23rd St.				
EL PASO	308 1/2 23rd St.				
HOUSTON	308 1/2 23rd St.				
INDIANAPOLIS	308 1/2 23rd St.				
KANSAS CITY	308 1/2 23rd St.				
LOS ANGELES	308 1/2 23rd St.				
MEMPHIS	308 1/2 23rd St.				
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MIAMI	308 1/2 23rd St.				
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NEW ORLEANS	308 1/2 23rd St.				
NEW YORK	308 1/2 23rd St.				
NORFOLK	308 1/2 23rd St.				
PHILADELPHIA	308 1/2 23rd St.				
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PORT REPORTS

New York:

Winter And Shipping Both Show More Pep

Old man winter is still with us here in the Port of New York and giving us a good blanket of snow now and then just so we don't forget. The New York waterfront is still in somewhat of a turmoil, but the AFL is steadily gaining ground every day. Longshoremen and craft workers in all areas of New York and New Jersey have seen the light and now realize that their welfare and future security can be guaranteed only by repudiating the old ILA mob and banding together with the American Federation of Labor. I have no doubt, that if an election were called today, the AFL would win by a landslide.

Shipping picked up considerably in the past two weeks and it is not too difficult for a bookman to get out, although it is still slow for permits. We paid off a total of sixteen ships in the past period, signed nine on articles and serviced nineteen in-transit ships.

Ships Paying Off

The following ships paid off: Bradford Island, Council Grove and Government Camp (Cities Service); Queenston Heights (Seatrains); Seatrain Louisiana and Seatrain Savannah (Seatrains); Steel Scientist and Steel Maker (Isthmian); Robin Doncaster (Seas); Ann Marie, Frances and Evelyn (Bull); Wacosta (Waterman); Val Chem (Valentine) and Lawrence Victory (Mississippi).

Ships signed on were the Citrus Packer and Wacosta (Waterman), Steel Surveyor, Steel Scientist and Steel Worker (Isthmian), Marina, Hilton and Ann Marie (Bull), and Robin Hood (Seas). Ships in-transit were the Alcoa Ranger and Alcoa Puritan (Alcoa); Steel Inventor, Steel Flyer and Steel Rover (Isthmian), Iberville, Gateway City and Antinous (Waterman); Suzanne, Kathryn and Beatrice (Bull); Alamar and Bethcoaster (Calmar), Bradford Island (Cities Service); Seatrain New York, Seatrain Georgia, Seatrain Texas and Seatrain New Jersey (Seatrains), and Michael (Carras).

No Layups

There were no ships laid up in New York in the past two weeks except the Ann Marie of the Bull Line, but she crewed up again after ten days. We had three ships come out of lay-up, the Wacosta (Waterman) and Marina and Hilton (Bull). The Bull ship, Monroe, is still laid up, but the company expects to take her out in the next few days.

Claude Simmons
Asst. Sec-Treas.

Savannah:

Governor's Race Is Georgia's Big Topic

The Governor's race in Georgia is shaping up to be a hot one. Governor Talmadge is stepping aside, which leaves the field wide open. Two of Talmadge's friends, Fred Hand, Speaker of the House, and Lt. Gov. Marvin Griffin, have announced their candidacy. The anti-Talmadge candidates include M. E. Thompson, who is making his third attempt to beat the Talmadge group. The fourth hat in the ring belongs to anti-Talmadge candidate Charles L. Gowen.

Shipping Fair

Shipping has been fair and we expect that it will hold about the same level as the last two weeks. Two ships paid off; the Nicholas (Trident) and Southstar (South Atlantic). The Southstar, also signed

on. Ships in-transit include the Catahoula (National Navigation), Seatrain Savannah and Seatrain New York (Seatrains), Southern States (Southern Steamship), Badger Mariner (South Atlantic), Wacosta (Waterman), Steel Navigator (Isthmian) and Robin Hood (Seas Shipping).

The Building Trades Union has a beef and is picketing the construction of Thunderbolt Bridge, due to the State of Georgia letting the contract out without any provisions for qualified labor. The contract went to an out-of-state contractor who is using non-union men.

Oldtimers on the beach include R. Jones, L. R. Akins, W. W. Spivey, C. R. Moss, A. L. Fricks, R. C. Grimes and J. W. Sweat. Men in the marine hospitals are P. Bland, A. Cohen, J. Littleton, J. Kramer, H. Carter, F. Grant, H. Towns and B. Richard. We also have with us J. W. O'Berry, who joined the SIU in 1944. He first started to sea in 1920 with MFOV. He left sailing after a few years because of bad conditions, but returned when the SIU bettered things. O'Berry says that there is nothing to equal what we have and enjoy in the SIU today.

Jeff Morrison
Savannah Port Agent

Galveston:

Unemployment Is Rife On Shoreside Jobs

The weather is very nice in Galveston at this time of the year, which goes to make everyone happier. However, shipping is not the only business that is slow now. The papers say that unemployment in this area is greater at this time than it has been in several years.

The Alice Brown of Bloomfield paid off and went into idle status. Ships in transit were the Del Alba and Del Campo of Mississippi; Michael of Carras; Genevieve Peterkin of Bloomfield; Archers Hope and Winter Hill of Cities Service, and the Seatrains New Jersey, Texas, Louisiana and Georgia.

Men in the hospital include R. A. Holland, G. Browne, G. Hudson, M. Smith, S. Lyle, A. Weaver, M. Del Gallado, P. Charette, J. Markopolo, N. Pagadulatos, G. Randell, L. Bentley, S. Vincius and J. Sanchez. Oldtimers around the hall include A. Manuel, H. Erickson, H. Miltos, G. Vinson, R. Holland, E. Wallace, G. Bales, R. Burdick, C. Jordon, H. Lopez, A. Fruge, E. Magers and J. Tobin.

Keith Alsop
Galveston Port Agent

New Orleans:

Crescent City Reports On Shipping In 1953

Shipping in the Port of New Orleans increased slightly in 1953 as compared with 1952, but there was a decline in the number of American-flag ships calling at this port.

During 1953, 3,971 ships called at New Orleans, Lewis J. Bourgeois, director of commerce for the Port of New Orleans, reported. This was 47 more ships than put in here during 1952. Gross tonnage of ships calling at New Orleans increased from 22,962,032 in 1952 to 23,020,730 in 1953.

The number of American-flag ships calling here declined, however, from 1,633 in 1952 to 1,516 in 1953. This meant that American-flag shipping was off an average of slightly more than two ships a week during 1953 as compared with the previous year. This condition was not considered peculiar to New Orleans, however, but is indicative of the general trend in the maritime industry.

Ships of Norwegian registry were the leading foreign competitors. Norwegian-flag ships led those of foreign registry with 472 calling here during last year as compared with 385 in 1952.

Mardi Gras Nears

As the Mardi Gras season approaches, this port is beginning to take on the appearance of an oldtimers' haven. On the beach at this time are James "Sloppy" Creel, Phil O'Connor, Renfro D. "Red" Hall, "Red" Truly, Paddy Driscoll, Ignatius Decereaux, Thomas "Whitey" Plunkett, Theodore "Red" Griff-

ith, LaMar Palmer, Claude "Blackie" Russell, Williams "Shorty" Moise, Charley Johnson, Bob Burton and Alton "Ding Dong" Bell, among others.

Bell reports his old side-kick, George Allen, is on his way here and expects to spend the remainder of the Winter in the Crescent City.

Out of the hospital after a five-months' illness and expecting to ship soon is C. Cobb, while recently admitted to the USPHS hospital here were Seafarers M. C. Gaddy, Al Parek, E. J. Riviera and E. L. Poe. All were reported to be



Gaddy

doing well. Brother Poe went into the hospital for a check-up.

Business affairs of the port are in good shape and shipping has picked up a bit since the last report. We even had difficulty shipping a few key steward department ratings to the Del Sud (Mississippi). Things are looking up when such passenger ship jobs as butcher, chief pantryman and chef go begging.

Beefs since the last report have been of a minor nature and were settled to the satisfaction of all parties concerned.

We experienced two exceptionally clean pay-offs on the Del Sud and on the Morning Light (Waterman). The Morning Light paid off at the end of a Far Eastern run without a single beef, even though she made the last part of the trip from the Pacific Coast to the Gulf without the services of a steward.

Since the last report, we handled seven pay-offs, five signs-ons and had 17 ships in transit.

Pay-offs were aboard the Del Campo, Del Viento and Del Sud (Mississippi); the Chickasaw, DeSoto and Morning Light (Waterman) and the Mankato Victory (Victory Carriers).

The Del Sud and Del Alba (Mississippi); the Morning Light (Waterman) and the Northwestern Victory and Mankato Victory (Victory Carriers) signed on.

Ships calling in transit were the Alcoa Corsair, Alcoa Patriot, Alcoa Cavalier, Alcoa Pegasus and Alcoa Polaris (Alcoa); the Steel Fabricator (Isthmian); the Del Alba (Mississippi) the Seatrains New York and Savannah (Seatrains Lines); Monarch of the Sea, Topa Topa, Claiborne and Wild Ranger (Waterman); the Genevieve Peterkin and Lucile Bloomfield Bloomfield; the Evelyn (Bull) and Southwind (South Atlantic).

Lindsey J. Williams
New Orleans Port Agent

Don't Wait, Get Vacation Pay

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

Miami:

Fish Running Better Than Ponies In South

Shipping has been slow during the past period and it doesn't look to get any better in the immediate future.

The Florida paid off on continuous articles, while vessels in transit were the Ponce of Puerto Rico Marine, and the De Soto, Iberville and Hastings of Waterman.



Polise

Oldtimers on the beach include Philip Miranda, Edward Polise, Robert Lambert and Eugene McGuinn. Men in the marine hospitals include Sol Gerber and Jose Vilar.

We are sorry to report that Russel Fabal passed away in the New Orleans Hospital. His body was brought back for interment here, with his shipmates off the Florida serving as pall bearers. In relation to this sad note, I strongly urge every member of the SIU to make sure he fills out a beneficiary card as it only adds to the hardship of the family, especially if it is short of ready cash. There's quite a bit of red tape to be cut to be appointed administrator through the courts.

The horse and dog players around here don't seem to be picking too many winners. According to the newspaper reports, the fish seem to be running better than the four-legged denizens of the South.

Eddie Parr
Miami Port Agent

Mobile:

Alcoa, Waterman Busy In Last Two Weeks

Shipping in the Port of Mobile for the last couple of weeks was good with approximately 132 men shipped to offshore jobs. We had the following ships either paying off or in transit: Alcoa's Patriot, Polaris, Cavalier, Pointer, Clip-

per and Roamer; S. O. Bland, Wild Ranger, La Salle, and Monarch of the Sea of Waterman, and Atlantic Carriers' John C.

Signing on were the Alcoa Patriot, Polaris,

Pointer and Roamer and the La Salle. In-transit vessels were the Chickasaw, De Soto and Topa Topa of Waterman; Del Alba of Mississippi; Northwestern Victory of Victory Carriers; South Atlantic's Southwind and the Steel Inventor of Isthmian.

Some of the oldtimers on the beach at the present time include Clarence Nall, Charles Spencer, John Johnston, Charles Stringfellow, Bill Graddick, L. Fuselier and Frank James.

The only member in the hospital at the present time is Willie Reynolds who would appreciate hearing from his shipmates. Tom Bernsee was released as fit for duty recently after spending a couple of months in the New Orleans hospital.

Cal Tanner
Mobile Port Agent

A & G SHIPPING RECORD

Shipping Figures January 27 to February 10

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	17	16	14	47	9	9	7	25
New York	111	106	92	309	105	87	100	292
Philadelphia	32	33	24	89	17	25	19	51
Baltimore	112	90	74	276	78	56	46	180
Norfolk	12	13	8	33	13	9	7	29
Savannah	28	10	14	52	7	5	6	18
Tampa	14	14	12	40	3	4	4	11
Mobile	52	35	28	115	45	50	37	132
New Orleans	112	96	123	331	99	87	125	311
Galveston	32	19	34	85	32	23	17	72
Seattle	17	19	17	53	6	5	7	18
San Francisco	30	41	30	101	26	28	34	88
Wilmington	27	23	22	72	15	6	11	32
Totals	596	515	492	1,603	455	394	420	1,299

IN THE WAKE

Half-masting the national flag in token of mourning originated at sea, as the use of the word mast instead of staff indicates. The custom dates back several centuries and probably grew out of the earlier custom of lowering the flag on vessels at sea as a sign of submission to a foe. The flag is also lowered to half-mast as a signal of distress, a practice followed by the Spaniards as early as the 17th century.

The discovery of the Pacific Ocean might not have come until many years after Balboa found it in 1513, if the Spanish conquistador had been able to pay his bills. Balboa was forced to leave Hispaniola in 1510 because he was hounded by his creditors. He hid on a vessel bound for Panama and then, after reaching Darien, took command himself. Eventually, after making friends with the Indians, who accompanied him on his epic march across the isthmus, he came upon a new sea, the Pacific, for the first time. His discovery did him little good, however. His actions in deposing the leader of the expedition which brought him to Panama led to charges of treason and he was beheaded before news of his exploits got back to Spain.

The first actual naval force which could be considered an American navy was commanded by Esek Hopkins of Rhode Island in December 1775, when the Continental Congress authorized 13 ships, one for each of the colonies, to fly the first American flag. With the War of Independence against Great Britain already well underway, Hopkins, whose brother Stephen was colonial governor of Rhode Island and a signer of the Declaration of Independence, was, at the time, commander-in-chief of the Continental navy, a rank equal to that held by Washington.

One of the newest and most-strikingly modern of the post-war Italian-flag passenger liners, the Andrea Doria, was named after an admiral and statesman prominent in the history of Genoa in the

16th century. Doria started his career in the service of France which was rivaled by Spain in its hopes to control Italy, but then went over to the side of Spain, at the same time becoming virtual dictator of Genoa. As Admiral of the fleet, he assisted the Spanish against the Turks and the pirate Barbarossa. The Andrea Doria was also the name of one of the ships used to protect American shipping over 200 years later, in the early days of the War of Independence.

The privateers, privately-owned and operated armed ships commissioned by a government in time of war to fight the enemy, especially its merchant shipping, were often as much to be reckoned with as the actual navy of a country. In September, 1813, during the US war with England, an American privateer, the Timothy Pickering, was fitted out at Gloucester for one of the most peculiar cruises of the war. She was specially designed to capture American merchantmen who, at the time, had established a very profitable trade with the British armies fighting in Spain. Considering the bitterness in the US against the British at the time, the Government refused to turn its back on what was felt to be treasonable conduct against the interests of the nation as a whole.

Punta Arenas, the only city on the Strait of Magellan and the southernmost city in the world, was founded in 1847 to maintain Chile's claim to the strait. Started as a penal colony, the city now has a population of almost 30,000 and is the capital of Magellanes province, named after the discoverer of the strait. Punta Arenas is situated at 53 degrees south latitude and during the winter has only about two hours of sunlight a day. Its prosperity as an important coaling station for vessels trading between the Atlantic and the Pacific diminished considerably when the Panama Canal was opened. The city is reached by highway from Argentina and by boat from south Chile.

THE INQUIRING SEAFARER

Question: Have you made much use of ship's libraries put on board by the SIU?

Dick Comstock, AB: I have made very much use of the libraries put aboard by the SIU, especially on such ships as the Robin Gray and the Wacosta. Personally, I prefer to read magazines rather than books. I find them more entertaining and relaxing. Also, I like to read westerns once in while.



Joe Thomas, chief cook: The last ship I was on, the Steel Advocate, everybody made use of the ship-board library. I go in for mysteries and almost anything educational. All this seeking after knowledge is because I am still trying to find out how to make the first million dollars the easy way. A man reads what he likes.

Clarence Cousins, AB: I like the magazines most of all because they have the best pictures and are most informative. In the novel field I favor spicy ones and sports stories, especially boxing. I also read the LOG from cover to cover when it is available aboard ship. It's the best thing to do in your spare time.

Charles Stevens, steward: I always read all the books and magazines put on the ship's libraries by the Union. My special preferences are the lighter magazines and the small novels found in the SIU library assortment. Best of all, I like the Zane Grey type westerns which seem to predominate in our ship-board libraries.

Clarence Yearwood, steward: I use the libraries very much aboard ship. The magazines get my top vote, but I also prefer the wild westerns for relaxation. However, when I want to get something educational, I turn to the culinary articles in the magazines, and books on the subject.

Harvey Norris, steward: I like the libraries put aboard ship by the SIU because it has many advantages over other libraries often found aboard ships. The Union literature has a greater variety of reading matter and is more up to date than that

put on by other outfits.

MEET THE SEAFARER



WILLIAM H. REYNOLDS, FWT

You can take the word of Seafarer Bill Reynolds that today, as always, Union ships have it all over non-union scows. With two years of SIU shipping behind him, intermixed with eight or nine months in the Atlantic tanker fleet, Reynolds has had ample opportunity to pick his permanent spot. "You can't tell me Union ships aren't better. The pay and conditions on SIU ships just outclass everything else," he points out. For the record, he noted, he earned nearly \$2,700 in just three months and 22 days on an SIU tanker, the Arickaree (U. S. Petroleum), but barely came close to \$3,000 for all his time in Atlantic.

Ten Years in Army

Reynolds first began sailing for the SIU in May, 1951, after ten years in the Army, probably because his brothers Harry and Delvin, who've been shipping with the Union since 1946, were going to sea.

A pre - Pearl Harbor GI, Reynolds was at Camp Lee, Va., near his home in Winchester, when the war broke out in 1941. He eventually spent seven years in the paratroops and three more in the transportation corps.

When he first began sailing, his first ship was the Arizpa (Waterman), one of the first ships to hit Korea after the war there broke out in June '51, carrying ammunition. He sailed her as an OS, but after having to get off for hospitalization in Japan and finally recovering from an attack of jaundice, he found his wiper's endorsement was just the thing to get him off the beach. Another SIU ship had turned up one fireman short, so Reynolds went to work in the black gang and has been in the fireroom ever since.

After a year of sailing SIU, Reynolds went down to Philadelphia, where he managed to get a job with Atlantic a few months before the SIU campaign there got underway officially. Fortified with knowledge of SIU operations and

conditions, he proved a successful shipboard organizer.

It was on a run back from the Persian Gulf on the Atlantic Navigator that Reynolds and other SIU supporters on the ship found food conditions going from bad to worse, and most of the fruit so rotten that it had to be dumped over the side.

Fed up with beefing to the company steward about the chow, Reynolds called it the last straw when Egyptians boys handling lines in some of the ports were put to work to handle food in the galley and messhall because the steward and several men in his department couldn't make it out of bed several mornings. Accordingly, he cabled the Coast Guard back in the States to meet the ship on arrival, but this was a little more than the company-minded skipper would take, since he didn't like the fact that Reynolds had gone over his head to make the protest.

Back sailing SIU again by March, 1953, Reynolds shipped on the Sunion (Kea) with several other ex-Atlantic seamen, and then on the Arickaree, which he caught out in Korea and rode back to the payoff in Seattle. This was during the NLRB voting in Atlantic, so Reynolds, anxious to get his vote in against the company, flew back to the East and a few days later cast a ballot at one of the polling sites.

Now on the Chickasaw (Waterman), Reynolds, a family man with three kids, two boys and a girl, says it's hard to imagine how a group of seamen, especially men with families like himself, could stake their future on the whims of a non-union tanker company like Atlantic.

"We'll win in Atlantic finally," he stated, "because as blind as some of those guys seem to be the benefits of a real trade union, they're bound to wake up to the facts of life before long. The SIU is the only Union that can guarantee their security, just as it has for thousands of other unorganized seamen," he added.

The Seafarers Puzzle

1. East mouth, Amazon	2. He chased Moby Dick	3. First US ship sunk in WW II	4. Yes	5. Sores on eyes	6. Naval depot on Hudson	7. Where Maldonado is	8. One who seeks cover	9. Literary scrap	10. Allow	11. Southern	12. Oldtime greeting	13. Rocky point	14. Arrow poison	15. Know; Spanish	16. Flood	17. Japanese scarf	18. Group of baseball teams	19. Catches, as fish	20. Dissatisfaction	21. Women	22. Existed	23. Born	24. On French leave	25. A good thing to eat	26. Grows old	27. Mr. Durocher	28. Merry	29. Handles	30. Where Acre is	31. Mountain lake	32. Army dynamiter	33. Bearing of Baker I. from Howland	34. It carries railroad cars	35. Greek letter	36. Man's name	37. Gadget carried by Hogan	38. God of love	39. Heavyweight champ, 1934	40. Time in NYC; Abbr.	41. Limp
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(Puzzle Answer Page 25)

TEN YEARS AGO

US planes based in the Mediterranean bombed the former French naval base at Toulon . . . London suffered two severe night raids from German planes as US and British bombing attacks over Germany continued at a heavy pace . . . In the Leningrad area, Russian forces advanced towards the Baltic. In Leningrad the lights went on again after a 27-month blackout . . . American forces claimed possession of 19 of the 30 islets in the Marshall Islands. Admiral Chester Nimitz was named to head a military government for the occupied areas.

the first time at Rabaul. . . London experienced two night air attacks in six days, one of them the most damaging raid since 1941. . . War bonds bought by members of the AFL International Ladies Garment Workers Union purchased a fourth Liberty ship. . . After 14 days of fighting, Russian troops in the Ukraine completed an operation aimed at annihilation of ten German divisions. . . Vatican sources emphatically denied Allied charges that German troops were using the Pope's summer home as a military base.

American attacks on Eniwetok and four other atolls in the Marshalls were announced from Pearl Harbor. . . The battle around Cassino, Italy, continued, with no appreciable gains made. . . A British freighter broke in two after hitting a ledge in the ocean off York, Me., with a loss of 24 lives. . . The tally of votes in the annual SIU elections saw most of the incumbents returned to office by the membership. A coastwise referendum also fixed new penalties for performers and called upon all members to sail with a ship when they joined a new vessel.

Allied planes sank six ships out of a nine-ship Japanese convoy off southeast China. . . London announced an Atlantic blockade area from southern Ireland to Spanish waters, to seal off French ports on the Bay of Biscay from German supply ships. . . Demonstrating the healthy growth of the SIU, a rank-and-file financial committee reported that 2,013 new members joined the SIU-A&G during the previous quarter and that all Union financial records were in good order. . . Moscow revealed that the Soviet-sponsored Union of Polish Patriots had set up a provincial government in reconquered Polish areas, by-passing the Polish Government-in-Exile in England.

Arbans' rockets were used for . . .

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Strange Policy

Steps taken by the Maritime Administration to permit US shipowners to transfer to foreign flags without having to replace their tonnage are a blow to the US merchant marine. They are a bald contradiction to all the reassuring statements flowing out of Washington to the effect that the administration will take action to strengthen this nation's merchant fleet.

Nobody denies that the Liberty tankers involved in the current transfers are outmoded for general tanker trades, except in specialized operations. The Maritime Administration itself has stated it is ready to offer tanker owners a program whereby they can trade in overage ships to the Government in return for new ones. Just the week before, E. C. Upton, Jr., a member of the Federal Maritime Board, told a New Orleans meeting that "We are ready to request funds sufficient to acquire some 40 tankers under this program." The decision on the Liberty tankers is sure to discourage participation in such a program because it means more cut-throat competition for US ships.

Whatever the reason for the swift approval of these transfers, it is clear that the Maritime Administration has encouraged the disastrous drift away from American flag shipping to runaway Panamanian, Liberian and Honduran operations. The Maritime Administration may be opening "new horizons for private enterprise" in Mr. Upton's words, but those horizons are not under the Stars and Stripes.

It is only a step from the transfer of Liberty-tankers to the transfer of Liberty freighters and other American-flag vessels. Once having opened the gate, it is hard to see how the Maritime Administration can say "no" to anybody else who comes along.

There are plenty of shipowners around, apparently, who are all too ready to take advantage of the situation if they can. They were happy to operate under the American flag while the Korean War was on and they had Government cargoes. But now that it's all over, their slogan is "To Panama Or Bust." Any old flag will do for them as long as they can avoid taxes and other costs of legitimate maritime operations.

For years the SIU and other unions have repeatedly warned of the danger to American shipping involved in encouragement of runaway-flag operations. If the Maritime Administration truly had the interests of the US merchant marine at heart, it would be taking steps to reverse the flow, instead of adding to it.

~ ~ ~

Bridges' 'No-Union' Plea

In an attempt to excuse his "no union" vote plea to West Coast steward department men, Harry Bridges has come up with a peculiar gimmick. By voting "no union" Bridges says, the men will get rid of the "Taft-Hartley hiring hall," that is, the hiring hall run by the shipowners.

What Bridges fails to mention is that by voting "no union" the seamen will also get rid of union contracts and put themselves into the hands of the shipowner.

In other words, if it were up to Bridges and his associates they would rather leave the men in the lurch with no union at all than see them pick a union which is not run by Bridges or one of his pals in the Communist Party's waterfront section. It's the "rule or ruin" idea all over again.

Obviously, if MCS-AFL wins the election one of its first orders of business will be to negotiate a contract containing the same kind of hiring clause as other unions have. Bridges' argument shows the bankruptcy of the Communist apparatus in maritime.

~ ~ ~

New Service

The new credit service provided by the SIU Sea Chest for Seafarers aboard ships should be welcome to crewmembers. It should help eliminate many complaints that Seafarers have been making about the kind of credit sales practices they have had to contend with from waterfront peddlers and other credit outfits.

While the ship's slop chests, supplied by the Sea Chest, provide all basic needs in work gear, they do not carry dress wear and other items. The Sea Chest service will help fill that gap, first in New York and later in the outports. And by placing the charge on the slop chest bill, the new system provides an easy method of payment with no extra costs.

LETTER of the WEEK

Wants Payroll Savings Plan

To the Editor:

I've often wondered what would happen if the average seaman would save his money. Strange as it seems, the average seaman earns about \$400 a month, and yet when you see him on the beach he is generally looking for flop money or trying to get another meal ticket to tide him over until he can get another ship. I've never seen it fail. It happens all the time.

You'd think that a man without dependents would have at least



Pasinosky

\$1,000 in the bank to back him up when shipping is slow. Believe me, a small bankroll is a damn nice thing to have any time.

When the patrolman comes aboard ship he could have those signature cards that banks require for savings accounts and the sailor would only have to sign the card to start an account. He could then make an allotment to the bank and when he goes broke he would have this reserve to fall back on.

Convenient System

A great many men would be able to start an account very easily. You'd be surprised at the number of men who would save their money but never seem to quite get down to the bank to start an account. Most guys only need a little push to get on to something like this, which would really do them a lot of good.

Another thing—when the man pays off he could make out travelers' checks to himself and just write "for deposit only" on the checks and send them to the bank, instead of carrying all of his cash on him. This is an added feature of the idea, which would provide some safety for a lot of hard-earned dough.

I believe that with a little education and possibly a small booklet telling the men what they can do and how to go about it, within a year you would find that the average SIU man would be a happy and well-heeled man.

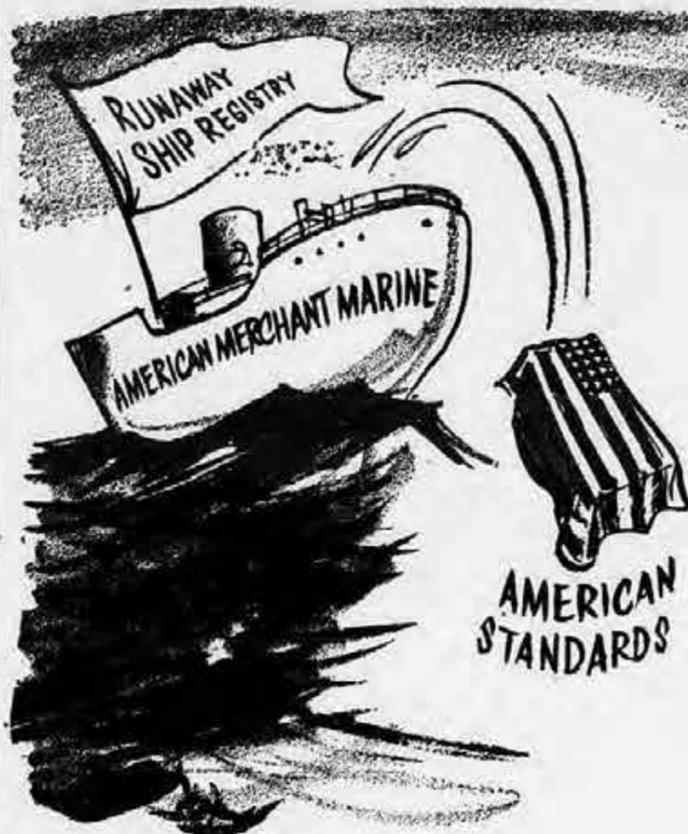
Too Busy

The truth of the matter is that many of the men on ship want to put a little dough away for a squally day, but when they hit the beach after a payoff there are so many things to do with the money that they never head down the street to the First National. This plan that I propose would take savings out of the maybe stage and put it in a bank-account role. A buck in the bank is worth two in the pocket.

What I want to do is offer a workable scheme for Seafarers to save money on a regular basis. Too often the men know what to do after the horse has been stolen. It is rare indeed that the brother will provide for himself beforehand. Let them look at this as the hand writing on the wall. A word to the wise is sufficient.

Joseph Pasinosky

'Buried At Sea'



LABOR ROUND-UP

A third union, the Order of Railway Conductors, reached agreement with the nation's major railroads on a wage increase of five cents an hour. Earlier, two other rail unions, the Trainmen and the Locomotive Firemen and Engineers, ratified a similar contract, making 80 percent of workers actually engaged in operating trains subject to the five cents boost. The settlement also provides for incorporating into the permanent wage structure 13 cents an hour gained under the cost-of-living escalator clause and vacations of three weeks instead of two for men with 15 years service. The pay boost is retroactive to December 16.

Union representation was favored by 69 percent of the 127,500 employees who cast ballots in 1,203 certification elections conducted by the NLRB in the final quarter of 1953. AFL unions participated in 849 of these elections, winning 482 and losing 340. A total of 1,801 petitions for bargaining elections were filed during the period, 143 by employers, 1,090 by AFL unions and 457 by CIO unions.

A pay out of five percent was put into effect in unorganized plants of the Collins and Aikman Corporation in the South and Canada, but at three Rhode Island mills, where workers are organized, wages remained unchanged. The woolen-worsted and synthetic fiber textiles firm operates a dozen units with those in the South mostly located in the state of North Carolina. Along the same line, the average pay in northern cotton, silk and synthetic fiber mills where workers generally are union members was \$1.36½ an hour in mid-1953, compared to \$1.23½ in the frequently unorganized southern plants. The differential stands at 13 cents, while in January, 1950, it was seven cents.

When management campaigned against the CIO Chemical Workers up to within 24 hours of an election, the NLRB ordered a new union representation poll among employees of Detergents Incorporated in Columbus, Ohio. The board set aside the election held

last May 28, when the union won 44 of 116 votes cast.

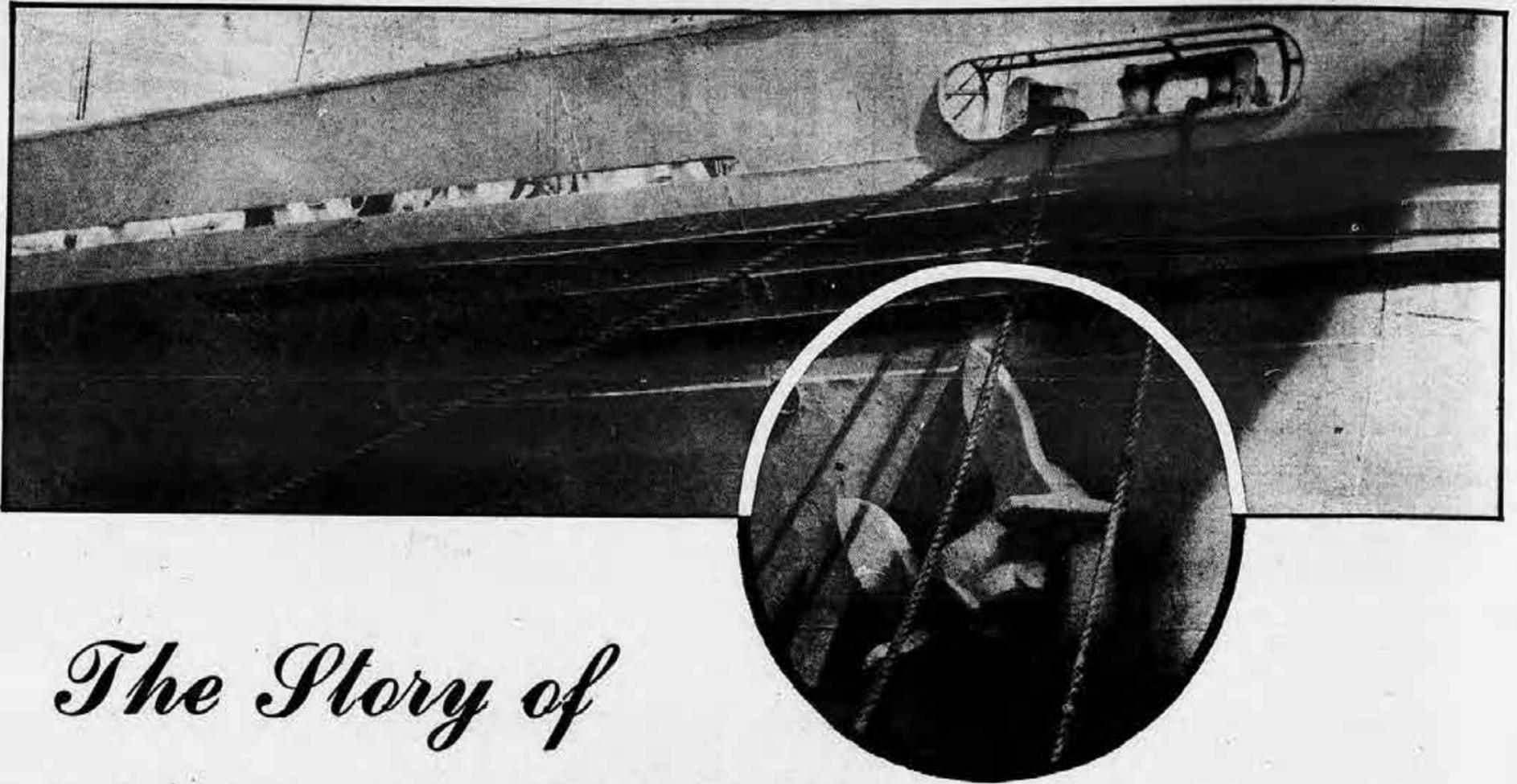
An NLRB decision in a case fought by the CIO United Furniture Workers brought more than \$11,000 in back pay to seven workers fired during an organizing campaign at the Timber Products Manufacturing Company in Grand Rapids, Michigan. Chief beneficiary was a Mrs. Ruth Maginity, who got the largest check—for \$2,500—just after giving birth to a baby girl.

The pay of most of the 520 members of Master Furniture Guild Local 1285 has been boosted by \$32 a month, with the rest of the members getting a \$29 monthly increase through arbitration after the AFL Retail Clerks and the Retailers Furniture Council of San Francisco, California, failed to reach an agreement under a wage adjustment provision of their contract. The raises are retroactive to last June 22, with all selling personnel in 60 stores getting the higher boost.

Two major collective bargaining objectives—the guaranteed annual wage and health insurance—were won by United Packinghouse Workers Local 580 for 1,100 members employed at the National Sugar Refining Company's plant in Long Island City, NY. The gains include a wage increase of ten cents an hour.

Retail Clerks Local 770 in Los Angeles, California, won \$2,500,000 in retroactive pay through arbitration in a wage dispute with operating companies. The amount will reward 12,000 members of the local for night work and holiday work performed since February 6, 1953. The union claims it could have accomplished the same thing with a strike of short duration, but considered the convenience of the public in resorting to arbitration.

A Presidential Board recommended pay rises for some Railway Express employees and an end to wage differentials between white and negro employees in the Southeast. It will affect workers in Detroit, Pittsburgh, New York and other cities.



The Story of THE "HOOK"

Even today, when oldtimers of the days under sail gather, they still remember the unhappy tale of the Dutch sea-captain and the misfortune that wrote the legend of the "Dutchman's anchor." The old story of the Dutch shipmaster who forgot to bring his anchor along and thus lost his ship provided a lesson for all time.

However fanciful the story may be, the anchor was by no means a newcomer to the sea. Exactly who first utilized some instrument for mooring a vessel is unknown, but the earliest records of them come from Egyptian tomb furniture of about 2200 BC, where ship models were found to be equipped with papyrus ropes and conical stakes for mooring the vessels to the shore.

Later tombs (1600 BC) divulged ship models with grooved or perforated anchor-stones, and when the 1400 BC tomb of King "Tut" was unearthed in 1922, anchor-stones shaped in a T were found. The ancients also used crooked sticks, or wooden frames weighted with stone (killicks), variations of which are still in common use in some remote regions today. A bag filled with sand or a log of wood weighted with lead were likewise used by primitive peoples to serve the purposes of an anchor, with some notable examples even having the crude equivalent of a stock.

Further developments in the history of the anchor were two-armed hooks, without stocks, cast in bronze on the island of Malta about 800 BC and, 300 years later, Greek writers spoke of "stone anchors with iron hooks." Eventually, by 300 BC, vessels of the Athenian navy were equipped with iron anchors weighing up to 440 pounds.

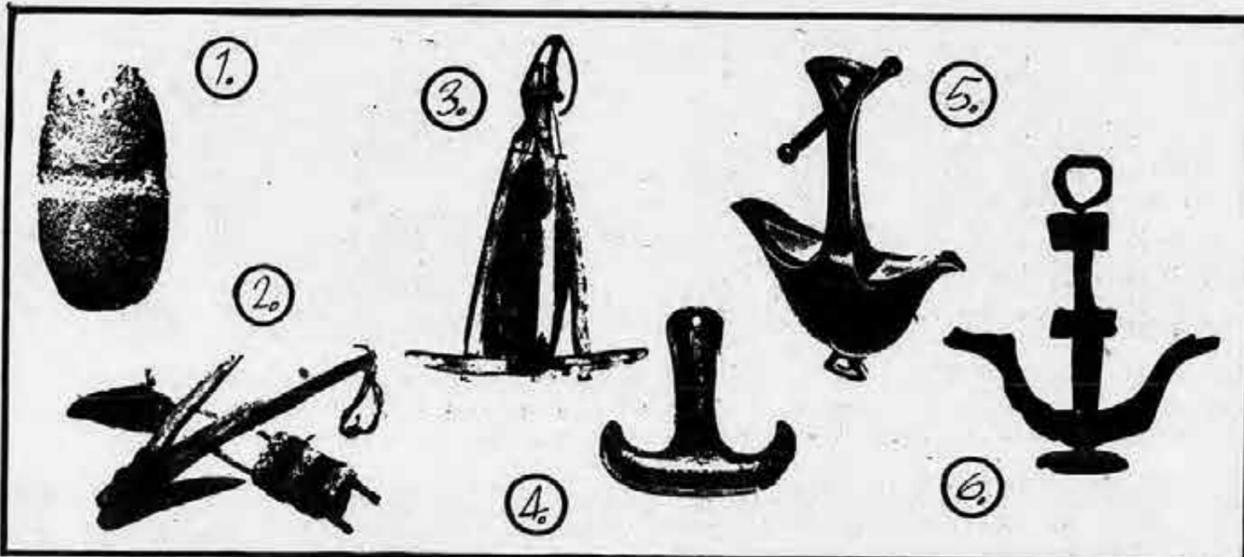
Found In Lake

About 40 AD, the ship of Emperor Caligula was equipped with a 16-foot iron-tipped oaken anchor with a heavy leaden stock. Still intact, it was discovered when Lake Nemi, near Rome, was drained in 1929 in the hope of salvaging supposed wealth from the sunken wrecks. At the same time, another wreck yielded a wood-sheathed iron anchor weighing about 1,000 pounds.

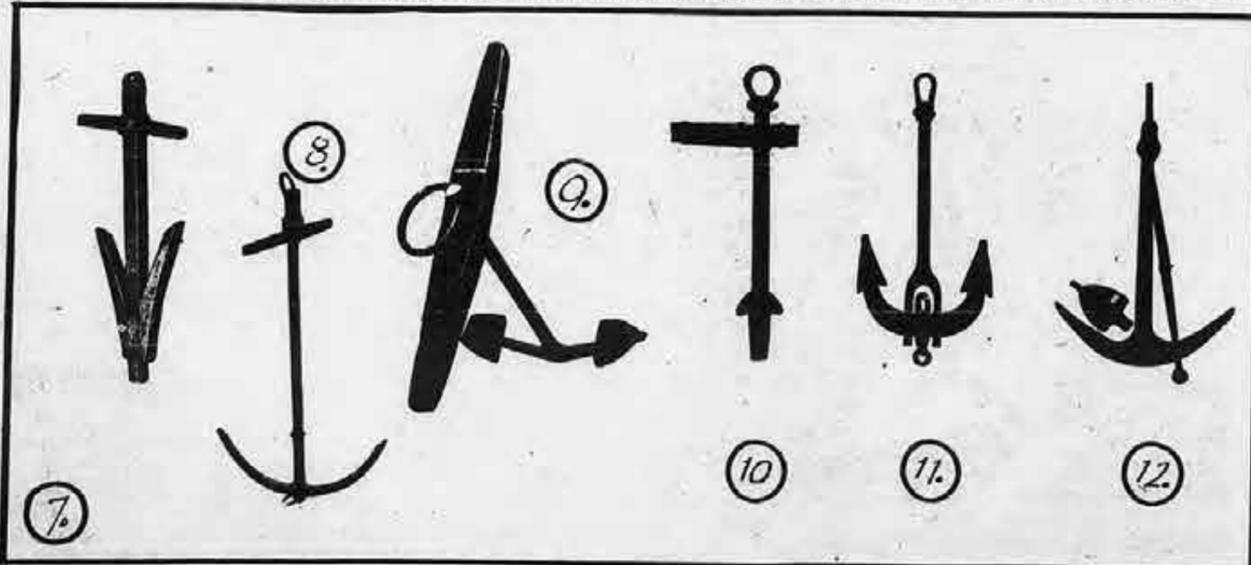
This second one was distinguished by the fact that it had a portable stock, a feature which was lost to the world until it was "invented" again some 1700 years later and finally adopted by the British Admiralty in 1854. It bore a striking resemblance to the stocked anchor of modern times. The first English anchors were forged in East Anglia in 578 AD.

Shortly before the time of Columbus, the Statutes of Genoa required a 1,500-ton ship to carry 12 iron anchors of from 1,600 to 1,800 pounds each. As ships got bigger and ventured out in strange, untried waters more and more, the anchors developed with them. In 1637, the "Sovereign of the Seas," 1,600 tons, carried 12 anchors of 4,000 pounds each.

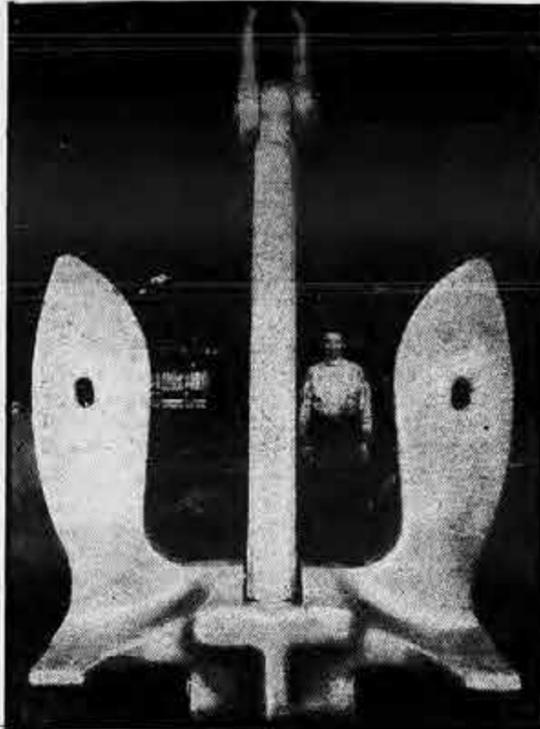
Anchors of about 1700 had long shanks, straight arms at 50 degrees, sharp points at the crown and wooden stocks



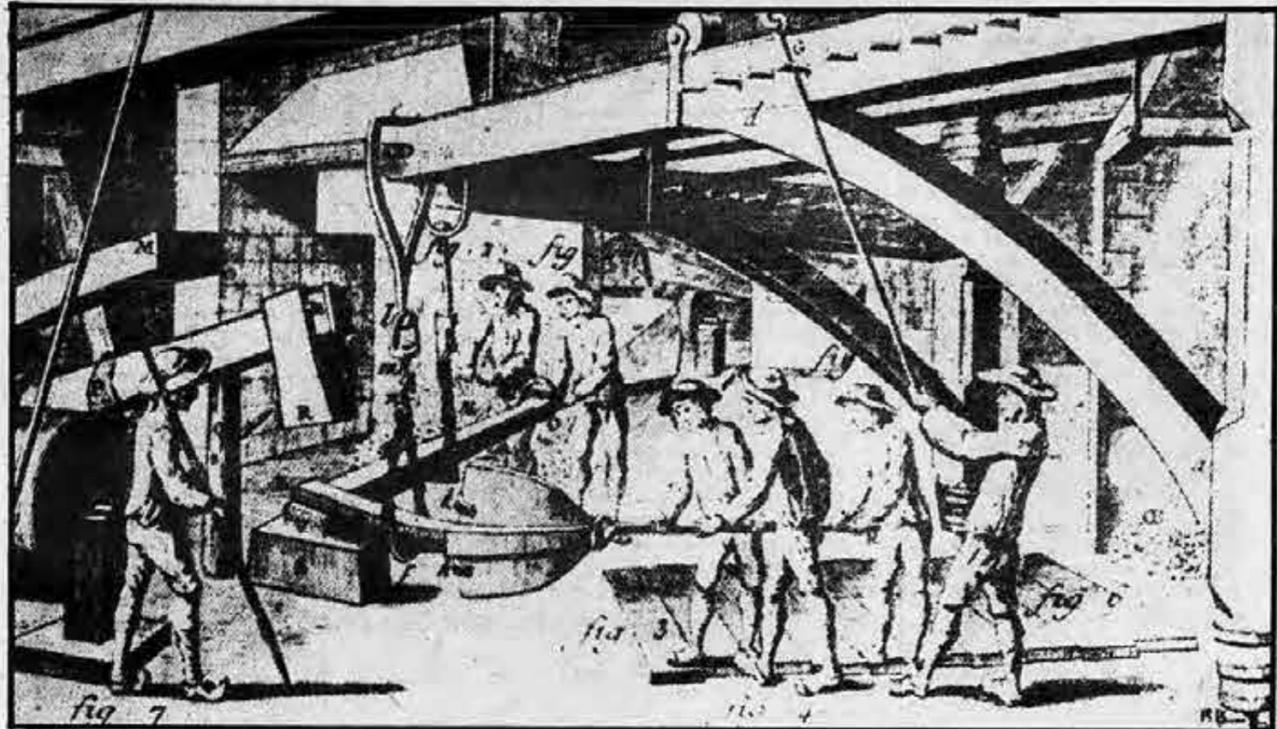
Primitive anchors: (1) grooved anchor-stone (1600 BC); (2,3) wooden frames weighted with stones (1,000 BC); (4) two armed hook, without stock, cast in bronze on the island of Malta (800 BC); (5) two-armed stocked anchor apparently filled with lead (400 BC); (6) crude iron anchor, with palms, of the time of King Herod, about 35 BC.



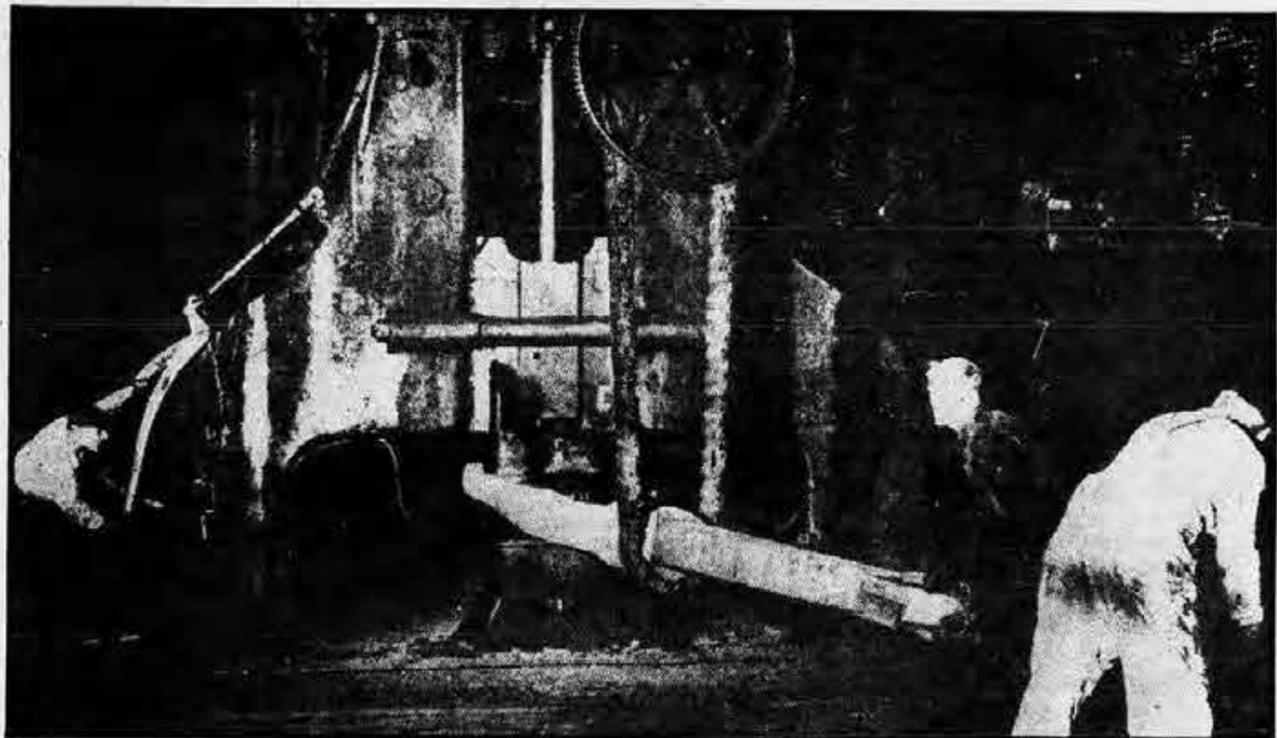
Modern developments: (7) iron-tipped, 16-foot oaken anchor and (8) wood-sheathed iron anchor, both of 40 AD, found intact in 1929; (9) long shanked, wooden stock anchor with straight arms at 50 degrees (1703); (10) small-palm anchor (1830); (11) tumbling fluke stockless anchor (1840); (12) "Admiralty" or "Old Style" anchor (1846).



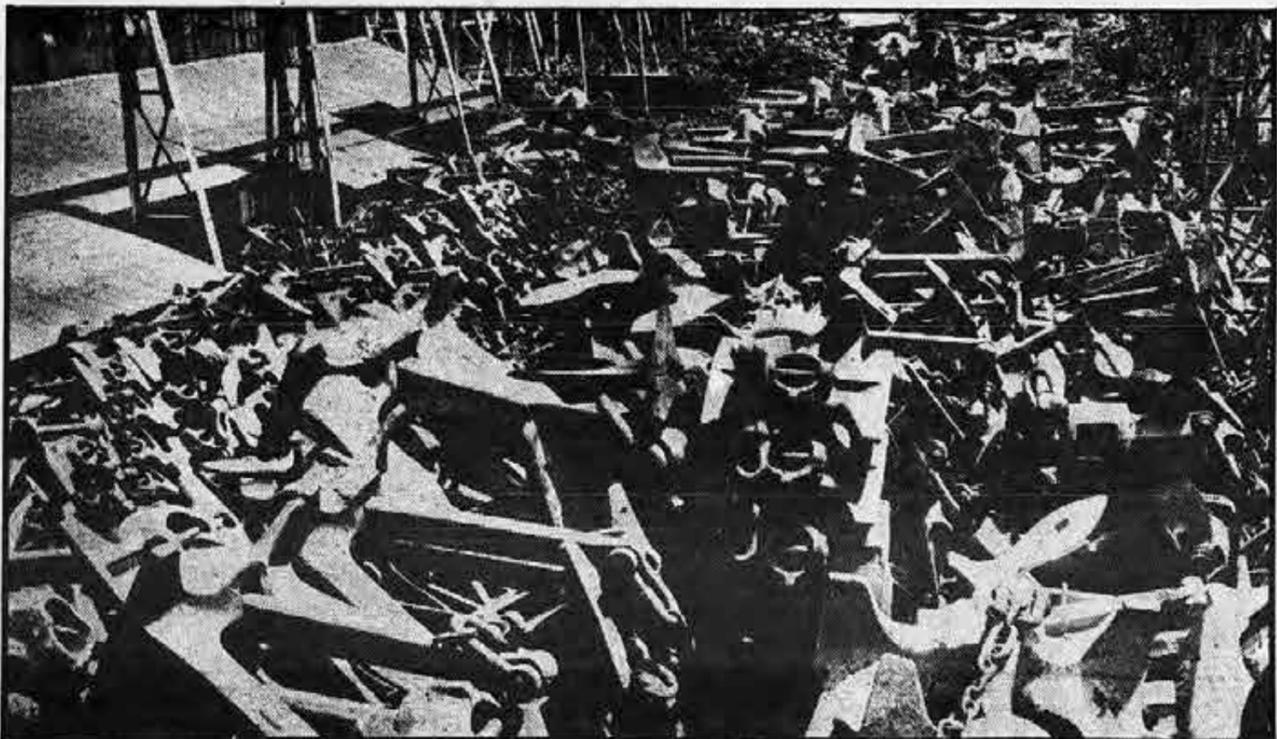
Workman is dwarfed by 40,000-pound stockless anchor for world's largest aircraft carrier, the USS Roosevelt.



Forging operation in anchor production is depicted in this wood-cut illustration of 1723 published in France. The presentation by Reaumur, an 18th century writer, was the first public discourse on the science and art of anchor forging up to that time.



The shank of a modern stockless anchor is forged on an open frame steam hammer at the Baldt works in Chester, Pa. With the anchor for a typical Liberty ship weighing some 8,400 pounds, the shank-piece alone measures nearly eight feet in length.



Anchors of all sizes and descriptions are shown in main storage yard of the Baldt works, along with lengths of varying weights of anchor chain. Exhaustive tests must be conducted on both anchors and cable before they are certified for ship use.

the length of the shank or longer. By 1780, iron stocks began to emerge from the experimental stage, but the popular anchors of the period still had wooden stocks and relatively long shanks and straight arms.

Finally, by 1840, the Hawkins' "patent tumbling fluke stockless anchor" had developed to a form approximating that of most stockless anchors of today. Six years later, the British Royal Navy adopted the iron stock and gave full sanction to the type of anchors now known as the "Admiralty." This type, also known as "Old Style" or "Kedge," is no longer used for large ships but continues in use for small boats and for moorings.

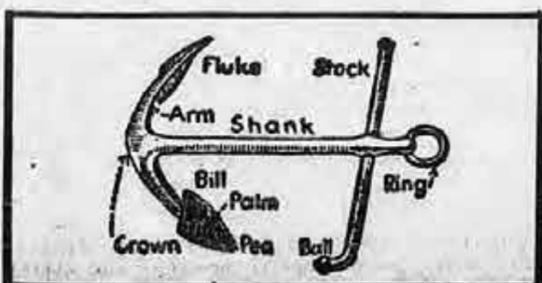
Use Of Hawse Pipe

The innovation of stowing the anchor in a hawse pipe did not come until 1885, but when it did, it aided the popularity of the stockless anchor until today, following a series of modifications in design, it is practically the only type of anchor used on ships of real size. Besides the facility with which it can be stowed, there is also the added feature of it being less likely to foul than the "Old Style" stocked anchor.

Modern ships generally carry several anchors; usually there are two in addition to the two main bower anchors. Most carry a spare anchor, the sheet anchor, which is of the same weight as the bower anchors and is carried on deck or in a hawse pipe abaft the bower anchor. Small anchors weighing about one ton, generally of the old-fashioned type, are used for kedging (moving a ship ahead a little at a time by taking one anchor out in a boat, letting it go and then hauling the ship up to it).

The safety of a ship often depends on the ability of its anchor to hold, so anchors must pass rigid tests both as to materials and construction. The weight of the anchor on a particular ship is proportioned according to the vessel's own displacement. Thus, the Liberty ship generally carries main bower anchors weighing 8,400 pounds, the Victory-type carries about 9,400 pounds, the T-2 about 12,000 pounds and a giant passenger liner like the SS United States carries anchors weighing 29,050 pounds.

(Technical information and photos courtesy Baldt Anchor, Chain and Forge Division, Boston Metals Co., Chester, Pa.)



MARITIME

Thirty-six crewmembers of the British motorship Fernmoor had to take to lifeboats in the China Sea when a coral reef ripped open the bottom of the ship. Crewmen were picked up by the Panamanian ship Liberal with no casualties . . . The Dutch ship Zuiderkruis arrived at Hoboken on the last leg of a round the world cruise. The ship left for Australia with Dutch settlers from Rotterdam and will return to that city with 191 passengers . . . The Swedish liner Gripsholm, now under charter to North German Lloyd, arrived in New York recently marking West Germany's re-entry in the passenger ship business.

The Indonesian Government is starting salvage operations of 60 sunken ships that are perils to navigation. The ships were sunk by the Japanese in World War II, and the Japanese are paying \$6½ million towards the operation as part of their reparations to Indonesia . . . The chamber of commerce of Philadelphia has gone on record asking for a 35-foot channel in the Delaware River to be dug by the Federal Government . . . A new service between US ports on both coasts and Africa is being opened by the Nedlloyd Line, a Dutch concern. It will operate on a once a month basis . . . The Norwegian motorship Lisholt suffered heavy damage in its midships housing from a five hour fire at Balboa, Canal Zone.

Holland-America lines has opened a new office for passenger bookings at 29 Broadway, New York, loaded with plush furnishings to attract passenger business . . . New transatlantic Greek liners, the Olympia and the Neptunia, have scheduled 38 stops at Cobh, Ireland during 1954 . . . The Jupiter Steamship Company, a Great Lakes shipping firm, is planning to buy two freighters from the Pittsburgh Steamship Company. Jupiter at present operates one ship . . . Canada's oceangoing fleet has declined to 19 ships with the sale of the freighter Mont Clair to Italian interests. The Canadian tanker Imperial Quebec has also been sold to a foreign flag. The size of the Canadian fleet is now smaller than any year since 1939.

The famous whaler, Charles W. Morgan, is being overhauled at the Mystic, Connecticut, whaling museum. The museum had to hunt around New Jersey and Pennsylvania to find white oak timbers for deck replacements. The rebuilding job on the ship is expected to cost at least \$40,000 . . . An Italian freighter spilled a considerable amount of oil on the waters of the New Orleans Industrial Canal when it ran into a line of oil barges. The freighter Magliola coming upstream, did the damage . . . A Federal court in Baltimore fined the Sword Line \$1,000 for dumping lumber into Chesapeake Bay. The Oregon Sword was the vessel responsible.

A shortage of tin cans has put a considerable crimp in the Peruvian tuna-fishing industry. The country's local can-manufacturing plant broke down forcing the industry to depend on emergency imports of tin cans . . . The Pennsylvania Railroad has a new \$9 million ore pier under construction in the port of Philadelphia, with operations scheduled to start in the spring. The pier, at Greenwich point, is designed to handle two vessels at a time and dump ore cargoes into dockside freight cars. If necessary, the pier can be extended to handle four ships . . . The Holland-American Line is being sued by Arnold Bernstein for \$3,900,000 for the Red Star line franchise and the liners Westerland and Pennland sold to Holland-America in 1938. Bernstein contends he was forced to sign over the property while imprisoned by the Nazis.

New Haven's re-emergence as a port for deep-sea ships will be marked on March 17 when Isbrandtsen's Flying Enterprise II arrives as part of the company's new intercoastal service . . . Egypt has relaxed its regulations against ships carrying cargo to Israel. Ships touching Israeli ports will not be blacklisted if they don't call at Arab ports during the same voyage. Cruise ships will be permitted to stop at both Egyptian and Israeli ports . . . The Home Line's cruise ship Atlantic has been transferred from Panamanian to Greek registry and will enter New York to Mediterranean service late this year.

Grounding of the 4,299-ton ore carrier the Harry Lundeberg, was reported off the coast of Lower California. Most crewmembers have left the ship with a skeleton crew remaining on board. The ship was carrying a cargo of gypsum . . . Moore-McCormack Lines have added Cartagena and Maracaibo as regular ports of call on their ships running out of Pacific ports . . . Sixteen fishermen drowned when the 243-ton fishing trawler Acor was driven aground 20 miles from Lisbon . . . The Mississippi Valley Association has called for renewed interest in developing the nation's inland waterways. The Association is holding its annual convention in St. Louis.

SEAFARERS in ACTION

You may not have to buy plum pudding for the crew at Christmas time to become a popular ship's delegate, but in Seafarer Al Whitmer's case it didn't hurt any. At least, his fellow Seafarers aboard the Steel Ranger (Isthmian) thought enough of the plum pudding to pay Whitmer a compliment.



Whitmer

However, that wasn't all Whitmer had on the ball according to reports. The crew voted him their appreciation for a fine all-around job as ship's delegate, plum pudding or no. The pudding was just another little feather in Whitmer's cap.

Whitmer just recently passed his tenth anniversary as a Seafarer, having joined the SIU on February 8, 1944 in the Port of New York. A native of Illinois, the 26-year-old Seafarer now has home and family in Philadelphia and contributes from time to time to the pages of the SEAFARERS LOG.

A good idea to speed up teamwork between the cook and messman and provide better service for the crew accordingly was offered by Paul Ulrich, ship's delegate of the Seatrain Louisiana. Ulrich proposed that a two-way speaker be installed between the messroom and the galley. That way, the messman could call in his orders immediately and in most instances the stuff could be ready for him by the time he stepped into the galley to pick it up.

Ulrich, who is Brooklyn-born and a resident of the Borough has been sailing with the SIU for five years, joining in New York in March, 1949. He's 25 years of age.

A sound suggestion for shipboard procedure was offered

aboard the Tagalam recently by Seafarer Tim McCarthy. He proposed that copies of the shipboard minutes be posted so that men who are on watch at the time of the meeting can get a full report on what's going on.

McCarthy has been sailing with the SIU for about ten years, joining the SIU in Boston in August, 1944. The 32-year-old Seafarer is a native of Ireland. He sails on deck.



McCarthy

On the Job

An Oxygen-Fed Fire

The danger of an occasional leak in an oxygen cylinder was described recently in a Coast Guard report on a shipboard fire aboard a C-3. As a result of such a leak the ship came near to being lost with only prompt action by the crew saving the vessel and all aboard. As it was, considerable damage was done to the ship, which coupled with loss of cargo ran up to \$500,000. Several crewmembers suffered injuries from burns in the process.

All of this emphasizes the importance of extremely careful stowage of oxygen cylinders, or any other cylinder containing compressed gas. Ordinarily, these cylinders take a little knocking around because they look so deceptively sturdy, but it took only one little flaw in the construction of one cylinder, or else in the stowing of the cylinder to cause the general emergency.

Four Explosions In Row

On this particular ship, the fire broke out a few minutes before one PM while it was approaching port. The third mate was standing watch in the wheelhouse when the alarm bell rang on the fire-detection system, which works on the basis of smoke detection. As the third mate turned to check the box, an explosion at number three hatch shattered the wheelhouse windows, followed by three more explosions. At the same time, just before the explosions the chief mate had been notified by the reef engineer of smoke coming from the upper 'tween decks of No. 3 hold.

As a result of the four explosions the hatch boards and four hatch beams were blown completely off the No. 3 hatch, fire was general throughout No. 3 hold and the forward end of the midships quarters, the pilot-house and the decks were aflame.

Broke Out Hoses

The crew broke out fire hoses and put eight hoses in play within three minutes of the first alarm. At the same time eight crewmembers launched the number one lifeboat to pick up a man who had gone overboard with his clothing aflame.

Crewmembers succeeded in bringing the fire on deck and in the midship quarters under control fairly rapidly, and the CO-2 system was opened in the No. 3 hold. Meanwhile, after forty minutes, the lifeboat picked up the severely burned messman who had jumped into the water.

Despite the CO-2 system the fire continued to burn fiercely in the hold, only being kept from spreading by water poured in from the hoses. Three hours later the ship reached port successfully with the hold still aflame. It was necessary to cut holes in the deck to reach section of the fire in the wings of the hold. As a result of water pumped into the hold, the vessel took a 13 degree list. It took 48 hours to completely extinguish the blaze without possibility of further outbreaks. Navy and Army firefighters had to take over the job from the exhausted crew.

Oxygen Cylinders Burst

Investigation of the blaze by the Coast Guard showed that four pallets of oxygen cylinders had been stowed, in accordance with all regulations, in the square of No. 3 upper 'tween deck hatch. These cylinders had burst accounting for the four explosions and the very rapid spread of the blaze. As best as could be determined, the fire had begun in the after center section of No. 3 upper 'tween decks and spread from there to the lower 'tween deck and the lower hold. It had also spread vertically to the midship quarters through vertical cargo battens as well as open ports and doors.

It was the conclusion that one of the oxygen cylinders developed a leak from causes unknown. From there on, the investigators could only guess at the next step. It is possible that the leaking oxygen flowed over a surface that was subject to spontaneous heating, perhaps rags or debris containing traces of oil or turpentine, or inflammable cleaning fluids. The addition of oxygen would cause the debris to burst into flame.

Another possibility was a spark from two metallic materials bumping into each other, which ignited the escaping oxygen. The fire in turn caused the other cylinders to rupture causing a fire of terrific strength to spread through the entire hold.

Lube Oil Ignition

A third possible cause would be the ignition of tiny amounts of lube oil clinging to the inside of the cylinders. The lube oil is injected into the cylinder from the compressor when the cylinder is charged. If the droplets of oil were vaporized by the escaping oxygen, they could be ignited and possibly explode.

In any case, this one small oxygen leak caused all the trouble, producing such a severe fire that the crew could consider itself both fortunate and skillful in avoiding loss of the entire ship and part or all of the people aboard.

Burly



A Mate's Delight

By Bernard Seaman

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.

New Ship Transfers Approved By Gov't

(Continued from page 3)

Carriers. The indictment claims that he owns controlling stock in this SIU-manned outfit, although the law provides that 51 percent of such stock must be held by American citizens, whenever the ships involved have been purchased from the US Government.

At present, all Saudi Arabian oil is marketed by a combine of four big American oil companies banded together as Arabian-Amer-

ican Oil Company (Aramco). These companies in turn, have chartered many independently-owned American-flag tankers from time to time to help them handle their shipments.

Onassis has claimed that his venture would not upset present arrangements, but others are inclined to believe that his arrangement with Saudi Arabia is designed to give him and that nation full control over all oil shipments originating in Saudi Arabian fields. In turn, Onassis would pay a per-ton royalty to the Saudi Arabian Government, but of course, would escape the burden of taxes, safety requirements, and other costs of operation under the flag of a recognized maritime nation.

Since the US Government permits, and sometimes encourages, transfers of US-owned shipping to foreign flags, it is hard to see how the State Department could object to Onassis' setting himself up in business as a Saudi-Arabian operator.

The wealthy shipowner operates several shipping companies under a variety of national flags including those of Panama and Liberia, traditional refuges for low-cost operators.

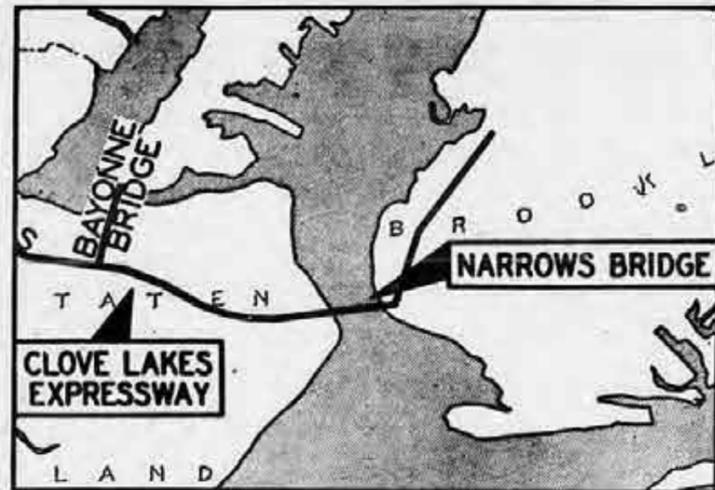


Diagram shows location of proposed Narrows bridge from Brooklyn to Staten Island, now under study by the Port of New York Authority.

Narrows Bridge Proposal Studied By NY Authority

Proposals for a new bridge to be built directly across the Narrows between Brooklyn and Staten Island in New York harbor are now under study by the Port of New York Authority. The proposals are part of a series of major projects that would include another crossing of the Hudson River around 125th Street.

The Narrows bridge has been

under discussion for several years. Some objections have been raised to its construction by shipping interests on the grounds that it would provide a navigational hazard at the entrance to New York harbor. Some of the larger ocean going liners now find negotiating the Narrows a ticklish business under the best of circumstances.

In another sense though, the new bridge could prove an asset to the Port as it would provide easier access for truck cargo shipments to and from Staten Island and New Jersey. Most of this heavy trucking now has to travel by way of the Holland Tunnel.

A Port Authority spokesman said that plans for the bridge were only under study and were pretty indefinite at the moment. The most important question to be determined would be just where to locate the bridge to best advantage, with the big cost of such an operation being a second problem to deal with.

'But It's From California'

To most people yogurt is just a sour milk concoction which some people prefer to sour cream, but it's lots more than that to Yami Yogurt products of Los Angeles. At least it was more until the Federal Trade Commission cracked down.

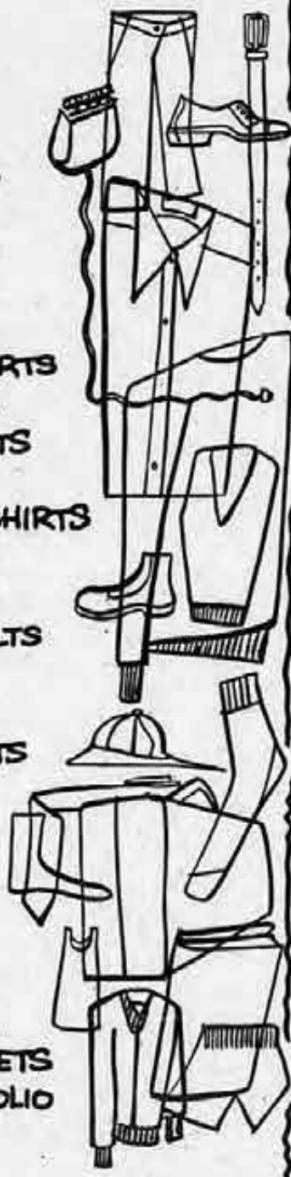
Yami Yogurt has now promised that it won't claim the following magical properties for its product: That it promotes digestion, helps digest other foods, makes you live longer and helps prevent senility, restores your health, helps prevent typhoid fever and dysentery, cures constipation, ulcers, gastritis, diarrhea, stomach distress, celiac disease (a digestive disturbance whereby you can only digest bananas), helps pneumonia and bronchitis victims, keeps the digestive tract clean—and that isn't all.

Yami Yogurt will no longer claim that it reduces nausea in pregnant women, improves the complexion, tenderizes meats, contains pre-digested proteins and helps the body absorb milk.

About the only thing Yami Yogurt never claimed was that its product would clean your carburetor and give you five more miles per gallon in your automobile.

What do you need?

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- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
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Truck Co. Would Operate Trailerships On East Coast

A sea-going trailership operation designed to carry large truck trailers to and from Atlantic Coast ports is up for approval before the Interstate Commerce Commission. The operation calls for construction of four trailerships at a cost of \$5½ million each between New York or Providence and Wilmington, North Carolina.

Under the preliminary designs of the ships, each vessel would be able to carry 240 trailers.

Not New Idea

The idea of trailerships is not a new one. For a while, a trailership operation was run between New York and Albany on the Hudson River. And out in Seattle, a trailership operation was run by Ocean Tow between the Northwest Coast and Alaska. However, both operations were unsuccessful.

The present trailership plans have been drafted by the McLean Trucking Company. They call for two or more round trip sailings each week between the northern and southern ports. A company official claimed that the trailership operation would cost about one-half cent a ton-mile compared to 2½ cents a ton mile for shipping by truck overland and 1½ cents a ton-mile for railroad shipments.

Fast loading and unloading of the vessels with only a four-hour layover in port is one of the features of the design. It's expected that the entire run from New York to Wilmington would be a matter of a day and a half.

The project has won the approval of Dave Beck, president of the International Brotherhood of Teamsters' on the ground that it will help promote the use of long-haul trucking and increase jobs for truck drivers who will have to truck the trailers to and from the terminals.

The company believes that the sea transport plan would enable truckers to compete successfully with railroads in many types of traffic where railroads now hold a considerable advantage.

In the long run, a successful operation of this kind, he believes, could stimulate both the trucking and the shipping industry, which on coastwise type operations have difficulty competing with railroad freight services.

Who Gets SIU Benefits?

Following are the requirements for two of the benefits under the Seafarers Welfare Plan:

Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. Needed is a copy of the marriage certificate and birth certificate. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years sea time with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

Sight-Seeing Couple Encounter Weighty Problem In New Orleans

While standing on the corners of Conti and Bourbon Streets, in New Orleans, La., writes Seafarer Spider Korolia, he heard a commotion which threatened to send the inhabitants to previously prepared bomb shelters. Panic was averted however, when the populace learned that it was only Moon Kouns making the racket.

Racket it was, too, said Brother Kouns, who was arguing with the driver of a French Quarter sightseeing buggy. Kouns, said Korolia, charged that the driver wanted too much to transport himself and his girl friend around the Quarter. The driver, on the other hand, said it wasn't half enough to cart all that beef around. In the end, the driver begged off, claiming that he didn't have a meat-hauling license and suggested that the two pachyderms hire a special bus for their travels.

If truth be known, said Korolia, the driver, after taking one look at Kouns and his portly pal, told the Seafarer that he wouldn't hire out the mule and buggy because the mule was 40 years old and could no longer haul box cars. Besides, he had one warning from the ASPCA about inhuman cruelty to animals and he didn't want to take another chance. Kouns said it wasn't taking any chance and the mule driver agreed with him but



Korolia

they were looking at it from different viewpoints.

Undaunted, Kouns and company sought other means of transportation, according to Korolia. Taking only a portion of the last driver's advice, the Seafarer and his lady walked to the corners of Canal Street and St. Charles Avenue. At that juncture, they accosted the driver of a sightseeing bus and begged his indulgence in allowing them to ride on his conveyance. "Not so fast," said the driver with a sidewise glance at the portly pair, "this bus has just filled up

as of now." He suggested they charter a special Greyhound bus for their purposes and shoved the gear shift into first, after which he took off on a racing start.

At last report, said Korolia, Kouns and his date hired a trailer with an extra driver to haul the load around the French Quarter. Kouns gave no quarter and the driver asked none, but it is understood on reliable authority that the latter gave up the profession the next day in order to pursue something less exhausting, like pearl diving.

Last Of Christmas Dinner



Seafarers aboard the Chickasaw enjoy the last of their Christmas dinner as the ice cream glides smoothly down. Christmas tree tests to gala holiday festivities aboard the Waterman vessel.

Marks Leave Their Mark On Seafarer In Germany

Every man makes his own mark in life, writes Seafarer Richard Peterson aboard the Citrus Packer of Waterman. What he means is that some men win and lose more marks in life than others, if they're in Germany, that is.

The marks Peterson is referring to, of course, are the German medium of exchange necessary for the sustenance of life, the bread-and-butter buyers. And the incident he makes note of is one concerning a rather devil-may-care, unaware young OS aboard ship, who was not exactly on the qui vive all the time he spent in Germany.

After exhibiting a rather extraordinary skill at dice manipulation in a tavern, the young OS in question sought other means of pleasure and celebration of his financial coup. He had, in the course of several hours, cleaned out a number of crewmembers who engaged in a game of galloping dominos with him. Flush with victory and \$100 winnings in German marks, the OS proceeded to celebrate in ways not unaccustomed to his tavern surroundings.

Fair Company

After moving into high gear on his tear, the OS became lonesome and sought some fairer company. Near at hand, a German lass proved

more than obliging and only too willing to help the sailor continue his celebration along lines which he had fairly well established.

The curtain on the German drama fell the next morning when the OS (Ordinary Sucker) awoke to the fragrance of a cold-hot room, a mean pallet and a dry throat. The only things he had left to his name after his nocturnal carousing were the clothes on his back, four cigarettes and taxi fare back to the ship. After the fast ride he was taken for, he was glad he didn't have to walk back.



Peterson

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

Did You Know . . .

That when a person is "black-listed" from a job today, he can figure that he's really getting off easy because the original blacklist carried a death penalty? When Charles II of England came to the throne in 1660, he listed in a black book the names of 56 men who had sentenced his father to death. They were all subsequently executed.

That there was no such thing as a "right shoe" or a "left shoe" until the beginning of the 19th century? The English apparently started the practice of making each shoe in a pair for a particular foot. In the US, as late as 1880, both shoes were still identical, just as socks and stockings are today.

That beer was a common beverage as far back as 5000 BC? The records of old Babylon indicate that beer was well-known to that ancient civilization, although the Egyptians credit its invention to one of their own gods, Isis, who fermented it from barley.

That Seafarers can contribute up to five entries in any one of the four categories in the Third Annual SIU Art Contest? The annual competition, for which entries will be accepted until April 30, 1954, will award three prizes for the best work in handicrafts, drawings, water colors and oil paintings.

That if you come up with 13 cards in one suit while playing

bridge, you've beaten odds of over 158,000,000 to one? You can't lose with this "freak" hand unless somebody else pulls the same trick in a higher suit.

That La Paz, Bolivia, has a greater altitude than any other national capital in the world? The city is 11,800 feet above sea level. Its nearest rival in this respect is Quito, Ecuador, with an elevation of 9,343 feet.

That you can still get a cup of coffee for only five cents at the SIU headquarters cafeteria? Coffee prices elsewhere may have gone up, but Seafarers are paying the same price for their coffee that they paid over two years ago, when the cafeteria first opened.

That France still owns territory in North America? St. Pierre and Miquelon, two small rocky islands off the southern coast of Newfoundland, are still French territory today. Due to their proximity to the Grand Banks, they are the center for the French cod fisheries in the North Atlantic.

That the use of a standardized quart-size milk bottle was first introduced by a New York doctor in 1884? Before that, and for some years afterwards before its use became widely recognized, the milkman was still pouring milk from his can into the customer's pitcher.

Shinnecock Bay Crewmen Have Bang-Up Time On West Coast

The boys aboard the Shinnecock Bay (Veritas) had quite a time for themselves according to the minutes received from recent shipboard meetings. Events took several turns in varying directions, and before the whole trip was over, practically every Seafarer aboard had a hand in the activities.

After receiving permission from the commander of the Naval Ammunition Depot at Bangor, Washington, Cliff McLellan, the ship's delegate, took down his trusty ax and slew the stoutest Sequoia. As a matter of fact, the minutes note, McLellan did a pretty good job of chopping down the tree, which was used for Christmas festival purposes in the true tradition. Decorations, ranging from tinsel to balls to stars and figurines, were bought and hung. After the Christmas festivities concluded, the men who chipped in to buy the decorations

cut cards to see who would wind up holding the bag of decorations all for his very own. No winner was declared, according to the minutes.

The crew had a brush with the commander of the depot in another instance as well, although not coming off quite in the same manner. It seems, notes the ship's minutes, that the ship's baker

wanted to do a little deer hunting before hoisting anchor. The spot he had picked out, unfortunately, was on the grounds of the ammunition depot. The commander couldn't see eye to eye with the baker on the matter, feeling that the steward department member might not get his deer but more than he bargained for, or aimed at, if he hunted on the ammunition preserve. Undaunted, the baker offered to fell his deers with bow and arrow, but at last report, no venison graced the Shinnecock Bay's tables as Robin Hood encountered no opposition from the steward department marksman.

One Final Fling

Before casting off, the crew wanted to have one final fling, so they flung it at the nearby town of Bremerton, Washington. Hiring a car near the ship's berth in Seattle, some of the crew took off for the neighboring city and had a jolly old time of it before heading to sea again. No details of the evening abroad were available in the minutes, but they do note that "after all the finances were settled, it came out that there is \$8 left over to go into the ship's fund."



McLellan

Cutting Up Cake



Frank Napoli, aboard the Golden City, cuts up cake for Christmas party for the crewmen aboard the ship. Tree completes festive air.

Asleep In The Deep

By M. Dwyer

*Ships never die, they only slip
Beneath the spray and foam,
Their crews live on in ghostly
foam,
The ocean floor to roam.*

*On foggy nights they rise to tell
The terrors of the deep,
While other men who toil the land
Are safe at home asleep.*

*Those who love the sea will hear
Their voices loud and clear,
And fear not, with a craven mind,
But know a shipmate's near.*

*Two thousand leagues beneath
the sea
I walked the ocean's floor,
Where I was almost certain
No one had stood before.*

*The stately hulls of slimy ships
Were still as still could be,
Their silent crews had long been
dead
But still they welcomed me.*

*I seemed to hear their voices
And feel their ghostly hands,
And here I found a solitude
I never knew on land.*

*How many men with brawny backs
Had trod these decks? I thought,
How many women with lonely
hearts
Awaited them in port?*

*The beauty of the coral,
The opalescent glow,
The tiny fish who swim the sea
I can't explain, you know.*

*Two thousand leagues beneath the
sea
I searched not for a treasure,
But found contentment and peace
of soul,
Which I can never measure.*

The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

Since many Seafarers are still puzzled by the problems of determining the proper exposure when using flash bulbs for their picture-taking, let's give the problem another whirl.

1. Find the distance in feet from the light source to the subject. Use your camera range-finder, measure the distance or make an estimate. Remember, use the lamp-to-subject distance, regardless of the camera distance. Of course, for on-the-camera shots the two will be identical. If you are bouncing the light off a wall or ceiling, the total distance travelled by the light must be calculated.

2. Locate the guide number for the film and shutter speed you are using. You'll find guide numbers listed on flashbulb and floodlamp cartons, film data sheets, pocket exposure guides and the manufacturers' literature. For electronic flash units, the guide numbers are given in the accompanying instruction manual. When using electronic flash units, shutter speed is not a factor.

3. Divide the guide number by the lamp-to-subject distance. The result is your f-stop for proper exposure. The number you get may not coincide exactly with any f-stop marked on your camera. In that case, use the nearest f-stop, or an approximate part-way setting between two stops, whichever is more practical.

Let's take a specific example: Say you want to shoot from about 12 feet using a medium speed (40-64) film, a No. 5 flashbulb and a shutter speed of 1/100 second. Looking at the table below for No. 5 bulbs, you see that the flash guide number for your film and shutter speed combination is 175. Divide 175 by 12 (flashbulb-to-subject distance in feet). The result is 14.6. This is your proper aperture. If you set your camera aperture at a little wider than f-16, the nearest marked stop, you'll be close enough.

Approximate Only

Guide numbers give an approximate exposure only. Increase the indicated exposure by one stop if your subject is dark, the room large or the walls dark-colored. Decrease exposure by about one stop if the subject and walls are light in tone or if the room is small and low-ceilinged.

Guide numbers also can be used in calculating bounce exposure with flash or flood. Just figure exposure in the normal way, using the direct lamp-to-subject distance. Then increase exposure by either two or three stops, depending on the color and height of the ceiling or other bounce surfaces. Bounce light is most effective in small or medium-sized rooms with light or neutral-colored walls and ceilings.

Guide numbers for photofloods are based on two bulbs used at the same time—one as a main light the other as a fill-in. In this case, use the lamp-to-subject distance of the main light when you calculate the exposure.

Exposure Guide Numbers—No. 5 Bulb

Film Speed	20-32	40-64	80-125
Time, Bulb,			
1/25, 1/50	150	210	300
1/100	125	175	250
1/200, 1/250	105	150	210
1/400, 1/500	70	100	140

Maiden Creek Creaks Along Under Strain Of Storm, Ice And Strife

The Maiden Creek of Waterman, which was built in 1947 and hasn't been a maiden for a long time, writes Seafarer W. O. Cunningham, is having her share of ship troubles. They point up the fact that the vessel is tottering along toward her old age, only seven years out of the shipyard.

Hastings Crew Makes Haste



Wasting no time when the ship hit Wilmington, California, the crew of the Hastings sought fair companionship in pleasant surroundings. Shown above with ladies unknown are, left to right, Lowe, Williams, Ted Dewees, George Williams, Doc Watson and "Dennis the Menace."

Plowing along in the North Sea, says Cunningham, the seas turned choppy, the wind blew fresh and the upper plate of the ship rattled in the beginning storm. With the seas running a bit higher than the ship was accustomed to take in her old age, the vessel started splitting a plate on the starboard side right through the mess hall. This plate had nothing to do with food, said the writer, and the men were a bit leery of the mess hall offerings all the way into Rotterdam, Holland, where the ship laid up for repairs. She was pulled into the seacoast town and a marine disaster was averted, Cunningham noted, only because the weather was not as severe as it might have been.

Cold Weather

Speaking of severe weather, the Maiden Creek encountered her share of the cold portion of it in and around Europe. Cunningham reported the rivers around Rotterdam were frozen solid, with the Hans Brinker and the silver skates crowd enjoying a field day on the icy surfaces. The temperature constantly flirted with the 15 and 20 degree markers on the thermometer, which, when in port, tended to keep the men aboard ship rather than find them sojourning around the neighboring countryside. Nobody wants to get out of a warm bed ashore, Cunningham said with his shipmates' concurrence, in order to report aboard ship by 8 AM. It was not surprising that the cold weather put the kibosh on many a reveler and lover aboard the Maiden Creek. Almost all of Europe proved out of sensible bounds in this respect. The men may not have been happy, but they believed they were warmer, at any rate.

Reluctant Heads

The ship had other troubles as well, with the most severe of them concerning the reluctant head situation throughout the vessel. The charge, said Cunningham, was leveled primarily at the overboard discharge facilities of the ship. Recalcitrant as it was, argued the men, it gave the ship the odor of what the Army terms the "honey dew detail."

Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Tagalam Has H₂O Problem

With many ships running into minor troubles, none could ever prove to be more lamentable than that which afflicted the crew of the Tagalam (Seatrade) on its last trip, according to Seafarer Francisco Gaspar.

Heading from Panama to Sasebo, Japan, on a 38-day non-stop voyage, the Tagalam ran into all sorts of trouble. Included among the wearing trials which the ship and the men had to undergo were rough weather, headwinds, breakdowns, busted pipes and plugged water lines. None, however, was more troublesome than the lack of drinking water which fell to be the crew's lot for five days on the run.

Water Runs Out

Gaspar reports that they ran out of water, but out, for a period of five days. What's worse, said he, was that no one would own up to the lack of agua, but blithely insisted that the peculiar taste of water, was merely a natural, salty tang. They had seen and tasted

plenty of water, the men said, but no H₂O ever tasted like this.

Unsatisfied with the turn of events and the explanation of the watery situation, the men conducted their own investigation into the problem and came up with the solution. Only by dint of great effort and personal intervention into investigating the source of the trouble did the men learn the truth. Higher authorities, caught without the goods by the men, admitted finally, that there was no water to be had. The truth of the matter was that except for a few inches of precious water in one of the deep tanks, there was not a drop of water on board to be had, by hook, crook or pump.

At this point in the problem, a general conference was called by the men.

For three days, then, the wipers were passing buckets up and down the sides of the tanks for such daily necessities as cooking, dish washing and coffee making. The last above all. Everything turned out with a briny flavor, but the men persevered for awhile against the elements and their misfortune.



Gaspar

Fight Contender Relaxes With Old Friends



Nino Valdez, right, seated, contender for the heavyweight championship of the world according to official NBA ratings, and Mrs. Valdez visit old friends aboard the Florida while the SIU-contracted vessel lies in Havana Harbor. Picture by Seafarer Hector Reyes.

Quiz Corner

- (1) What is a shivaree?
- (2) When the pressure rises in the winter, will the temperature rise or fall?
- (3) Who were the three men most recently elected to baseball's hall of fame?
- (4) If x is always five-sixths of y, and x is ten when y is 12, what is x when y is 21?
- (5) Who is the senior senator from Wisconsin?
- (6) The card game, whist, originated in England in the 16th Century. What modern game did it father?
- (7) One of the 48 states has a provision in its constitution which would allow it to split up into other sovereign states. What state is it and into how many states can it be made?
- (8) Name the seven Russian satellites.
- (9) The name of the French foreign minister is a) Coty? b) Bidault? c) Schuman?
- (10) What is the name of the smallest member of the whale family?

(Quiz Answers on Page 25)

Sweetening The Kitty Aboard The Hastings



Playing a sociable game of "sky's the limit" poker with one of the passengers, right, crewmembers aboard the Hastings (Waterman) seem to be having a good time of it. They are, left to right, James McCoy, George Williams, Whitey Johnson, "Hank" Hock and Douglas. Picture by Doc Watson.

Seafarers Take Sailors. Holiday With Fishing Trip Off Africa

Seafarers are no different than shoreside people when it comes to time off, writes Seafarer James Byrne. Like a busman bussing on his day off and a postman walking on his free time, Seafarers do a little fishing whenever the ship drops anchor in port.

Witness to this fact are the Seafarers aboard the Robin Locksley of Seas. These intrepid seamen chose to do a little fishing on their free time instead of knocking off the OT, and what fishing they did. "Little" is hardly the word for it, for what they caught doesn't come in bite-size packages. The Seafarers on board the ship went fishing for shark, the largest fish in the sea, and came up with two pretty fair-sized specimens of the species.

Cruising along the coast of Africa, the ship lay to alongside Madagascar. No sooner had the anchor hit the water than the boys

had their fishing tackle out, had scrambled into boats and tossed line into brine. After struggling for many hours, with baling hook and marlin spike, the fishermen brought two ugly characters to gaff. One of the unwilling callers was a 12-foot tiger shark which awed the natives, while the other was a comparative runt running only seven

feet from stem to stern.

Other members of the crew broke out the cameras to record the historic event of natives eating shark, rather than vice versa, after the fishermen had given the sea fowl to the local waterboys. First, however, the cameras were trained on the sharks so that nobody could say it was a fish story.

New Haven For Seafarers On Caribbean Sea Isle

A haven for Seafarers on the Rum and Coca Cola run to the Caribbean Sea, writes Seafarer Paul Capo, is to be found in Kingston, Jamaica. It is the new St. Peter's and St. Paul's church built in the St. Andrews section of the city, and

which is open to all seafaring men as a spiritual harbor.

Capo, on the Alcoa passenger vessel, the Alcoa Cavalier, stopped off at the haven along with other Seafarers off the vessel. There, he reports, he ran into the rector of the church, Father Patrick Leroy, SJ, who is doing wonderful work in the island.

Open To All

The church is open to all Seafarers, and mariners of every stripe, on their visits to the island. Father Leroy has a standing invitation open to all Seafarers, says Capo, with a slight inclination toward Alcoa passenger ship crewmembers. Capo reports that many of the statues in the church building and pews were built with contributions from SIU crews off Alcoa passenger ships. However, there is no favor in the hospitality, for all share equally in the welcome offered to all seafaring men.

Patent Listener

Father Leroy is always willing to hear the problems of all in his parish. His work does not stop there, notes Capo, for he has often been counselor to Seafarers who come to him with their problems of life. Indeed, says Capo, the Father is a true friend of the sailor in the Caribbean.



Capo

The SPORTS LINE

By Spike Marlin

With another baseball training season opening in Florida, interest will be blossoming soon in the summer sport. Those who are getting a little tired of the New York monopoly of the sport, as evidenced by the Yankees and Dodgers, can sit up and perk slightly with some small hope that maybe this is the year.

Major contenders in both leagues have been going through a series of trades and juggles designed to give them the strength to overhaul the leaders.

Take the Boston Red Sox for an example. The Sox were conceded to be an up and coming team what with Ted Williams back in action, with good young pitchers coming through and two brilliant young outfielders in Jim Piersall and Tom Umphlett. Lou Boudreau, the Boston manager had reversed the usual Boston pattern of a hard-hitting but heavy-footed club and come up with a speedy, slick team with promising pitching.

Pulled a Switch

However, in the winter trade field, the Red Sox played a stunner which contradicted all they did before. They traded Umphlett, the league's outstanding outfield prospect next to Mickey Mantle, and Maury McDermott, a hard-throwing left-hander who really seemed to come into his own last year, to the Washington Senators. The only

real ball player they got in return was Jackie Jensen, the ex-Yankee. Offhand it would seem the Red Sox would be rooked on a straight Umphlett-for-Jensen deal alone. But Jensen has right hand power that is effective in Boston's short left field. It could be that Boudreau is going back to the old Boston formula—big hit, no pitch.

Pity the Pirates

In the National League, two contenders, the Braves and the Phillies, have raided the Pirates who seemed doomed to stay firmly anchored in the mud. The Braves made off with the Pirates' best infielder, Danny O'Connell. The Phillies, having foolishly sold Russ Meyer last year, got a replacement for him in the form of veteran pitcher Murry Dickson.

The biggest trade in the National circuit was the one that sent the Giant's Bobby Thomson to Milwaukee for pitchers Antonelli and Liddle. On this one, Milwaukee may have outsmarted itself. Thomson gave the impression of being a good outfielder to some people, but actually he is a pretty lackadaisical one. And away from the Polo Grounds he may not hit home runs in carload lots. The Giants, with Willie Mays returning, could easily dispense with him in return for a couple of good-looking pitchers. It's up to Charlie Grimm now to pop a firecracker under Thomson and get him moving.

They're Baking A Cake For Crew



Putting the finishing touches to cake aboard the Seatrain Savannah are, left to right, Charles Libby, third cook, and Joe Warfield, night cook and baker. Picture by Forest King.

Seafarer Sam Says

GET THE BEST FOR YOUR DOUGH!

THE NATION'S TOP CONSUMER EXPERT WRITES A REGULAR COLUMN IN EACH ISSUE OF THE LOG. FOR WHAT TO BUY, WHEN TO BUY, AS WELL AS WHAT NOT TO BUY, READ "YOUR DOLLARS WORTH"

IN THE LOG. ANY QUESTIONS? SEND THEM IN!

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Thomas Tooma's recipe for "stuffed cabbage oriental."

A good way to get some variety into regular menus is to take a standard dish and prepare it the way different countries do. Today's menu is such a dish; stuffed cabbage cooked in the Syrian manner. Thomas Tooma, who sails as a cook and steward, says that this dish, which he recommends highly, is called Yebra and has been famous in Syria, Turkey and Greece for 1,000 years.



Tooma

To prepare stuffed cabbage oriental for an average crew of about 40 men, boil a whole head of cabbage until half cooked. Use a sufficient amount of cabbage to make 10 dozen cabbage rolls. When half cooked, peel individual leaves off the cabbages without breaking and flatten the leaves. Then, using one pound of rice for every two

pounds of meat, take 3 pounds of raw, whole grain, white rice and 6 pounds of chopped meat (lamb, beef, or veal) and mix all together. Season with salt and pepper.

After mixed and seasoned, take the meat-rice combinations and shape them into cigar-shaped oblong rolls. Place the meat-rice rolls on the individual, flattened cabbage leaves and roll the meat up within the leaf. Make about two or three for each man.

When you've finished making the stuffed cabbage rolls, take a dinner plate and place it in the bottom of a pot. Then place the rolls on top of the plate, piling them up. This is done to avoid having the cabbage stick to the bottom of the pot. Pour in one and a half quarts of stock water. To bring the flavor out, use a small amount of peppermint leaves or a few heads of garlic and squeeze in the juice of three lemons. Cover the pot so that the steam will cook all the stuffed cabbage rolls, top and bottom, and let cook for about forty minutes.

Prefers Engine Room To Army

To the Editor:

Here is another note for the agony column. Yes, I have joined the unfortunates who have been beached by the draft. It seems that the local board decided that 11 months of active duty with the Navy (September, 1945, to August, 1946) weren't quite enough, so here I am sweating out a 22-month shipping list.

I shipped mostly Far East, and get a little homesick looking out over the blue Pacific here from Fort Ord, Cal.

Even when you put all exaggerations aside, Army basic training is no fun, and a guy wonders how he could have ever beefed about any aspects of shipboard life. I could really appreciate a warm engine room now.

My last ship was the Ocean Lottie, on the Japan-Korea shuttle, and I would like to hear from Don Drydon or Russel Roberts. Also, could you please send the best seafaring and finest Union paper ever published—the LOG—so I can keep up to date.

Pvt. Calvin J. Slover
US 5622482
Co. K 20th Inf. Reg.
4th Plat.
Fort Ord, Cal.

(Ed. note: We have added your name to the LOG's mailing list.)

Become An AB In Eight Weeks

To the Editor:

Well, I finally finished basic and the Army gave me a break and sent me to Harbor Craft School in Fort Eustis, Va. In this school they take a soldier and try to make him an AB in eight short weeks.

During the week that I've been stationed here I met about five SIU men and they say there are still more than that down here. It's just like Seafarers' home week. If they send any more SIU men down here we'll try to start our own Union hall.



Butenkoff

I sure would appreciate it if you send me the LOG down here. My new address is enclosed. Only 641 more days to go before I can get another SIU ship.

George Butenkoff

(Ed. note: We have noted your change of address on the LOG's mailing list.)

Irresponsible Can Hurt Union

To the Editor:

Most Seafarers probably read the LOG reports on trials and penalties with the same keen interest that I do, not with a sadistic desire to gloat over the misfortunes of the convicted, but with the hope that some former shipmate's name does not appear there, a shipmate with whom we may have walked a picket line or in whom we may have noted many instances of loyalty to his Union. And yet, this very same brother, through some irresponsible action or series of actions may seek to destroy that for which we have all worked.

While we have many friends in the Congress of the United States, the Taft-Hartley Act leaves little doubt that some lawmakers are anti-labor. Since public opinion governs the actions of the Congress, it is imperative that we embrace this evidence of influence with extreme care and tactfulness in order to preserve the right to bargain collectively with industry.

It has been obvious for some time that the membership means to convert or eliminate a minority group of undesirables whose child-

• L E T T E R S •

ish antics breed public distrust and indignation.

Provisions of our constitution under Article XV are designed to protect the innocent or convict the guilty in a fair and impartial administration of justice at these trials. Post trial charges of unfairness are wholly without foundation and should be ignored by the membership.

The rights and benefits of the Union, like the Union itself, are ours and shall remain so, while we conduct ourselves as intelligent men.

Frank Reid

Hold Last Rites On Steel Worker

To the Editor:

On this day of January 18th we, the crewmembers of the Steel Worker (Isthmian), assembled on board this ship to aid in a request of one of our departed brothers, Pearle Rollins.

With the flag at half mast the crew assembled on the ship's fantail to pay our final respects to a former Seafarer. In keeping with his last wishes we held a memorial service prior to spreading his ashes upon the seas. We had a few sayings from the good book and a minute of silence for our former brother, who left to join the reserve fleet above.

Thank Topside

The crew of the Steel Worker wish to thank Captain Green and all topside officers in joining the service and giving us so much aid in complying with our seafaring tradition. We also wish to thank our chief engineer for taking pictures in remembrance of the occasion. Heartfelt thanks from an appreciative crew. We also want to thank the office staff of the company for their help in providing the ship with such service.

With the ship in latitude 31° North and longitude 15°50' West these services are completed in traditional seafaring style.

The crew of the Steel Worker extends condolences to the family of Pearle Rollins in their great loss.

Crewmembers of Steel Worker

Thanks SIU For Brother's Sake

To the Editor:

I have almost finished writing cards to our many friends who tried to help make our recent sorrow easier by helping in different ways. I feel I would like to say a word of appreciation to the friend that meant as much in life as well as death, as you, the Union, meant to my brother, H. C. McDilda. Cecil was very near and dear to all of us, and often when I worried about him going so far from home he would assure me he was never alone as long as he had the Union back of him.

So to you, dear people of the Union, may I say thank you.

Mrs. Clayton Powell

Thanks Brothers Who Gave Blood

To the Editor:

There are no words patent enough to express my gratitude for your wonderful expression of sympathy by donating all that wonderful blood for my surgery. I can only say God bless you all, and particularly the ones who gave blood, I did not realize there were such wonderful people in the world. I would love to meet you all some time.

Until then, many, many thanks again best wishes to you all.

Marguerite DiBenedetin

Bad Food Causes Bad Feelings

To the Editor:

Recently the LOG published a letter I sent in regarding the inferior status of the food aboard the Frances. As a result of this letter I was accosted by several concerned members of the steward department, whose attitude seemed to imply that I had committed a personal affront.

There are cases on numerous ships where the cooking, preparation of food or variety of menus is so inferior as to warrant some form of action by the membership, but such action is not taken because it may create ill feeling. As is usually the case, the cook or steward may be a good Joe.

Some time ago I advocated, via the LOG, that some sort of system be instituted whereby a cook or steward would be subject to examination in order to qualify for a certain rating. As it is now, a messman can sail as second cook without demonstrating his ability to hold that rating.

Gone Are Gourmets

Many a gourmet would be lost if he had to prepare his own food. Although we do not consider ourselves gourmets, we do possess the ability to distinguish between good and bad food. A seaman should have as much right as anyone to try to improve his meals.

Perhaps someone closer to the culinary arts may have a solution to this anomalous situation. If so, the SEAFARERS LOG is a good place to make it known.

Fred T. Miller

Scores Change To Foreign Registry

To the Editor:

It is not a new thing to US merchant seamen, this changing of an American ship to a foreign registry and operating the ship in an identical capacity by a foreign crew.

This underhanded business is transacted in devious ways, by not one but many American companies, thereby forcing our seamen into unemployment, and dire financial straits.

These American seamen who are suffering are the same men who braved two global wars and the Korean outbreak, with disastrous results to ship personnel. They are the same who came to the fore, when the entire world's economy and actual existence depended upon the United States. Who, with their heroic efforts, regardless of bombs, torpedoes or adverse weather conditions, delivered the goods.

Necessary Evil

The recognition of the US merchant seamen is all but obscured and clouded in a veil of nonentity. The seaman's life, in Government or social circles, is considered more or less a necessary evil to contend with in coastal cities. Those seamen are the same ones who went through hell to put ammunition in the guns handled by others; who carried the medicine to ease their pains, and brought them back when they were able to come.

It strikes me that the American companies who sell out the seamen should be mortally ashamed of themselves, and American legislators should do penance with them for allowing this foul practice to continue. I cite you one case, for example.

The Surma recently cleared with grain for Japan. This ship, home



Miller

port Oslo, Norway, is an American-built Liberty, owned by an American company. She has an American-paid captain and a crew of Norwegian, South African, French, Italian and other foreign countries.

She flies the American flag from the foremast, denoting foreign registry. A foreign flag adorns the stern.

Other Instances

This is but one of too many similar instances taking place in shipping circles every day.

The Maritime Administration is very much aware of the many shiftings of our ships to foreign registry. By changing registration, companies gain in evasion of American taxes, extremely low operating costs and other factors. A ship of the Surma class carries some 38 officers and men. Other American ships sailing foreign carry more men proportionate to their size.

Multiply this by tens and you will get some idea of why so many seamen are on the streets of New Orleans and other ports, reduced to bare existence, if any.

This is by no means any reflection on the foreign unions who crew these ships, as their scale of wage is the same as on their own ships.

This undermining of the American merchant marine should be stopped. Our once proud and powerful fleet, the largest in maritime history, is now reduced to a few hundred ships.

The time will come when you have to call again on American seamen to keep your heads above the Plimsoll mark. There is no nation in the world that produces seamen more exacting in their work than America. Don't let them down.

Benjamin K. Baugh

Israeli Seaman New LOG Reader

To the Editor:

I happened by chance to get hold of a copy of the January 8th issue of your wonderful newspaper, the SEAFARERS LOG, from a seaman of the Catahoula in Jacksonville, Fla.

I started reading your paper, and let me tell you that I have enjoyed every single page of it, especially the constitution of the SIU, which I hung in the messhall so that seamen here on board the Akka could read it.

I wonder if you could send me your paper in the future and put my name on your mailing list. I am a seaman working on the Israeli freighter, the Akka, and I belong to the Israel Seaman's Union. Thank you.

Joseph Aboaj.

(Ed. note: We have added your name to our mailing list, as you asked.)

Beached By Army He Is Land-Sick

To the Editor:

I would appreciate it very much if I could have the LOG sent to me here in Germany. I have about 18 months to do in the Army here in Frankfurt, and I am so far from salt water that I am land-sick already. I am also sick of nothing but Army talk. I want to hear, or at least read, something interesting such as Union, ships and good ports.

It is needless to say that I am counting the days till my separation from the Army, when I can throw in my card for a good old SIU scow with plenty of good food.

Pvt. Robert Fink

(Ed. note: We have added your name and address to the LOG mailing list.)

Vessel Sails Shorthanded

To the Editor:

Quite a few men aboard the Potrero Hills paid off in Liverpool, England. Some were hospital cases and others paid off by mutual consent. We sailed shorthanded because of the crewmembers who paid off, although the captain had the opportunity to get replacements.

It has been his practice in the past to obtain all replacements in the Persian Gulf and that is what he did in this case, as the Persian Gulf was our next port of call.

Pick Up Men

We picked up some 12 replacements, roughly, in the Gulf to date. These men are all aliens, most of them without seaman's papers of any kind. They are placed in rated jobs aboard with little or no knowledge of their jobs. They are all friends and relatives of men working in the company office in New York. This ship may be registered in the United States, but I will be glad to get back and catch an American ship.

J. Warmack

Wants Buttons For Seafarers

To the Editor:

This is just an idea to save doormen a lot of trouble, and an easy way to keep outsiders who don't belong there, out of the halls. As things are now, all a man has to do is flash a permit or book and he can get into any hall. He could pick up a permit or book any place by some legitimate member losing it, and get into any hall to get information or steal anything he gets his hands on. A few halls have been looted of mail and baggage.



Barry

I was thinking that if the Union put out buttons, like campaign buttons, with each man's picture and books or permit number on it, there could be no mistake of any kind about who is entering or leaving the hall. Each man could be issued one of these, and if he loses it, a charge could be made for a new one. This is just an idea.

Dave Barry

Blood Donors Are On The Job

To the Editor:

I wish to thank the men who donated blood for my husband, Price C. Wingate, who was in the University Hospital of Baltimore, Md. Although not a member of the Union the response was immediate. Within 15 minutes after I called the hall for six pints of blood the men were at the hospital. I only know the name of one, my brother, James A. Oliver, chief cook. The other five men I do not know, so will you please thank them through the LOG, with my sincere thanks to the men and to the Union.

Anna M. Wingate

Oldtimer Sails As Chief Steward

To the Editor:

I am an oldtime member of the SIU, and have been sailing since the first World War. I joined the SIU in 1939 and have been sailing ever since as chief steward on SIU ships. At present I am on the Calmar. As I feed four pork chops to the crewmembers I am having a lot of troubles with this company. I will send in my photograph to be printed in the LOG.

Charles L. Steven

Safety Meetings Could Use Change

To the Editor:

I have just attended a safety meeting on board the Del Sud. I would like to say a few words about the proceedings of it and try to show other crewmembers on these ships what a lot of improvements could be made concerning these meetings.

It has been a policy with the Mississippi Shipping Company to sponsor these meetings and to have a safety director and also a safety committee. First of all I would like to point out that the original idea of a safety meeting was a very good one and certainly a feather in the hat of the company.

I would like to say that the meetings are almost always directed at the crew and in most instances it is run by a bunch of knuckleheads who want to prove to themselves that having accidents is for the crew only and that they are above having mishaps.

There isn't a single democratic thing about the way they are conducted, either. First of all, they are called either in the captain's office or the officer's mess. The bosun, chief steward, deck delegate, steward delegate and ship's delegate



Brown

represent the unlicensed crew, while licensed personnel are represented by the captain, chief engineer, purser, doctor, first assistant and chief mate.

Captain Elects Himself

The captain calls the meeting to order and instructs the purser to keep the minutes, electing himself as chairman and the purser as recording secretary. The old man reads over all the other minutes of other meetings and makes a comment on each item, usually with the remark, "It seems to me this could have been avoided if the unlicensed men had done so and so." He always manages to get a few mumbles out of the other officers present, but an unlicensed man can't open up his mouth. All he can do is listen to a bum beef against one of the crew without doing a thing about it.

Medical Reports

Then the doctor takes the floor and reads the accident reports that have occurred so far during that particular voyage. He usually makes a remark about the man and if he was right or wrong, in his opinion. The old man then makes his usual summary of the medical report which usually consists of, "carelessness on the part of the unlicensed men."

I have yet to hear of a case where a licensed officer had a medical report read on him and discussed at one of these meetings. Only unlicensed men and passengers are discussed, and almost always the unlicensed men get blamed for the passengers' accidents.

Speak To Crew

My idea of a safety meeting that would get results is by having the safety director attend the crew's Union meeting at least once a trip and give him five or ten minutes to stress safety aboard ship. After all, it is every man on the whole ship who wants to avoid accidents, not just the delegates and the officers.

A lot of good it does anyway, for an unlicensed man that does get a point over usually gets the gaff that "we don't want to put Mr. Knucklehead on the spot for he should have taken care of that repair long ago, but he has been too busy." At the same time these safety geniuses come up with the gaff that the unlicensed crew could

have avoided an accident by being careful.

A man fell down a stairway on board this ship recently which had a step worn slick. When he started down his footing gave way and he fell and broke his arm. He suffered untold pain for days. I pointed out to the captain how worn the steps were. The steps went on the safety record as a hazard. That was two months ago and nothing has been done about them yet. The same steps are just ripe for someone else to get injured on them.

Even with all of the discussion that goes on, we are still taking an active, though almost silent, part in these meetings. We plan to keep up with them as no one is more interested in our safety than we are. And we plan on keeping our safety standards the highest in the world. Maybe someday the meetings will be run democratically where every man will have a chance to have a say about his own and his shipmates' safety.

Ira Brown
Ship's Delegate

Union Added To Protesters

To the Editor:

We the crew of the Sunion wish to add our voice of protest to the closing of the USPHS hospitals. We feel that the Government is practicing false economy, due to the fact that said hospitals have been one of the main factors in checking various diseases contacted by people who sail or visit foreign ports in all parts of the world. Also, it has been one of the proving and testing grounds for a large majority of our miracle drugs. We also think that ideas set up 150 years ago with thought for the future health of the people who have to travel to all parts of the world are being lost.

We feel it is their duty of people who have the health of the public in mind, namely, our Senators and Representatives, to be notified by each traveler and also committees set up for this purpose.

Our Union should not spare any expense in fighting this move.

Signed by 28 Crewmembers

LOG Goes To GI In Korea

To the Editor:

Just a line to say hello to all my shipmates and the staff at headquarters.

They finally got me over here in Korea, and I am enclosing what will be my address for about 15 months, I guess. I sure would appreciate it if you would start sending the LOG to that address.

If some of my former shipmates would drop me a line, I have lots of time now to answer all of them.

Pvt. Jack D. Anderson
US55-408-173
97th Engr. Co., E.S.P. No. 4
APO 971, c/o Postmaster
San Francisco, Cal.

(Ed. note: We have added your new address to our mailing list.)

Wants LOG To Follow Him

To the Editor:

I would like to have the LOG sent to me at my new address. As you can see, I have been asked by the President to render my services. It looks like a rough road ahead, especially after having gone to sea with such a sure-fire outfit. Thank you.

Pvt. John R. Butler

(Ed. note: We have entered your name and address on our mailing list.)

LETTERS

Asks Welfare To Aid In Dispute

To the Editor:

This is a complaint against Mrs. C. Lightsey, who operates three rooming and apartment houses at 936, 1234 and 2019 Camp Street in New Orleans, Louisiana.

My sister, her boy and myself had an apartment at 2019 Camp Street for about seven months. The landlady demanded that we move, which we did. She promised to refund the month's rent that we had paid in advance, \$60, but after we had moved she attempted to bring in a lot of "phony deductions that we knew nothing about." Since that time she has sent my sister, Mrs. Ruth Kramer, a check for the amount of \$20, but she has not been given any "refund receipt."



Vance

As you probably know, it would cost me \$100 and a lot of trouble to go to court for the remaining \$40 which is still due. If the Welfare Department can have those rooming houses put on an SIU boycott list, I would be satisfied to lose the \$40, as I have found out since I left there that she has been to court many times for cheating her tenants. She has a habit of falling out with her tenants and promptly sending them a notice that their rent is due.

The principal reason that she hates me is the fact that her husband and two of her boys could never get shipped through the SIU hall, which, of course, is no fault of mine.

Anything the Welfare Department can do about this matter will certainly be appreciated by me and my family.

R. G. Vance

(Ed. note: The SIU Welfare Services Department is looking into the matter.)

Del Santos Chow Tops Travelers

To the Editor:

Here we are aboard the Del Santos at the start of another trip, and from the looks of things we are going to have another fine trip as we did not have too much of a turnover, and the new men that signed on make it look as though we will have another fine crew—a regular SIU crew.

I would at this time like to answer the challenge of Brother Curtis Thompson, whose "Letter of the Week" was published in the January 8th issue of the LOG. It concerns the Thanksgiving dinner of that crew. I agree with him that it sounded very nice, and feel that the crew really appreciated it, but here on the Del Santos we went even further—we served 80 pounds of shrimp and had 10 cases of beer on December 12th, and on Thanksgiving and Christmas Day. In addition, on Christmas Day, a quart of wine was served to every man in the crew. We challenge any ship to top this; we feel that they cannot.

Credits Chief Steward

The major credit goes to our chief steward, B. E. Phillips, chief cook Alton Booth and night cook and baker Walter Makin for the superb food that they put out, which would tickle the palate of any gourmet.

We are looking forward to another of our shrimp parties this trip. We have a small ship's fund and once each trip we all get together on one of these parties, which draw us closer together, so that we have a better understanding of our ship-

mates and promote a better SIU spirit.

I would like to say—and I know that I speak for the rest of the crew—that I thank our steward and the entire steward department for a job well done. Keep up the good work.

Mike Reed

To the Editor:

I would like to add a few words to the letter that our ship's delegate, Mike Reed, has just written to the LOG about the good chow aboard the Del Santos.

In answer to the letter Brother Curtis Thompson of the Steel Traveler wrote, it should be said in all fairness that their Thanksgiving dinner sounds most enticing and the beer seems a good gesture, but in issuing such a challenge to the other SIU ships Brother Thompson must have overlooked the culinary talents of others engaged in the noble profession of cooking.

Here on the Del Santos we have department members who are, I believe, about tops in their skills. Our steward, B. E. Phillips, is as skilled as any steward one could find on any ship and possibly ashore. Our chief cook, Alton (Fat Boy) Booth rates with the best. One look at him will attest to his skill. The baker, Walter Makin, is a talented technician in the tricky business of ship's baking and does himself proud.

Gourmet's Delight

For an epicure's thrill one need only scan our menus. They would make even such a gourmet as the famed Duncan Hines drool with anticipation of the forthcoming feast.

This should serve to silence all such rash challenges as Brother Thompson's as to which ship has been served the best Thanksgiving and Christmas dinners.

The crew thanks Brothers Phillips, Booth, Makin and the whole steward department for their fine work in the past, and looks forward to more of the same.

Lee Snodgrass

Everyone Talks On Morning Light

To the Editor:

The Morning Light (Waterman) is a small ship with a fine crew of men, from topside on down. There are no arguments of any note and all are on good speaking terms. Our steward, who had an attack of appendicitis, may have to be operated on. We all wish him a speedy recovery.

Crew of Morning Light

Leaves Army To Sail SIU Again

To the Editor:

I have been receiving the LOG regularly, and would like you to please stop sending it to me, as my time in the Army is coming to an end. I am leaving for the States tomorrow, and will go back to sailing with the SIU where I belong.

O. O'Leary

(Ed. note: We have cancelled your LOG subscription; as you requested.)

Thanks LOG For Sending Issues

To the Editor:

Just a few lines to let you know I received the two papers with Donald's picture, and want to thank you for sending them. I appreciate it very much. Will you please keep on sending me the LOG, as I enjoy reading it very much.

Mrs. R. R. Richey

(Ed. note: The LOG will be sent to you regularly, every two weeks, from now on.)

Reads About Lost Shipmate

To the Editor:

I received a copy of "Seafarers In World War II." Thanks very much. I had no details about Captain Carini, who was on the Bacon of South Atlantic, only that he was lost. I read with much interest the story about him, the last one in the book.

He left the ship I was on in May, 1944, to go aboard her. At that time I was mate with him, and we were docked at 125th Street in New York. He was a very fine man and I was sorry to hear and read about the way he passed on.

If it is not too much trouble, will you please correct my mailing address.

August Lewis

(Ed. note: We have advised our mailing department of the correction in your mailing.)

Neighbor Lauds Brooklyn Hall

To the Editor:

Although I am a stranger, I would like very much to express my opinion of the swell building that the SIU now occupies here in Brooklyn. I wish to say that it is one of the best set-ups and one that every Union seaman can be proud of. I myself have made several trips with the MSTs at the Brooklyn Army base, and it can never be half as good as the SIU hiring hall.

When you wait to sail with an MSTs ship, there's much confusion as to the name of the ship and its destination. Believe me, although I'm not a member of the SIU, I can honestly say it's about the best set-up there is for any seaman.

Joseph A. Olnski

Union Settles Their Food Beef

To the Editor:

We, the crewmembers of the Fairport (Waterman), feel that we want to let our Union brothers know how very well the food beef on board this ship was handled by Marty Breithoff, West Coast representative; Sam Cohen, Wilmington agent; Chuck Allen, patrolman, and Tom Banning, San Francisco agent.

Their sincerity in straightening this ship out showed wonderful tact and more than just to use them as intercoastal ferryboats. We are positive that conditions on here have improved greatly for everyone's satisfaction.

Crew of Fairport

Hails Engineers For Cooperation

To the Editor:

I would like to acknowledge the cooperation given by the engineers aboard the Jean Lafitte (Waterman). They are one of the most cooperative gangs I have ever sailed with. The deck department store room was practically empty of bolts and pins of all sorts, and we also lost considerable paint this trip. The engineers went out of their way to make up different items for us, and also let us borrow tools and painted, which is very unusual on some ships I have sailed.

R. F. Ransome

Family Thanks Crew For Flowers

To the Editor:

The family of John Resko would like to take this opportunity to gratefully acknowledge the kind expression of sympathy as shown by the crewmembers of the Morning Light (Waterman). The crewmembers chipped in to buy a wreath of flowers for their departed shipmate.

Family of John Resko

The Great San Francisco Fire

In 1906 San Francisco was the acknowledged queen city and metropolis of the West Coast. Its port was the main Pacific terminus for trade from all parts of the world. Up on Nob Hill, a cobby set of local millionaires lived in elaborate mansions as only they could live in the days before income taxes.

In the years since the discovery of gold in California, in 1848, the city had grown from a little fishing village of 800 souls to a population of 343,000 by the 1900 census. Los Angeles was still a mere upstart at the time and there appeared nothing on the horizon to cloud the city's future.

Since there was plenty of money floating around town, the city could boast of a great many elaborate buildings of stone and brick, plus a number of large hotels and mansions. But for most of the population of San Francisco, local California redwood was the preferred building material, a condition which added to the disaster that struck the town in 1906.

300,000 Homeless

April 18 of that year was the fatal day. Before the week was out, earthquake and fire had driven 300,000 people from their homes. A death toll of 452 was counted, and property damage ran up to \$350 million, a tremendous sum in those years. But strangely enough, the piers and pier-side installations, the main keys to the city's prosperity, were relatively undamaged. The same west wind that caused such destruction to the city blew the blaze away from the waterfront.

San Francisco wasn't the only city hurt by the quake that day. Other towns scattered far and wide in the state were hit by earthquakes with damage reports in

spots below Los Angeles. And just the day before, a major earthquake killed several thousand people on the island of Formosa on the other side of the Pacific. But nowhere in California did the damage hit so large a populated area with such disastrous results.

The city's biggest natural disaster before or since began on 5:13 AM the morning of April 18 when most of the city's population was asleep. The more fortunate ones, financially-speaking, were looking forward to attending a concert by the great Enrico Caruso at the City's opera house that night. Needless to say, Caruso's performance had to be cancelled. It was to be some time before the Opera House would be in shape to handle another concert.

Victims reported that the shock didn't seem too bad at first. Many of them were awakened by it, but being used to such things they decided to turn over and go back to sleep. Before they could get their heads back on the pillows, the earth really began to heave and buckle. In three minutes the earthquake broke all water and gas mains in the city, demolished City Hall, damaged thousands of residences, and collapsed the railroad tracks outside of town, cutting off all communication by rail. One famous city landmark, the Cliff House hotel built on a steep cliff overlooking the bay, simply slid into the water.

Under the circumstances, the



This aerial view of fire destruction was taken from a balloon 600 feet in the air over Folsom Street between Fifth and Sixth streets. Only shells of many large buildings remained. Smaller buildings were completely destroyed by fire and dynamiting.

casualty list was remarkably small.

The earthquake was bad, but the fire that followed was much worse. The blaze sprang up in a warehouse district on the waterfront as the result of a broken gas main. It was an ordinary little fire to begin with, like most fires, only there was no water to fight it with. The city had no fireboats for pumping water out of the Bay, and no auxiliary saltwater fire-fighting system in case fresh water was not available.

Steady West Wind

Weather conditions were ideal for a good, solid blaze. A steady west wind blew in from the Pacific,

and with the wind behind it, the fire ate inexorably through buildings and from street to street. It was one occasion when all Californians fervently wished for rain that was not forthcoming.

With no water supply, the fire-fighters, directed by the military, resorted to dynamiting buildings in the path of the blaze. Emphasis was placed on keeping the fire away from the US mint, where \$300 million in gold coin and ingots was stored. The mint was saved, but all the dynamite in San Francisco couldn't save much of the rest of the city. Destroyed in the blaze were such landmarks as the San Francisco library, the US Postoffice, the buildings of Stanford University, many of the mansions on Nob Hill, the elaborate Fairmont Hotel built of marble and the city's entire business district.

Also burned out was the city's Chinatown area. This was considered a stroke of good fortune by some local residents at the time, who looked with considerable suspicion on the immigrant orientals. One magazine writer exulted that at least the city was rid at last of its Chinese section. Today of course, all San Franciscans consider Chinatown one of the city's attractions.

Archives Gone

Another odd sidelight to the fire was the use made of it by foreign-born Communists in later years. Among the casualties of the blaze were the city's archives containing all birth records and stacks of other official information. As a result, some Communist official dreamed up a gimmick whereby a good number of Party members were able to get proof of citizenship fraudulently. All they had to do was to get two witnesses to swear that they were born in San Francisco some time before 1906. If they looked old enough to get away with it the system worked like a charm.

The full extent of the burned-out area ran from Broadway to 20th Street and from the waterfront inland to Octavia Street. Destruction was complete in this section.

While Army men were busy blowing up buildings after building, other Army units were patrolling the streets with drawn rifles and distributing scanty supplies of food and water to 300,000 refugees. Thousands of them started a trek out of the city by foot, carrying a handful of salvaged possessions. Others took the water route across the Bay.

It was reported that one enter-

prising millionaire's son made a small fortune in his own name by ferrying refugees across the Bay in his private launch for \$100 a head—take it or leave it.

For most of the 300,000 homeless, the disaster meant camping out in the streets, parks and suburbs of the city. Bricks from the thousands of toppled chimneys were salvaged and crude ovens built for cooking purposes. Shantytowns sprang up in vacant lots. There was plenty of lumber and brick lying around for temporary construction purposes. Fortunately the weather stayed mild, but a series of light earthquake shocks that followed on subsequent days kept the inhabitants in fear of another major quake.

But while the destruction was so extensive, the city's recovery was rapid. Most of the dead were buried in long rows of trenches dug on the beaches. The prompt imposition of martial law had prevented panic and held looting down to a minimum.

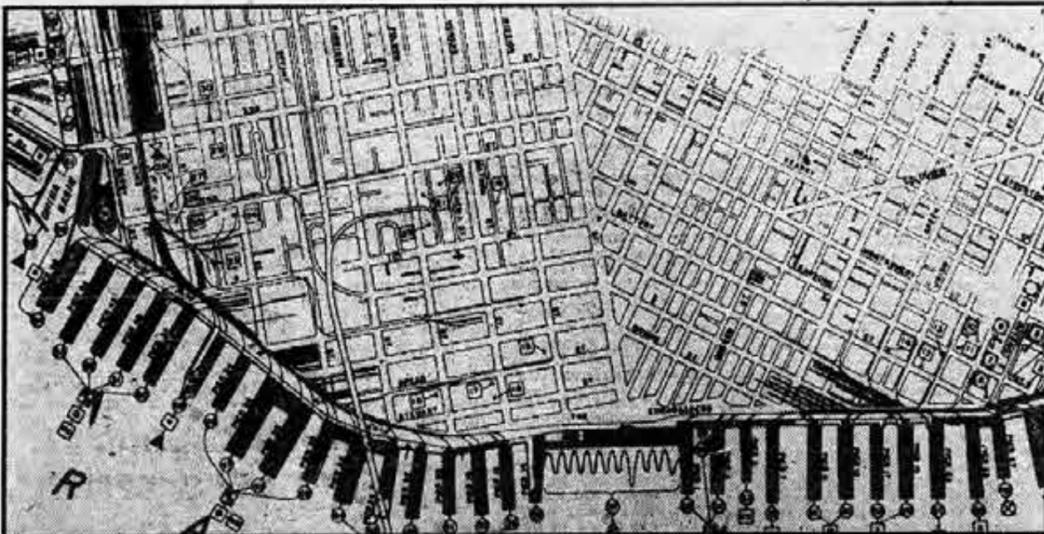
With plenty of building materials on hand, inhabitants turned with a vigor toward reconstructing their homes or building new ones. The relatively undamaged condition of the waterfront was a big asset in the city's speedy recovery. It wasn't long before San Francisco was back in business again.

LOG Welcomes Stories, Pics

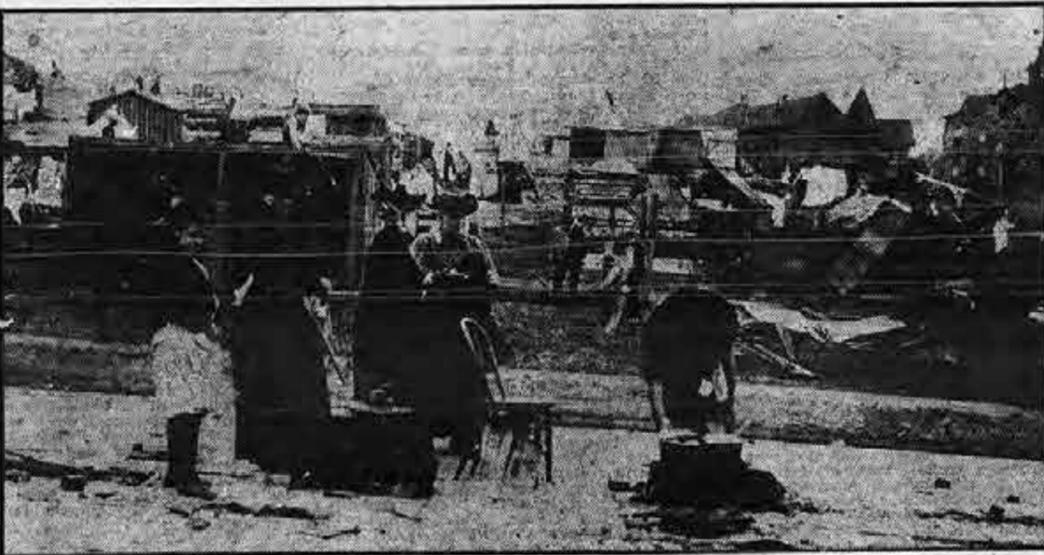
With the LOG now containing 28 pages in all regular editions, there is plenty of room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

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

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



Fire devastated entire region from Channel Street on left to Broadway on right and extended well inland. The piers themselves escaped damage because wind blew blaze away from shore.



Shantytowns sprang up throughout the city in vacant lots as homeless citizens made do out in the open until their homes could be rebuilt.

... DIGEST of SHIPS' MEETINGS ...

OREMAR (Calmar), January 15—Chairman, William Mitchell; Secretary, F. H. Meuck. Vote of thanks went to the steward department for a swell trip. Each department delegate will make out a repair list. Discussion was held on repairs overlooked when the ship was in the yard. Discussion was held on day men repairing leaking passageway doors. Men leaving ship should strip bunks and leave rooms shipshape. Discussion was held on cleanliness in the pantry and recreation room. Dirty linen should be turned in so it can be sent to the laundry.

INES (Bull), January 17—Chairman, M. Genic; Secretary, F. P. Hipp. Repair lists were turned in for early action. Mate will take care of them as soon as possible. There is \$48.88 in the ship's fund. R. Brown was elected ship's delegate. Mate asked for a list of keys needed. Hospital should be cleaned. There should be more glasses furnished for the tables. Steward agreed to this. More cold drinks should be served in hot weather. Steward will tell the patrolman about the milk supply. Vote of thanks went to the chief cook and baker for a swell job.



GREECE VICTORY (South Atlantic), January 26—Chairman, Allen Friend; Secretary, R. F. Black. Three men fouled up in Kurihama. Captain has threatened to make full use of the log book the next time a crewmember fails to appear for his day's work in port. Baker complains of insufficient stores for his morning's work. Chief steward will comply with the baker's request. AB complained that only three mats were available to secure on deck when leaving the last port. Suggestion was made to the bosun that he take the reins in the deck gang and boss the gang as a bosun should. Deck department meeting will be called to iron out beefs in the deck department. Steward agreed to put out enough canned milk, sugar, etc., for the night.

TRINITY (Carras), January 21—Chairman, not listed; Secretary, A. Gulliano. Crew will tell the patrolman about the repair list. Some things have been on the list for months. Crewmembers are not to put their feet on the messroom chairs. Laundry will be sorted out and old items replaced. Motion was passed to ask the patrolman about paying off every trip instead of every two trips. The crew feels they are losing a day's pay by paying off every two trips. A special meeting will be held when the patrolman is aboard to discuss this.

LONGVIEW VICTORY (Victory Carriers), January 12—Chairman, R. G. Statham; Secretary, O. Jones, G. Flecher. was elected ship's delegate. Chief engineer will be contacted about repairing ringers on the washing machine. Decks in the laundry and wash rooms should be left clean; recreation room should be left clean and free of butts.

WESTERN RANCHER (Western (Nav.), January 9—Chairman, A. Sokolowski; Secretary, M. H. Simonsaux, Jr. New washing machine and commode will be purchased on the West Coast. Mate will purchase laundry soap. Ship's delegate will see the chief engineer on fans and spare parts and greasing duties of engine room vents. There was a discussion on cleanliness and noise. Cleaning schedule was made up for the laundry and recreation room. Seats at the end of the tables are reserved for men going on watch.

SANTORE (Ore), January 17—Chairman, Larry Zalinski; Secretary, A. J. O'Malley. L. Zalinski was elected ship's delegate. Recreation room needs painting. Foc'sles should be sougeed and painted; pantry should be kept cleaner. Washing machine is broken and the ship's delegate will see the chief engineer. Crew's toaster needs repairing.

BALTORE (Ore), January 17—Chairman, M. Singleton; Secretary, J. Clapp. Toilet in messman's foc'sle should be repaired or replaced. More lights are needed in the crew recreation room. Drain on the water fountain needs fixing. Steward will see about getting a better grade of beef the next time in port.

ELIZABETH (Bull), January 10—Chairman, Clark Inman; Secretary, C. Kaust. One man missed ship from Mayaguez to Ponce because the sailing board was changed after he went ashore. Beef was made about the repair list not being attended to. Several things ordered a few trips ago were not received. Engine department wants to know what side the ship is going to dock and when the deck department washes down, so that they can take out their wind chutes. Ship's delegate will see the purser about the amount of money that can be drawn by each man. There is a beef about the sailing board not being posted as per contract.

INES (Bull), January 5—Chairman, H. Gerie; Secretary, R. Donaldson. There is a balance of \$49.88 in the ship's fund. Port screens were ordered and will be gotten in Baltimore. There has been no action on gear locker for the deck department. Tubs in laundry and a new wringer are needed as well as bars or hooks for clothing in the lists earlier so they can be acted on during the voyage. Vote of thanks went of the entire steward department for fine work performed during Christmas and New Year.

SEA CLOUD (Seafarers), December 13—Chairman, George Halgimistios; Secretary, La Verne Waldon. New wringer is needed for the washing machine; we will try to get one in Italy. Two wooden

bunks are needed for the bosun's room. Crew okayed a cold supper for Christmas night. Cups should be returned to the sink. Thanks to the cooperation of one and all on board, everything on the Christmas menu was enjoyed by the entire crew.

STEEL CHEMIST (Isthmian), January 17—Chairman, M. Kaefer; Secretary, E. A. Yancey. Sick man was put ashore in Penang and a new man picked up, as a workaway. The captain promoted him to galleyman which constitutes a Union beef. Repair list will be made out. Performers who broke glasses should be punished. Library books should not be kept in men's foc'sles. Water cooler for shower water needs cleaning. Men should refrain from drinking in Dillibout. There should be more adequate medical attention aboard ship. There was a discussion on the 8-12 deck watch, where all three men were sick at the same time and not put in the hospital. Some men have contagious diseases and still the hospital is unused. Patrolman will be asked to investigate this outrageous situation.

STEEL ROVER (Isthmian), January 24—Chairman, William Andrews; Secretary, Fred Bliffis. Foc'sles are being painted. In regard to duck boards in the laundry, the chief mate said that the lumber would have to be ordered this trip. We have gotten no satisfaction as yet on keys for foc'sles and heads. Matter will be referred to the patrolman at the payoff. OT is claimed by steward department members because the chief steward did work that belonged to the department members and did not charge OT for himself for doing this. Store room needs fumigation. There are weavels in the cookies and crackers. There is over all dissatisfaction with the menu planning. There should be more cooperation between chief steward, chief cook and second cook. If food does not improve by the time the ship reaches New York, action should be taken against the steward. Better grade of meat should be put aboard.

SEAMAR (Calmar), December 27—Chairman, J. Straka; Secretary, J. Kowalski. There is \$10 in the ship's fund. J. Kowalski was elected ship's delegate by acclamation. Vote of thanks went to the steward department. Steward asked the men to return their cups to the messroom and to take better care of the cots issued in the tropics.

NORTHWESTERN VICTORY (Victory Carriers), Chairman, F. W. Goarin; Secretary, E. C. Dacey. Everything is in good order; there will be a clean payoff. Steward will put in a requisition for a new washing machine. Repair list will be turned in before arrival in port. Messman who missed the ship will be turned over to the patrolman at the payoff. All foc'sles will be cleaned before leaving the ship.



CHILORE (Ore), January 3—Chairman, Tiny Carson; Secretary, William Dawley. One man was hospitalized. More cooperation was needed in the night pantry. One man will collect orders for Sea Chest items and contact the representative in Baltimore. Books should be returned to the recreation room after they have been read.

January 24—Chairman, Edward P. Mathison; Secretary, S. E. Ganss. A. W. Carter was elected ship's delegate. Suggestion was made to serve more ham for breakfast and more cold drinks in hot weather. Each night wash will keep the pantry coffee pot and crew recreation room clean. Ship's delegate will see the chief mate about having the recreation room sougeed and painted.

FAIRPORT (Waterman), January 20—Chairman, G. T. Branan; Secretary, Jack Ross. New steward should be given some support. Slopchest will not be opened until departure from Wilmington. Three men are going to pay off in San Francisco going south. Letter of appreciation will be sent to New York for the way the West Coast agents settled the food beefs. Ventilation system was discussed. Delegate will see the first assistant about having it regulated and repaired. All unauthorized persons should be kept out of the mess and pantry. All linen should be turned in promptly. The ship is short of stores; if the steward's requisitions are not filled, we will have the delegate contact the agent.

CITRUS PACKER (Waterman), no date—Chairman, Manuel De Barros; Secretary, Richard J. Peterson. Slopchest was short and will be referred to the patrolman on arrival in port. All old eggs should be checked and condemned. Patrolman should see why an adequate slopchest is not being brought aboard. Heating system should be repaired before the ship leaves port again; old books should be replaced. Vote of thanks went to the steward department.

ROBIN KIRK (Seas Shipping), January 24—Chairman, Joe Selby; Secretary, D. Lietz. Repairs were taken care of—all but the desks. There are no beefs. Patrolman will be placed in the crew messroom. Discussion was held on using kerosene in the washing machine. Suggestion was made that men be sure to turn it off and leave the cover off when through. Larger light bulbs should be installed in the crew messroom. Table and chair stations should be cleaned in the crew messroom. Feet should be kept off. Plumbing is out of order.

ALCOA ROAMER (Alcoa), January 26—Chairman, William Thompson; Secretary, Frank L. Verner. Delegates will turn repair lists in before arrival in Trinidad, so that they can be mailed in from there. Engine department beef will be straightened out by the patrol-

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime, should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

man before the payoff. Frank L. Verner was elected ship's delegate; old delegate got a vote of thanks after resigning. Ship's delegate will contact the hall if repairs are not made by the time of the payoff. Suggestion was made to keep quieter in the messhall during meal hours and to keep the noise down throughout the ship. Suggestion was made to cooperate with the messman in keeping the messhall clean at all times. Soap should be provided in small boxes for washing clothes instead of large barrels. Members should be properly dressed in the messhall during meal hours.

TROJAN SEAMAN (Troy), January 25—Chairman, D. Stone; Secretary, G. Gage. Ship's delegate notified the chief that the oiler and fireman on watch while coming into port or transiting a canal were to have a relief for meals. On one occasion the chief told the men he would relieve the watch; the next time the relief was late. Deck engineer stated he had come aboard this ship as deck engineer and not as electrician and OT would have to be paid for extensive electrical jobs. No crew shall sign on this ship for another voyage until action is taken on the repair list. Things are in bad condition and action promised last trip was not done. Sanitary men asked the crew to help keep the laundry in better condition. The deck is usually flooded with water. Ship's delegate said he would see about getting the wiper and 12-4 black gang quarters sougeed. Discussion was held on the washing machine; it is hoped we can get the thing fixed up and the wringer put in working condition.

BULL RUN (Patrol Tankers), January 26—Chairman, Roy C. Lundquist; Secretary, Terrance M. Jones. Motion was passed that the crew refuse to sail the ship if major repairs aren't taken care of in the next port in accordance with the patrolman's approval. All foc'sles should be sougeed and painted; this will be entered on the repair list.

BARBARA FRITCHIE (Liberty Nav.), January 30—Chairman, Joseph Obrez; Secretary, Joshua M. Lundy. Everything is running smoothly with no beefs. Captain signs on this ship all souvenirs turned in Sunday, and he will give a draw and statement of previous draws at the same time. Radio should be turned off and brothers should lower their voices at 10:00 PM so the 12-4 watch can sleep. All hands should help keep the laundry clean by removing empty soap powder containers. Black gang delegate should see the engineer about securing another brand of soap powder for washing. Patrolman should contact the captain or the company about the possibility of securing US money in foreign ports. Rising vote of thanks was given to the steward department for a splendid holiday meal.

JEAN LAFITTE (Waterman), November 1—Chairman, R. F. Ransome; Secretary, F. B. Lynum. Tom Moriarity was elected ship's delegate. Each person should clean the laundry after he finishes using it. The machine should not be overloaded. Any brother who notices anything needing repairing should report it to his delegate.

January 16—Chairman, M. L. Smith; Secretary, Fred B. Lynum. Everything is going OK; there are no beefs. Mate was contacted on slopchest and medicine chest, and said it would be fully equipped next trip. Repair lists were turned in and we do hope we will get the work done. Some repair work has been done. Motion was passed to see the port steward about more stores. It was suggested that at least two book-members staying on board should check the slopchest when it comes aboard. Guys are making too much noise in the recreation room. Brothers were asked to cooperate. A donation will be accepted for the organization that sent the Christmas boxes. Vote of thanks was given to the steward department for a wonderful Christmas dinner.

SEATRAN NEW JERSEY (Seatrains), January 24—Chairman, Sir Charles; Secretary, N. A. Kirk. N. A. Kirk was elected ship's delegate. Men were requested to be less noisy while shipmates are sleeping. Chicken should be served

less often. Washing machine should be kept clean. One man should not use the machine for too long at a time. Messhall has been left very dirty of late. Poker players should clean up after the game every night. Men should lay off watch's coffee. Vote of thanks went to Sir Charles, who is leaving the ship.

TAGALAM (Seatrains), January 31—Chairman, Tim McCarthy; Secretary, L. Spitalo. One sick man will probably get off in Japan. If he does, motion was passed to try to sign on another member for the steward department. Ship's minutes will be posted after meeting so men on watch may read them. There is \$16 in the ship's fund. Men who have not contributed were urged to do so at the next draw. Machinist said the water cooler would be fixed as soon as possible. Suggestion was made that the steward put out fruit juice every morning until there is good water available. Steward is to let the crewmembers know if he does not get the amount of stores he orders in Japan, so action can be taken. Lights without guards should be fitted. Something should be done about the sparks coming from the smoke stack.

SEATRAN NEW YORK (Seatrains), January 12—Chairman, W. J. Doak; Secretary, A. Goncalves. Performers going into anyone's room, bothering them, or shouting in the passageways will be dealt with. This was carried unanimously. Members were asked to keep the messroom clean at all times. One table should be left for the watch at all meal hours. Wiper asked members to throw soap boxes in the trash can in the laundry room, and help to keep the laundry clean. Steward asked the members who want clean linen to see him at any time.

again. Saloon messman should be equipped with sea boots and rain gear by the company as he has to go outside in heavy weather to bring food to and from the galley. Men were cautioned about signing health releases at the end of the voyage as there has been much of sickness aboard. Younger members were told not to judge this ship by SIU standards because of its age, lack of food, etc. Captain refused to purchase stores the steward ordered. All are in favor of seeing this ancient scow cut up for scrap. Steward and his department got a vote of thanks for their work in preparing the holiday meals and for all their work throughout the voyage, working under the handicap of very little food. Ship's delegate, Al Whitmer, was given a vote of thanks for the way he took care of his job and for buying plum pudding for the entire crew for the holidays.

DEL SANTOS (Mississippi), January 24—Chairman, Walter Makin; Secretary, B. E. Phillips. There is \$6 left in the ship's fund. A pool will be taken up for a party later. Mike Reed was elected ship's delegate. Laundry below will be kept clean by the wiper. Sanitary sink will be kept clean by the ordinary on sanitary work. Recreation room will be cleaned by BR. Chief electrician requested that all men refrain from screwing light bulbs in and out.

KATHRYN (Bull), December 4—Chairman, Antonio Gonzales; Secretary, Mike Zelinka. Antonio Gonzales was elected ship's delegate by acclamation. Patrolman will be asked what can be done about chipping amidship when men on watch are sleeping.

January 18—Chairman, Mike Zelinka; Secretary, Eddie Slihtak. Patrolman will be contacted about the mate having deck department sea watches set at midnight on the day of departure. Gangway watch to be stood four hours at a time, one man from each watch. Motion was made to paint the messhall. Old library books will be returned.

MONROE (Bull), January 17—Chairman, Edward Roundtree; Secretary, James T. Wilson. Repair list was completed. Chief cook wants to know why the engine and deck departments get popular brands of soap powder while they get old, unsatisfactory brands. Crew would like regular sizes of soap instead of samples. This matter will be taken up with the patrolman. Each man should clean the washing machine when he finishes using it. Steward should put out cool-ade or iced tea—or both—instead of milk for dinner in Puerto Rico.



SEATRAN GEORGIA (Seatrains), January 17—Chairman, Santos Garcia; Secretary, Raymond L. Perry. Deck department has painted the galley and store-room and will start painting the crew messhall. Santos Garcia was elected ship's delegate by acclamation. It was decided to renew the crew's subscriptions to "Newsweek" and pay for it out of the ship's fund. Crew was requested to make large enough draws so as not to awaken the captain at midnight to get money for taxi fare. Steward was asked to make larger purchases of food supplies and notify the crew if they are not brought aboard. He was assured that he would have the backing of the crew in any matter of this kind.

SEATRAN TEXAS (Seatrains), January 16—Chairman, H. L. Richardson; Secretary, Clyde Kreis. An extra towel should be returned, or linen will be issued piece for piece. New mattresses will be issued to the crew in the next few ports. \$20 was spent for flowers for the chief cook, who died in Galveston. There is \$45.17 in the ship's fund.

STEEL WORKER (Isthmian), November 5—Chairman, Ralph Knowles; Secretary, John Bowdon. Discussion was held on the condition of the water tanks. Ship's delegate will see the captain about the rusty water. Washing machine was spoken about.

January 8—Chairman, Charles Ashagom; Secretary, George E. Renate. One member of the steward department will be hospitalized. Spray gun used by the first assistant on the engine room will be discussed with the patrolman in port. He will also be told that the crew didn't get their pay from back articles. Letter will be written to the Sea Chest to find out about prices and quality of articles in the slopchest.

STEEL RANGER (Isthmian), January 31—Chairman, John Jettifer; Secretary, Al Whitmer. Two men paid off to go to the hospitals. Food situation is acute; letter will be written to New York on this. The crew, and especially the department delegates, were thanked for their cooperation throughout the voyage. Repair list was turned in and is being worked on. Disputed OT is at a minimum. Everyone is hoping the ship is melted up for scrap. Steward department beef concerns the lack of fresh and dry stores, and no eggs for two weeks. Vote of thanks went to R. Bequet for all the work done by him for the various sick and injured men during the voyage. It was well appreciated and then men have the highest praise for the chief officer. Vote of thanks went to McCullough, Jelletie and Yeamans for their work done in purchasing and decorating the mess hall for the holidays out of their own pockets. Magazines will be crated up by the carpenter for the next crew if the ship goes out

again. Saloon messman should be equipped with sea boots and rain gear by the company as he has to go outside in heavy weather to bring food to and from the galley. Men were cautioned about signing health releases at the end of the voyage as there has been much of sickness aboard. Younger members were told not to judge this ship by SIU standards because of its age, lack of food, etc. Captain refused to purchase stores the steward ordered. All are in favor of seeing this ancient scow cut up for scrap. Steward and his department got a vote of thanks for their work in preparing the holiday meals and for all their work throughout the voyage, working under the handicap of very little food. Ship's delegate, Al Whitmer, was given a vote of thanks for the way he took care of his job and for buying plum pudding for the entire crew for the holidays.

DEL VALLE (Mississippi), January 24—Chairman, S. P. Shaughnessy; Secretary, H. D. Higgins. Everything is going smooth so far. The old man wants all radio sets off radar mast. Second electrician came back to the ship. Lots of repairs that should have been done by the engineer and the company have not been taken care of so far and the crew wants the done before they sign no for the next trip. Repair list will be started now. Plenty of copies will be made. Quarters will be painted out. Ship is short on face and bath towels. Steward will order more. Sinks in the galley will be repaired. Washing machine will be replaced or repaired and galley sinks will be repaired. It was suggested to have a ship's fund of not more than \$100.

STEEL ROVER (Isthmian), December 23—Chairman, James Long; Secretary, Fred Bliffis. A few minor beefs in the steward department were taken care of. Painting of the foc'sles was progressing favorably. Repair lists will be handed in. All crewmembers regardless of status are entitled to all the privileges and a voice at the meetings.



COMPASS (Compass), December 24—Chairman, Chet Gawrych; Secretary, Donald Alt. Dickason was elected ship's delegate. Captain wouldn't let members go to the hospital in the Canal Zone; he said to wait until Aruba. Captain didn't order daily stores, only fresh milk.

IBERVILLE (Waterman), January 10—Chairman, Charles M. MacQueen; Secretary, S. Candelo. Repairs were taken care of. There is a balance of \$24.41 in the ship's fund. Oiler volunteered to build a shelf for the radio in the messhall. Discussion was held about two men who caused a ruckus. This was squared away satisfactorily.

FRENCH CREEK (Cities Service), January 30—Chairman, Harry Jaynes; Secretary, Dan Beard. Captain refused to handle outgoing mail through the Singapore agent. Deck department is awaiting clarification from New York on anchor watches in Japan. Motion was passed to finance outgoing mail from the ship's fund. Motion was passed to accept the baker's offer to boost the ship's fund with extra cash, with a vote of thanks for his generous offer. Pantryman got a vote of thanks for his cooperation in the messhall and the galley. Washing powder issued to the crew doesn't clean their clothes properly. Crew asked for a good brand of soap powder to be put aboard in the States.

STEEL INVENTOR (Isthmian), November 21—Chairman, Ed Falhe; Secretary, Bob Brown. Performing must come to an end. Ed Falhe was elected ship's delegate. Oiler's bunk needs repairing. Carpenter agreed to fix it. Discussion was held on painting or at least sougeing the galley. Ship's delegate will discuss this with the captain. Improvement in the food was noticed by the crew. Delegates will see the first assistant about wearing clothes white touring the galley and ice boxes. Vote of thanks was given to the retiring ship's delegate, Bob Brown, for a job well done.

GATEWAY CITY (Waterman), November 30—Chairman, G. E. Annis; Secretary, J. Woodcock. Ship's fund stands at \$12.35. Ship's delegate saw the captain about windbreaker for the flying bridge when men have to stand lookout. Captain will not have it put up. Chief engineer will be asked to paint out the engine department head, showers and rooms. Crew will vote before turning on heat in the aft quarters. All delegates will make up a repair list and turn it over to the captain. Each man was asked by the steward to change his own linen. Men were requested to put all coffee cups back in the galley and try and keep the messroom clean after card and checker games. Each man should clean the washing machine after using it. Deck and engine department sanitary men will take turns cleaning up the aft recreation room. Each department will clean the laundry for a week at a time.

ROBIN KIRK (Seas Shipping), January 6—Chairman, L. Thomas; Secretary, J. N. Lapointe. Lietz was elected ship's

(Continued on page 25)

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

delegate. Repair list will be made up and turned over to the steward. Ship's delegate should see the captain about two meals' subsistence and one night's lodging for December 28. Discussion was held on the duties of sanitary men, who will clean the laundry and recreation room clean. Washing machine will be repaired in New York. Discussion was held on wind chutes, screens, mattresses and cots. Department heads will be contacted, to make sure that we have a good supply on hand. Purser should be contacted about special orders for the slopchest. Bosun will keep recreation deck clean.

CHIWAHA (Chiles Service), January 1—Chairman, Thomas J. Moore; Secretary, Herbert Bleuer. Some repairs have been done. Cigarettes will be ordered for the next trip if the ship is going foreign. Deck department head and washroom should be sougeed. Patrolman will be asked for a library.

SUZANNE (Bull), January 8—Chairman, Sam Telech; Secretary, M. A. Orlando. The late dinner on sailing from New York on December 27th should be a penalty hour for the deck department. Washing machine needs repairing. All other repairs will be turned in on arrival.

MICHAEL (Carras), December 28—Chairman, Fred Bruggner; Secretary, E. Manuel. Deck sailed short; one man was promoted to bosun until okayed by New York. Steward department is one man short. A different brand of washing powder should be obtained. Linen will be issued piece by piece as the crew is not turning in all linen. Messhall should be kept clean at all times.

January 6—Chairman, W. L. Hammock; Secretary, E. Manuel. Ship's fund will be built up by all hands. Black gang head should be kept clean. Money for the ship's fund will be collected by delegates, until there is enough to buy a radio and a punching bag.

QUEENSTON HEIGHTS (Seatrade), December 27—Chairman, George Murner; Secretary, Lawrence Reiner. 200 rubber letters to be sent to Congress on the closing of the marine hospitals were purchased at a cost of \$7.14. One man was left behind at Puerto La Cruz. Washing machine is still out of order, and we are still waiting for the washing machine that was promised two trips ago. Vote of appreciation and thanks went to the steward department for really a swell Christmas dinner.

VAL CHEM (Valentine), December 22—Chairman, W. C. Small; Secretary, Edwin Rushon. Down payment of \$60 was made on a record player and radio; there is a \$101 balance in the ship's fund. Chief engineer was contacted about the washing machine. If we can't get a new one after the first of the year we will bring the matter to the patrolman's attention. One man got off the ship at Port Arthur. Suggestion was made to have dish towels and dish clothes used in the messroom instead of rags from the rag bag.

SEAGARDEN (Panin, Nav.), October 4—Chairman, not listed; Secretary, B. E. Doyle. Bosun and day men are taking care of all lockers and springs. Mate will be notified to get screws, air scoops and mattresses. Steward told the delegates to get a list of men needing mattresses. Ship's delegate will see the captain about fo'c'sle keps and getting the pump on the washing machine fixed. If this is not possible, we need a new washing machine. Ship's delegate will write to the San Pedro patrolman about getting a library. Ship's delegate will see the captain about new lockers for men needing them.

November 18—Chairman, D. Giangloriano; Secretary, B. E. Doyle. Disputed OT in the steward department will be ironed out before we arrive in port. Re-

port was made on present conditions of liberty, draws and launch service in Incheon. New washing machine and new coffee urn will be asked for, since the chief engineer has said that the ones we have now cannot be made to operate properly. No shore-side personnel should be allowed in the midship house for any reason. Deck department will keep all watertight doors closed except for one by the gangway. Steward department will make sure that no garbage is spilled on the deck while taking it aft.

December 12—Chairman, Martin Rubio; Secretary, Bill E. Doyle. Trouble between the captain and the deck department will be taken up with the patrolman. Repair list will be posted. There is quite a bit of disputed OT. Captain has ordered the man with his arm in cast to stand watch. This also will be taken up with the patrolman. Captain has taken a belligerent and uncooperative attitude toward the crew and the SIU agreement. Repair list will be posted. Steward department got a vote of thanks for a job well done.

ABIQUA (Chiles Service), December 6—Chairman, Lee Arnold; Secretary, Joseph H. Kane. There is \$22.31 in the ship's fund. One man missed ship in Texas City. Action was taken on the ship's repair list. Request was made to have heads and showers painted out. Repair list will be posted for additional repairs to be added after leaving Southampton, England. It will be submitted to the captain 24 hours before arrival in United States port. Chief engineer will be asked if the hatch from the engine room on the aft poop deck has to be kept open at all times. There is danger of men tripping in the dark and falling in. Crew was asked to take better care of the washing machine in the future.

December 27—Chairman, Joseph Kane; Secretary, Clarence Edwards. There is \$22.31 in the ship's fund. Chief engineer was seen a few times about his

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

end of the repair list, particularly pertaining to sougeeing quarters and painting out head and showers. This will be referred to the Lake Charles patrolman as no attempt has been made to correct same. Wipers could have been turned in on week ends on this. They have worked one weekend during six weeks. Consistent performers were warned that they will be turned over to the patrolman for action. Chief mate is leaving some disputed OT off his sheet. One man left ship in Azores due to illness.

SOUTHERN CITIES (Southern), December 21—Chairman, Floyd Simmons; Secretary, James B. Elliott. R. W. Carroll was elected ship's delegate by acclamation. Ship sailed short-handed from Jacksonville. Repair list will be ready on arrival. Ship's delegate will see the captain about getting new cots. New Orleans patrolman should investigate water rationing, accurate tank soundings. All agreed that the trip was a good one, and all clear photographs will be sent to the LOG.

STEEL KING (Isthmian), December 2—Chairman, Karmann; Secretary, Giacchetti. John Mastropavlos was elected ship's delegate, and a vote of thanks was given to the previous ship's delegate, Henry P. Hernandez. The locks to many doors need fixing. Heating units should be properly regulated. Medical chest and slopchest are thought to be lacking many supplies. Before signing on for foreign articles in New York the crew wants a patrolman to examine the meat box and the above. More crockery and utensils are to be ordered. A new library will be obtained in New Orleans.

December 27—Chairman, S. C. Scott; Secretary, Albert W. Bouton. The ship's delegate reported that all items in good and welfare were looked into and taken care of in New York. Gangway watch will hold the keys to the messhall while they are locked in port. All shore-side personnel should be kept out of passageways. Checkers are to eat after the crew has been served. A new shower nozzle is needed for the steward department shower. A basket is needed for the laundry. The washing machine should be secured. Library books should be returned.

BEATRICE (Bull), January 24—Chairman, Jim Felt; Secretary, Charles Stambul. Radio in chart room needs repairing. Captain and the chief engineer were called down to look at the washing machine which needs repairing. It is now up to the patrolman to take care

of this. Delegates of each department have made up a repair list. Washing machine has been in debate for the last two months. The patrolman should settle this matter once and for all. Chief electrician suggested that the aerials of the multicouplers for radios should be installed so men can attach them in their rooms without putting up their own aerials. Electrician will speak to the patrolman on this.

MORNING LIGHT (Waterman), January 24—Chairman, W. Mason; Secretary, B. Alston. Linen will be checked when it is returned from the laundry. SIU agent will be contacted to ask the company agent on arrival to work out a linen deal. Company will be contacted on fumigating the ship in the port of payoff. Captain will be contacted on the slopchest.

SEATRIN LOUISIANA (Seatrain), January 24—Chairman, Rusley Beyeler; Secretary, John B. Flannery. There is \$147 in the ship's fund. Ship's delegate wants a two-way speaker from the messroom to the galley; the messman's orders can't be understood by the galley. Suggestion was made to buy a PA system for not more than \$18. Ship's delegate will speak to company officials and the patrolman about getting a hydraulic stop on the engine room door near the crew's rooms, as the continual slamming keeps the watch standers awake. They can be easily opened when closed. All extra linen should be returned as there is a shortage.



SHINNECOCK BAY (Veritas), December 20—Chairman, Pearsall; Secretary, J. W. Craft. Minutes to the last meeting were lost when the steward, who got off the ship in Bangor, lost them. Repair list made out at the end of the last voyage and given to the chief engineer and the captain, has been taken care of, with the exception of a few minor repairs. The 4-8 black gang was a beef regarding one man buying shelves and cabinets and placing them in the room. He was believed to be making up too much space. Delegates will check after the meeting. Necessary galley repairs have not been made, and these were on the repair list given to the chief engineer. Ship's delegate will check on this. All men wanting to send messages home for the holidays were asked by sparks to do so today. Washing machine agitator was broken, and the captain will attempt to purchase a new one in the canal. It was suggested and approved by the membership that for all meetings, the permitmen be allowed to run the meeting, to give them experience and make the meeting a more meaningful thing to them, and also to give them practice in parliamentary procedure.

January 24—Chairman, L. Pearsall; Secretary, J. W. Craft. Galley repairs have been made. Captain promised to try and get a washing machine agitator in the canal but nothing was done. Arrangements were made to feed the 4-8 lookout early, and this was explained to the crew. Thanks were given to the members of the steward department for the excellent meals prepared on Christmas and New Years and to the deck engineer for making minor repairs without having to go through the chief engineer. Steward explained that stores taken on were for 90 days but nothing was purchased, though additional stores were requested for the Panama Canal, including a ton of meat. Stores are low on many items. Inventory will be prepared and a copy given to the captain to forward to the company, a copy sent to the Union, with a request for assistance and that the Union contact the company.

MICHAEL (Carras), no date—Chairman, Robert McNeil; Secretary, E. Manuel. Repair list will be made out and given to the patrolman. There was a discussion about the mate calling out men without calling the bosun. Radio will be raffled off and bought to build up the ship's fund.

QUEENSTON HEIGHTS (Seatrade), January 24—Chairman, R. Murphy; Secretary, Charles A. Mose. First engineer is working on the washing machine. Other repairs are being taken care of. Stove parts have been ordered. There is

\$8.86 left in the ship's fund. Motion was passed to accept a \$5.50 donation from each man. Handle should be put on each screen door aft. Ship's delegate will contact the agent about the new washing machine that was promised when the ship went to the shipyard.

YORKMAR (Calmar), February 4—Chairman, Vincent Carneco; Secretary, George Dunfee. Luzier was elected ship's delegate by acclamation. Suggestion was made to paint the laundry room; ship's delegate will see the captain. Jack Jacobs was elected new dock delegate by acclamation.

MAE (Bull), December 27—Chairman, E. Carlson; Secretary, G. Jamison. There is a balance of \$46.70 in the ship's fund; another arrival pool will be made up for Baltimore. E. Carlson was elected ship's delegate. Washing machine and coffee urn will be brought up with the patrolman. Ship's delegate will see the captain about painting messroom decks.

January 31—Chairman, Carlson; Secretary, Shea. There is \$48.03 in the ship's fund. Steward will put out an extra percolator to boil water for the men who drink tea. Brother Carlson got a vote of thanks for doing a fine job as ship's delegate. Each crewmember is to clean the washing machine after he uses it. Scouring powder will be kept there for that purpose. New antenna should be bought for the video set. All agreed on this.

BETHORE (Ore), January 23—Chairman, G. W. Calendine; Secretary, J. B. Humphries. Some action should be taken on arrival in Baltimore, on one uncooperative member. Men are leaving clothes in the washing machine for too long a time. Everyone agreed to be more careful. Steward was asked to order more coffee. Bosun will see the mate about sougeeing fo'c'sles. Action will be taken by the patrolman about a fight between two members.

OREMAR (Calmar), January 24—Chairman, Roland Williams; Secretary, F. H. Houck. Nothing was done on repairs listed last voyage. A new list from all department delegates was requested. Vote of thanks went to the steward department for a swell trip. There was a discussion on good feeding and preparation on this ship, with plenty of fresh fruit, compared to other company ships. Discussion was held on painting of crew's quarters, messhalls, pantry, etc. Chief engineer refused to repair light fixtures in the crew's quarters.



CUBORE (Ore), January 30—Chairman, Frank Clawson; Secretary, Van Euer. There is a balance of \$31.30 in the ship's fund. One man is returning from the Canal off the Marore. All men are to turn repairs in to the ship's delegate. Washing machine wringers should be checked for repairs. Ship's delegate will see the patrolman on changing linen. Rumor against a member was stopped before it went to far, thanks to the ship's delegate.

STEEL AGE (Isthmian), December 9—Chairman, A. Suskon; Secretary, J. Kusmieski. Mate is doing seamen's work. Outside of this everything is running smoothly. There is \$21.12 in the ship's fund. Letter was drawn up protesting the close of the marine hospitals. Complaints were made about a man performing aboard. Men are keeping clothes in the washing machine too long. A vote of thanks went to the 4-8 watch for helping to keep the messhall clean.

January 4—Chairman, W. O'Brien; Secretary, J. Kusmieski. Two fenders were thrown over the side on New Year's Eve. The mate will make an issue of this in the first US port. Crew asked that fresh bread be put out more often. A complaint was made about the way bacon is prepared in the morning.

YAKA (Waterman), January 24—Chairman, Barnhill; Secretary, Gus Sanchez. Joseph Rudolph was elected ship's delegate by acclamation. There is a balance of \$22.17 in the ship's fund; all brothers were asked to donate \$1 at the first draw. Washing machine should be cleaned after use. New one should be brought aboard at the port of payoff.

PERSONALS

John T. Shaw
Please get in touch with your stepson Gene. Write 1034 Maldies St., Baltimore 30, Md.

William S. Armstrong
Contact the Safe Deposit Dept., Corn Exchange Bank, 1510 Chestnut St., Philadelphia or A. De Fazio, 1201 Harrison Bldg., Philadelphia.

Arthur Ericson
Please contact me as soon as possible, regarding information on my case. Joe Callahan, 377 E. 12th St., Brooklyn, N. Y.

Harold Henry
Get in touch with me. Urgent. J. Bryson, 542 E. 185th St., Cleveland 21, Ohio.

James E. McLeod
Please contact home. Write PO Box 205, St. Simons Island, Ga.

Frederick E. Lillard
Please write. Mrs. T. F. Lillard, 214 E. Monroe, Jonesboro, Ark.

Charles T. Hall
Contact home. Mrs. G. D. Hall, 321-So. Pearl, Youngstown, Ohio.

Lawrence Franklin
It is urgent that we hear from you regarding your gear. Kodak Ltd., Wealdstone, Harrow, Middlesex, England.

Edward J. Muller
Please write. I am aboard the Chiwawa. John E. Brady, c/o Cities Service Oil Co., 70 Pine St., New York City.

Joseph Bramley
Please phone or write me as soon as possible. Urgent. Mrs. Edith Bramley.

Peter Ayers
Get in touch with me. Urgent. Mrs. P. Ayers, 2553 Benefit St., New Orleans.

Ex-Salem Maritime
Clothes of former crewmembers except for A. Tursi, E. Foley and R. Tuthill are being held in the Heublin Laundry, Yokohama. The ship sailed before we could get them out. Contact the laundry directly. I have gear of the three named men. Contact me on the ship or c/o Mullins, 66 Champlain Ave., Wilmington, Delaware. T. Drzewicki, ship's delegate.

NOTICES

Charles Mosher
Contact the Boston SIU hall as soon as possible.

Pick Up Baggage
Seafarers with unclaimed baggage in the Mobile SIU hall are urged to pick it up or advise the agent their present address within the next 60 days. This baggage is taking up space in the hall which is being converted to other use.

Billie Brown
Contact the Welfare Services office at SIU headquarters in Brooklyn as soon as possible.

James Robinson
Contact Trojan Steamship Co., 21 West St., NYC, or call Whitehall 3-7120.

Retiring cards are being held at the Boston SIU hall for the following men: Victor A. Carlson, Frank H. Carroll, Albert F. Chysna, John Latella, J. D. Leary, Gavin C. Steele.

Puzzle Answer

PARA SIU HALL
AHOY TOR INEE
SABE INUNDATE
OBI LEAGUE
NETS UNREST
DAMES WAS NEE
AWOL PAY AGES
LEO GAY GRIPS
ISRAEL TARN
SAPPER ESE
SEATRIN BETA
OTTO TEE EROS
BAER EST ESPY

Quiz Answers

- (1) The shivaree is a rural American custom consisting of the boisterous serenading of a newly married couple.
- (2) The temperature will fall.
- (3) Bill Terry, "Rabbit" Maranville, and Bill Dickey.
- (4) 17 1/2.
- (5) Alexander Wiley, Republican.
- (6) Contract bridge.
- (7) Texas. It can be divided into five states.
- (8) Albania, Bulgaria, Czechoslovakia, German People's Republic (East Germany), Hungary, Poland, Rumania.
- (9) Bidault.
- (10) Porpoise.

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME
STREET ADDRESS
CITY ZONE STATE
Signed
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY ZONE STATE

Disabled Seafarer Gets Aid

Collecting his first SIU disability payments after sailing for more than 40 years as a merchant seaman, Seafarer Burton J. Frazer last week received a \$50 check from the SIU Welfare Services Department. The Union pays \$25 a week to its totally disabled seamen.

Frazer joined the SIU back in its early organizing days of 1939 and had been sailing continually with the Union until entering the hospital last year for a thorough checkup. Bothered for years by a leg ailment, compounded by a bone disease, Frazer decided once and for all to see what he could do about it in the local bone drydocks.

The medics couldn't check him out on his leg, discharging him after a three-months examination as having an incurable leg ailment.

Born in Newport, New Hampshire, just before the advent of the twentieth century, Frazer is 60 years old.

He started sailing early in his teens around his home town, shipping in the local waters aboard tankers, whalers and other vessels before sticking strictly to deep sea ships.



Seafarer Burton J. Frazer gets first SIU disability benefits check from Welfare Services representative Milton Flynn.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Robert Lamar and Charles David Stringfellow, born November 21, 1953. Parents, Mr. and Mrs. Charles L. Stringfellow, 1054 Elmira Street, Mobile, Ala.

Orelia Gutierrez, born January 23, 1954. Parents, Mr. and Mrs. Juan G. Gutierrez, 7619 Avenue I, Houston, Tex.

Philip Narvaez, born October 31, 1953. Parents, Mr. and Mrs. Felipe Narvaez, 305 West Hart, Pasadena, Tex.

Doris Anna Arliga, born Jan-2, 1954. Parents, Mr. and Mrs. Miguel H. Arliga, 1780 Frankford Avenue, Philadelphia, Pa.

Maria Emmanuella Schiavone, born October 11, 1953. Parents, Mr. and Mrs. Antonio Schiavone, 386 Ford Street, Bronx, NY.

Beverly Ann Ward, born Decem-

ber 31, 1953. Parents, Mr. and Mrs. William M. Ward, 330-26 31st Street, Astoria, Long Island, NY.

Eileen Theresa Bagley, born December 3, 1953. Parents, Mr. and Mrs. Albert J. Bagley, 61-38 148th Place, Flushing, Long Island, NY.

Manly Anthony Bolton, born December 17, 1953. Parents, Mr. and Mrs. Leonard A. Bolton, Houston, Tex.

Richard Wayne Toler, born December 30, 1953. Parents, Mr. and Mrs. Richard L. Toler, 2426 Brown Street, Philadelphia, Pa.

Deborah Diane Applewhite, born December 17, 1953. Parents, Mr. and Mrs. Thomas N. Applewhite, Apt. 8D, Savannah Terrace, North Augusta, SC.

Dennis Rivera, born January 14, 1954. Parents, Mr. and Mrs. John L. Rivera, 3374 Pearl Street, New York, NY.

Debra Lee Palmer, born Decem-

ber 9, 1953. Parents, Mr. and Mrs. Robert A. Palmer, 552 Charleston Street, Mobile, Ala.

George Francis Andrade, born January 6, 1954. Parents, Mr. and Mrs. Francis E. Andrade, General Delivery, Saraland, Ala.

William Garrison Porter, born January 26, 1954. Parents, Mr. and Mrs. William S. Porter, 6327 N. Woodstock Street, Philadelphia, Pa.

Nicholas Peter Kondylas, born December 20, 1953. Parents, Mr. and Mrs. Nicholas P. Kondylas, 911 Belgiare Avenue, Baltimore, Md.

Glenda Sue Mason, born October 25, 1953. Parents, Mr. and Mrs. Allen C. Mason, 5104 Edwards Avenue, Jacksonville, Fla.

Deborah Ann Monahan, born December 28, 1953. Parents, Mr. and Mrs. Elbert W. Monahan, 799 South First Street, New Bedford, Mass.

Jessie Brittain Gay, born December 11, 1953. Parents, Mr. and Mrs. Drew C. Gay, 318 C, Luther Wilson Apts., Columbus, Ga.

Elizabeth Koenig Conway, born December 7, 1953. Parents, Mr. and Mrs. Francis H. Conway, 94 Becker Ave., Rochelle Park, NJ.

Angel Luis Rios, Jr., born December 25, 1953. Parents, Mr. and Mrs. Angel L. Rios, 515 West 122nd Street, New York, NY.

Alan Richard Einsbruch, born January 19, 1954. Parents, Mr. and Mrs. Nathaniel Einsbruch, 299 Clinton Avenue, Newark, NJ.

Richard Thomas Tobin, III, born December 11, 1953. Parents, Mr. and Mrs. Richard T. Tobin, Box 328, Mt. Pleasant, SC.

Bruce Darrell Rambo, born December 31, 1953. Parents, Mr. and Mrs. John B. Rambo, 620 Wellington Street, Mobile, Ala.

Charles Randall Busby, born October 19, 1953. Parents, Mr. and Mrs. Millard F. Busby, Route 1, Eva, Ala.

Richard Nadal, born September 30, 1953. Parents, Mr. and Mrs. Francisco Nadal, 317 East 101st Street, New York, NY.

in the HOSPITALS

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

- | | |
|--|---|
| <p>VA HOSPITAL
CORAL GABLES, FLA.
Solomon Gerber Jose C. Vilar
George Planes</p> <p>CRAWFORD RETREAT
BALTIMORE, MD.
John Sercu</p> <p>USPHS HOSPITAL
BALTIMORE, MD.
Leslie R. Aaron William Ivins
George R. Black Lloyd G. Linticum
Julian A. Blanco Charles P. Lord
Lorenzo Brigida John L. Millner
Arthur R. Brooks Jimmie Morris
Robert Chapline Jimmie Priddy
Jessie A. Clarke Peter Sadowski
Jeff Davis John D. Seiferth
James R. Dodson Elmer Shipp
John J. Ferreira C. N. Summerell
Franklin D. Gilman Henrich Wiese
James G. Girolami Paul M. Wood
Donald J. Hewson</p> <p>US NAVAL HOSPITAL
KEY WEST, FLA.
Antonio Landry</p> <p>USPHS HOSPITAL
SAN JUAN, PUERTO RICO
Henry Schwartz</p> <p>US NAVAL HOSPITAL
JACKSONVILLE, FLA.
L. J. Richards</p> <p>USPHS HOSPITAL
SAVANNAH, GA.
Paul B. Bland Joseph Kramer
H. L. Carter Jimmie Littleton
A. Cohen Bert Rickard
F. W. Grant H. P. Towns</p> <p>USPHS HOSPITAL
SEATTLE, WASH.
C. E. Dudley C. E. Johnson
Leo A. Dwyer V. K. Ming
G. C. Farnum Ronald D. Stough
William K. Gulley Joseph E. Wells
S. Johannessen Edward L. Woods</p> <p>SEASIDE GENERAL HOSPITAL
LONG BEACH, CAL.
William H. Mason</p> <p>USPHS HOSPITAL
GALVESTON, TEX.
C. Adkins John E. Markopolo
M. P. Bennett D. B. Patterson
G. Brownell George G. Randall
Pierre Charette Jose Sanchez
M. DeGollado R. G. Schram
H. Deshotel M. W. Smith
Samuel S. Lyle C. Storey
G. B. McCurley S. Vincius Jr.</p> <p>J. LEWIS CROZER
HOMEOPATHIC HOSPITAL
PHILADELPHIA, PA.
E. J. Lanahan</p> <p>USPHS HOSPITAL
MANHATTAN BEACH, BROOKLYN, NY
Thomas B. Bryant James J. Lawlor
Joseph G. Carr James R. Lewis
Julian Cuthrell Francis F. Lynch
C. M. Davison Harry F. McDonald
Emilio Delgado A. McGuigan
Antonio M. Diaz David McIlreath
John J. Driscoll Frank Mackey
Jose G. Espinoza Vic Milazzo
Robert E. Gilbert Alfred Mueller
Bart E. Guranick Eugene T. Nelson
John B. Hass G. E. Shumaker
Thomas Isaksen E. R. Smallwood
John W. Keenan Harry E. Smith
Ludwig Kristiansen Renato A. Villata
Frederick Landry Virgil E. Wilmoth</p> | <p>OLD ROPER HOSPITAL
CHARLESTON, SC
Enrique Cortes</p> <p>USPHS HOSPITAL
NORFOLK, VA.
Robert B. Brady C. V. Majette
Charles W. Burke</p> <p>USPHS HOSPITAL
BOSTON, MASS.
Ernest P. Belkner Theodore Mastaler
R. M. Churchill James H. Penswick
Edward C. Dacey Robert A. Rogers
Fred Mallory Jr.</p> <p>USPHS HOSPITAL
STATEN ISLAND, NY
Percy D. Allred Herman Meyer
G. Athanasourelis G. N. Monahan
Melvin Bass Warren Nielson
John Beckmann Montford Owens
B. Blanchard Donald Peterson
William J. Carey Lewis Riviere
Eddie Driggers Jan Rooms
R. Edmondson Jose Salgado
Charles Ferris Virgil Sandberg
John Fontries Robert Sizemore
Estell Godfrey Jose Souza
Hans R. Hansen Benjamin Trottie
M. Katrausky Harry S. Tuttle
Dee Kimbrell John J. Usakiewicz
Wong Kong Jan Vanos
Chang Choo Lai George Vickery
Robert McKnew James Waldron
John MacInnes Albert Williams
Marvin Matson</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CAL.
John W. Bancroft Joseph McNulty
Wayne T. Center Joe Ferreira
Dao King Chaw Anthony Sakellis
Henry J. Childs F. Schembri
Ho Yee Choo Frank Schmiedel
Billie J. Davis W. Singleton
John T. Edwards Andrew A. Smith
F. Fondila Sing Ah Sue
Benny M. Foster W. Timmerman
Raymond W. Frye Harry S. Tuttle
Olav Gustavsen M. B. Wilson
Harry W. Kight P. S. Yazon
William J. Loss</p> <p>CHARITY HOSPITAL
NEW ORLEANS, LA.
J. F. McLaughlin</p> <p>USPHS HOSPITAL
NEW ORLEANS, LA.
E. G. Anderson Leo H. Lang
T. L. Ankerson Samuel Levy
Arthur W. Baker John C. Long
T. W. Bernsee Oscar F. Madere
Charles E. Brady Frank Martin
William R. Burch J. M. Mason Sr.
Antonio Carrano L. C. Miller
Charles W. Christ E. A. Pappas
Clarence W. Cobb Harry G. Peck
S. Cope W. E. Reynolds
John Culeton Henri J. Robin
Thomas J. Dawson William Rochell
John P. Doyle J. Santiago
Leo Fontenot Luther C. Seidle
B. D. Foster John H. Smith
J. E. Gardiner James T. Smith
N. L. Gardner L. C. Smith
Jack H. Gleason R. J. Smith
T. M. Smith T. R. Terrington
Ross J. Herbert A. F. Thompson
M. E. Hill J. C. Thompson
John L. Hinton Lonnie R. Tickle
B. R. Huggins E. M. Valaquez
Carl Jones Edgar Walker
J. M. Jones J. E. Ward
E. G. Knapp H. Williams
D. Korolla J. D. Dambino
A. Landry</p> |
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When you need a hand



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THE
SIU
WELFARE
SERVICES
DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

Baby Greet Camera With Howl



Mrs. William Ward, wife of a Seafarer, beams happily as she holds her daughter, Beverly Ann, in her arms in their home in New York City. Beverly seems to be having a howling time.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

With income-tax time just around the corner of next month, it's a wonder that not more of the brothers are sick and heading for the nearest hospital to recuperate their health, if not their financial losses.

Heading the list over at the Staten Island hospital is Warren Nielson. Nielson dropped in at the hospital for general observation. He was second pumpman on the Trinity (Carras) before he got off for a look-see by the doctors. He hails from Philadelphia, Pa., and he stopped off at the hospital about one month ago.

Emmett Many, a little old corn pone boy from down Louisiana way is out at Staten Island, bedded down with a case of pneumonia. Many was OS on the Seatrain New York of Seatrain Lines and entered the hospital on the first of the month, one day before the ground hog showed up looking for his shadow. He hopes to be up and around soon and shipping out with his Seafarer shipmates.



Trotte

Another Southern boy from down Florida way is Jose Sousa. Jose is off the same ship as his shipmate, Many, the Seatrain New York. He sailed as a fireman on the train-carrying vessels and is in the drydock for observation.

Keeping the string alive on boys hailing from south of the Mason-Dixon Line in the local medical department is Willie Young. Willie comes from Mobile, Alabama. He last sailed as bosun on the Alcoa Puritan of Alcoa. He had to get off the ship due to a foot injury. He hopes to be up to the hall soon and sailing out once again with the Union.

In the hospital for a sub-abdominal operation is Dee Kimbrell. Kimbrell, out of Decatur, Alabama, was the chief electrician on the Steel Maker of Isthmian before heading for an involuntary stay on the beach.

Lewis Riviere, from New York City, was night cook and baker on the Suzanne of Bull before entering the hospital at the end of January. He's in for the same type of operation as is Kimbrell. Two other Seafarers coming in the same general category are Julian Wilson from Brooklyn, who last sailed as AB on the Atlantic Seaman, and Fred Karlvist. The latter seaman was an AB on the Atlantic Ranger last and sails out of Philadelphia.



Young

One boy who really had it bad for awhile is Gil Vila off the Bull Lines' Frances. Vila was OS on that ship when he came down with a succession of mishaps resulting in a double hernia and leg and body injuries. He entered the hospital on February 3 and he hails from New York.

FINAL DISPATCH

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

John H. Fairclough, 46: Brother Fairclough died of a fatal pulmonary ailment on October 22, 1953 aboard ship in Sasebo Harbor, Japan. Since 1951, when he joined the Union in New York, Brother Fairclough had sailed as a messman in the steward department. He is survived by his aunt, Mrs. Carruilla Meinhardt of 107 N. Lindwood Avenue, Baltimore, Md.

Joseph Miles, 51: On January 1, 1954, Brother Miles died of heart failure in Liverpool, England. For the past three years he sailed out of New York as a member of the deck department. He leaves his sister, Sarah Mitchell, 1505 Clydesdale Road, Wallasey, England.

Ralph L. Nixon, 63: Holding the ratings of AB-QM in the deck department, Brother Nixon had sailed from New York since 1943. On January 8, 1954 he suffered a fatal attack of bronchitis at the USPHS hospital in Baltimore, Md. Burial took place at Riverside Cemetery, Norfolk, Va. Brother Nixon leaves his daughter, Edna Bernik, 415 Pendelton Street, Norfolk, Va.

Jack L. Gridley, 25: Carbon monoxide poisoning caused Brother Gridley's death on January 29, 1954 in Hemet, Cal. He was buried

at Inglewood Park Cemetery, Cal. Since 1947 he sailed in the deck department, having joined the SIU in Baltimore. He leaves his mother, Gladys May Knudsen, Star Rt., Box 30-A, Hemet, Cal.

Neil G. Shaw, 56: On May 24, 1953 Brother Shaw died at sea aboard the Bessemer Victory and was buried at sea. An oiler in the engine department, he is survived by his sister, Rosa Lee Shaw, 104 North 7th Street, Wilmington, NC.

John Capuzzi, 50: A wiper in the engine department, Brother Capuzzi died of malignant hypertension on January 27, 1954 in Philadelphia, Pa., and was buried at Holy Cross Cemetery there. Executrix of the estate is Wilhelmina Capuzzi, 1223 Ridge Avenue, Philadelphia 33, Pa.

Carl L. Kob, 46: A heart ailment proved fatal to Brother Kob on October 25, 1953 at the Seaside Hospital in Los Angeles, Cal. He sailed as a messman in the steward department.

Thomas C. Reynolds, 23: On January 26, 1954 Brother Reynolds died of a liver ailment at the USPHS Hospital, New Orleans, La.; he was buried at Drew Cemetery, Drew, Miss. A messman in the steward department, Brother Reynolds started sailing in 1952, out of New Orleans. He leaves his mother, Mrs. J. W. Reynolds, Parchman, Miss.

Jobless Pay Beef Won By Union



Clarence Yearwood (right) discusses his claim against Calmar Steamship Company with SIU Assistant-Secretary Treasurer Joe Algina (center) and Walter Siekmann, head of the Union's Welfare Services Department.

A company attempt to deny a Seafarer unemployment insurance was defeated when Seafarer Clarence Yearwood, steward, won a favorable ruling on his application over the objections of the Calmar Steamship Company. A New York State Unemployment Referee ruled that the company had no

case against Yearwood after SIU Welfare Services and headquarters went to bat for him.

As a result, Yearwood has collected all unemployment insurance due him, with full retroactivity.

The company's reasons for firing Yearwood were alleged "falsification" of overtime sheets and "misconduct" in not showing up for work on the Alamar on Thanksgiving Day. Actually, as the testimony showed, Yearwood had turned in the OT sheet in advance, as many stewards do, and had included overtime for himself for the holiday. Subsequently, he received permission to take the day off if the ship was in New York. All that would have to be done then, was simply to deduct his OT for the holiday.

Dispute Over Supplies

Yearwood, who is an oldtimer with Calmar with several years'

service on the company's ships, believes the firing really stemmed from a dispute over Thanksgiving Dinner supplies.

When Yearwood was denied unemployment insurance in his home state of New York, Welfare Serv-

ices and headquarters officials combined efforts for an immediate appeal at which Yearwood, Masterson, and Joe Algina, assistant-secretary treasurer, testified. The result was a favorable ruling for the veteran steward.

Twins Get Help Pronto From SIU

NEW ORLEANS—because Seafarer Anthony Garza's wife knew where to go in time of need, a recent distressing experience in the Garza family life turned out to be a story with a happy ending.

Seafarer Garza was on the South American run aboard the Del Monte (Mississippi) when his 28-months-old twins, Linda and Johnny, became seriously ill with anemia. Johnny's illness was complicated by pneumonia. Blood donors were needed for both children.

Mrs. Garza got word to SIU representatives in New Orleans about her plight. They in turn called for volunteers and Seafarers E. H. Fairbanks, L. M. Kelly, H. J. Lachney and J. M. Williamson responded.

Now, thanks in part to the alertness of the SIU in answering the emergency and to the generosity of the four Seafarers who gave their blood, the Garza twins have recovered fully from their illness and are anxiously awaiting the chance to meet their Daddy when he comes home again.



Seafarer J. W. Williamson, (above) donates blood for the Garza twins while three other Seafarers, H. J. Lachney, L. M. Kelly and E. H. Fairbanks (left to right) await their turn at Baptist hospital. Below are the fully-recovered twins, Linda and Johnny with big brother Eugene and Mrs. Anthony Garza.



"It's no accident, Brother!"

"Don't think the shipowners gave us the conditions we have today out of the goodness of their hearts. Nobody gives anything for nothing. The take-home pay, shipboard conditions and benefits we enjoy were gotten only after a lot of sweat and hard work.

"Every beef we've been in—and we've had our share of them—was fought to give us a better way of life so that we could have a family and a home and all the decent things that most guys who go to sea for a living didn't know about until a few years ago.

"No, it's no accident that we have the best contracts in the industry, welfare and vacation plans second to none, and all the other things that Seafarers can enjoy today with solid trade union backing on all fronts. We went out to get these conditions because that's the only way we could get them. Nobody was handing them out for free.

"Don't say the Union did it alone, either. Who's the Union anyway but seamen like you and me? We've got the best because we fought to get it every time. Don't forget it."

